



## PARISH CLERK

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Comments of Campsea Ashe Parish Council with regards to

National Grid Electricity Transmission (NGET) **Sea Link** &  
National Grid Ventures (NGV) **Lion Link** (formerly named Euro Link)

Further to being invited to comment on the Lion Link project, we feel that the process seems disjointed, as there are several other projects which include a connection at Friston and hence our comments are also valid for Sea Link as well as Nautilus. We therefore request consultation for all these transmission infrastructure projects should be within a single process.

Campsea Ashe Parish Council has studied with interest presentations and submissions made by Friston Parish Council together with various local action groups (SEAS / SASSES). CA PC would like to point out, that without those organisations efforts, it would have been a very difficult and too time consuming effort for a small PC to garner enough knowledge of so many aspects of these proposals, to enable a sufficient response.

During consultations for SizewellC, EA1N/EA2 and Friston, CA PC had always expressed utmost concern regarding the cumulative impacts these projects would create for this rural environment. This remains one of our main objection to these projects and was also mentioned in the Examining Authority (ExA) comments, stating impacts would be '**substantially adverse**'.

Like most affected neighbouring PC's, Campsea Ashe opposes all onshore elements of Sea Link and Lion Link (& Nautilus). These projects do not generate renewable energy or improve energy security, they create no long term employment but will cause widespread environmental damage and pose a further risk to the local tourism industry, a key part of the local economy. Further more, with the feasible option of a Modular Off-shore Grid (MOG) solution, as has already been demonstrated by our European neighbours, it seems not logical to pursue an option that would create such massive impacts in such a small geographical area.

CA PC has noted that all MP's of the East Anglian region are in support of the Modular Off-shore Grid solution, a solution that would spare the industrialisation of the heritage coast and would utilise brownfield sites along the eastern/southern coast.



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We agree with many of the more detailed issues brought up by the responses of FPC, including the apparent omission of actual infrastructure elements required at the Saxmundham/Friston converter stations or the understated environmental impacts in the area, including noise and flooding issues.

Importantly, there are no discernible community benefits, other than those seeming to mean some vaguely defined payments to local authorities, which we feel is inadequate to the scale of impact this industrialisation of our region will create. The MOG solution would retain economical benefits to areas that do need them most, ie the Suffolk/Norfolk and Essex ports of Lowestoft, Great Yarmouth and Felixstowe/Harwich, whilst the impacts felt by the local tourist economy around Suffolk Coastal estimates to be affected by the planned works to the tune of £40m/year, with obvious impacts on local employment etc.. The workforce to cater for the planned energy projects would to a large extent depend upon 'imported' specialist, as the pool of local construction workers is already being stretched with an heavy building programme in the region. Other support workers would need to be recruited away from other local businesses, which would struggle to retain workers (at current regional wage levels) as previous SizwellB works had demonstrated.

During the DCO for SizwellC, CA PC had become very concerned about traffic impacts in the area and has spent resources in attempting to understand the impacts the energy projects together with an ambitious Local Plan will have on its area.

As a result, the PC has concluded that traffic generated by these projects will majorly impact its residents because of several factors;

- 1 insufficient road infrastructure in place to cater for these projects, especially with all energy projects most likely cumulating within a 6 year window, creating in excess of 800 extra HGV journeys a day
- 2 The impact of increased subcontractor vehicle movements has not been assessed as
- 3 Alternative route usage, pre-dominantly by local road users, to avoid other heavily impacted roads has equally not been assessed for all the planned energy projects.
- 4 The Rendlesham located Bentwaters Industrial Estate has currently no development limit associated to its size. It is assumed that sub contractors will increasingly try and use/locate to this Estate, even though it is widely acknowledged, that the road infrastructure is already insufficient for an operation of current size (see WSP traffic report 2018/19, produced for the ESC Local Plan 2020).

Campsea Ashe PC is fully supportive of renewable alternative energy creation. However, with a feasible and more logical MOG alternative as energy infrastructure, we are opposed to the land based options proposed in the Sea and Lion Link consultations.  
Yours sincerely

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