

My name is Andrew McDonald, and I live in Snape, a short walk from here across the river and the marshes.

This Application, as many other Interested Parties have already shown, is very poorly put together, and lacks the accurate and considered evidence that I had thought a DCO requires – although we have of course a wealth of tables in the Application, and a kitchen-sinkful of detail. I think that all of this is for a project that is in the wrong place, is not now needed, and never will be; and that the connection hub in Friston that it will facilitate is a disastrous and extremely consequential mistake. But I am here today to ask the ExA for reconsideration of the issue of cumulative traffic impact, t, and for an Issue Specific Hearing on this topic.

The application was written in full knowledge of the impacts on local roads and users that the SZC project will bring; so Sea Link cannot reasonably write that 'the average number of HGVs at the peak of construction would be 68 in Suffolk', when they mean '68 more in Suffolk'. That figure is from their FAQ document, and it is so inaccurate that it might as well be a lie. The peak HGV figure is 173, two and a half times as many. They have quoted the number of HGVs at the time of 'peak construction', not 'peak HGV traffic.' This is childish. The treatment of traffic data generally in the Application is far below the required standard of accuracy and scope, which in consultation they have consistently refused to provide. So we have a Traffic Assessment Note, rather than a Traffic Assessment Document; and we have traffic surveys carried out at the wrong time of year. We cannot trust the data, and are beginning not to trust the authors of the data.

So, the Traffic and Transport Study **area** in the Application excludes the three roads that run through Snape Village and connect Leiston and the A1094 with Tunstall, Rendlesham, Iken and Orford. **The project traffic and the traffic it displaces will not respect that artificial boundary.** What we know, living here, is that the A roads are not up to the traffic they are going to have to carry; the B roads are not up to the diversions that they will need to carry; and the C roads and the Quiet Lanes which are such a DELIGHT of this part of the country are going to be destroyed, their verges widened, their hedgerows cut back or cut

down, and there will be casualty and perhaps death on these roads for lack of a sensible understanding of the cumulative (rather than simply additive) traffic impacts that are coming for us here in coastal Suffolk.

I'm using emotive language – I should use the language of the application – where I mentioned 'casualty and perhaps death, I meant to say Severance, Pedestrian Delay, Fear and Intimidation, and Non-Motorised Amenity effects. Of course.

It's a bad application; its immediate effects would be disastrous, and its connection hub consequences would mean more and more of the same. Please do not let this happen.