

THE ALDEBURGH SOCIETY

(Registered Charity Number 262239)

12 November 2018

Scottish Power Renewables

Scottish Power House

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Dear Sir/Madam

The Aldeburgh Society's response to East Anglia Two and One North Offshore Wind Farm's phase 3.5 Public Consultation Exercise

The Aldeburgh Society is grateful for the opportunity to comment on Scottish Power Renewables (SPR) further phase of consultation.

As we said in our response to phase 2, we as a civic society are very cognizant and supportive of the move to renewable energy as long as all reasonable steps are taken to minimise the adverse effect of such moves on the local environment particularly in an AONB.

This new phase includes the 'alternative option' of siting the substation at Broom Covert, Sizewell in the AONB. It also sets out the proposed construction traffic and transportation aspects of the projects which are unacceptable to the Society.

All aspects of this latest phase raise particularly serious issues and the Society objects to these proposals as follows:

1. Land-based substations

The Society is very concerned that, whichever site (Friston or Broom Covert, Sizewell) is chosen, the land-based substations will have a substantial impact on the natural environment in that they will consist of three large tall buildings including one to be constructed by National Grid. Buildings of this type should not be built in an AONB and the NPPF states that development in an AONB should **only take place in exceptional circumstances**. We note that the substations for EA1 (South) are being placed many miles inland. Ideally the substations should be sited on brownfield sites well away from villages and well screened. It should be possible to build the land based substations within the existing Sizewell site which would be preferable to both Broom Covert and Friston. We repeat points 2-5 inclusive of our original response (included as an attachment).

2. Landfall site

In addition to our grave concerns about the placing of such intrusive infrastructure buildings in the AONB (and the traversing of the AONB to get to an inland site such as Friston), we take particular exception to the proposed transport routes for the construction traffic associated with these projects. It is now clear that irrespective of which site is chosen for the substations, the plan is to route HGVs used in the construction of the landfall site at Thorpeness from the A12 down the A1094 to Aldeburgh and up the B1122 to the B1353 and to Thorpeness. In our opinion this is clearly unacceptable. There needs to be a re-evaluation of the location of the landfall site, and we would suggest sites further north be considered to minimise environmental damage. The cliffs to the north of Thorpeness are a very precious landscape area which would be seriously damaged by an onshore cable route being placed there.

3. Transport and Traffic

The current proposals envisage HGVs coming into Aldeburgh down the Saxmundham Road and turning at the Tesco roundabout to take the Leiston Road. SPR claim in the consultation that the route is wide enough to allow two way HGV traffic. This is not credible. In addition the roundabout is always congested and is used by schoolchildren on their way to and from Aldeburgh primary school, residents going to the two supermarkets and the pub as well as those using the Jubilee Walk and accessing King's Field and the Community Centre.

SPR must bear in mind the number of houses the route will pass and impact compared with a route turning left toward Coldfair Green and the risk of further congestion and "interference" with pedestrians, walkers, bikers and caravans especially in holiday periods. In addition the road just before and after the roundabout narrows significantly

because of parked cars (which won't appear on any map) and the entrance and exits of the two supermarkets. Leiston Road is normally single file as the only parking the houses have is on either side of the road. The additional new houses, behind the laundry and the police station site will only add to this.

If the Saxmundham Road is blocked by construction traffic Aldeburgh residents would be denied access to transport to Ipswich Hospital and there would be no access to Aldeburgh Hospital and the Garrett House nursing home. This attack on the safety of Aldeburgh residents cannot be allowed.

Thought should also be given to accessing the landfall site by sea and/or (if Thorpeness has to be the landfall site) using the Sizewell Gap Road once the eastern section of the cable corridor haul road is constructed (as stated in your Traffic and Transport Factsheet).

4 The need for a comprehensive strategy

Finally, we cannot emphasise strongly enough how imperative it is for a comprehensive strategy for all energy projects to be developed to stop each development being considered on a piecemeal basis.

The current proposals remain unacceptable to the Society and we trust that the points raised will be addressed.

We have seen the objections raised by Aldeburgh Town Council in their letter of 9th November and fully endorse them.

Yours faithfully

Katherine Mackie

Chair

Aldeburgh Society

attachment: Aldeburgh Society objection 24 August 2018