

# TEXT\_SizewellC\_Prelim1\_Session4\_2303202

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## SUMMARY KEYWORDS

edf, road, area, point, hear, project, issues, speak, impact, traffic, applicant, site, Hinkley, size, people, nuclear power station, move, left, mentioned, examination

00:02

Right, thank you. The

00:03

meeting is now resumed. I just like to give an update on progress for those who are interested. It looks as if we're certainly not going to conclude today. So the plan is to continue until around a between half four and five o'clock break and adjourn to the next day at a convenient point around then. And then tomorrow for tomorrow you will be sent new joining instructions with a time slot again for you to join will aim to conclude the meeting. So to begin the meeting at around 10 o'clock, but you will have to join Gaia

00:43

think we may have lost the connection.

00:54

Okay, happier. So you can't hear me, Edward.

00:58

To me.

01:03

Miss McKay, we can hear you and see you. Okay. Okay. Okay, so

01:10

you're you can hear me?

01:15

Yeah. So and we can see you as well.

01:18

All right. As I was saying, you will be sent new joining instructions. And so that should, explain to you how you do rejoin. I'd also mentioned that I've been aware of power cuts in the Yoxford area. So some people may not have been able to join us this morning. Hopefully they may be able to join us tomorrow. And certainly if they could watch on the recording and writing to PD be and then we can we can take their views into account. So apologies again for the delayed start. And I'll now hand over to Mr. Humphries to continue with this agenda item.

02:05

Can I ask if

02:07

the team supporting the planning Inspectorate can see if somebody has inadvertently

02:13

pinned Andy Smith to the screen because his camera seems to be off. But he still seems to be there.

02:23

Yes, and we are we are working on a solution to that

02:26

with our digital team as we speak. So apologies for that but it is being looked into.

02:34

And Paul Taylor as well.

02:35

Well, Paul,

02:38

Mr. Taylor, are you the Paul I've got as guests there who's got the next hands up?

02:47

I think there could be me, sir.

02:49

That would be okay. And my camera on. Thank you.

02:56

Thank you very much. My name is Paul Tillcock. And I'm a Kelso resident. Thank you examining the inspector to allow me to speak. I've not been involved in a process such as this before. So if I slip up or go astray, I apologise in advance for those who are struggling to keep up and it's only the first day I would really sincerely like to thank the likes of Marian fellows Josie be the sex men and we can market town Council's stop sighs well, and together against size or for their time and effort to help us through this. And as a lay person. You know that that's what I'd like to say. So the representative for having an

estate having employee state has summed up quite a few of the things I wanted you to look at specifically. But if you don't mind, just for a few moments, I'd like to rattle through them if I may. Okay, so I'd like to support and endorse David Grant and his agent is a local landowner, and as a credible and realistic alternative proposal for the size of link road. Our deep concerns and the lack of specific details of this enormous and potentially damaging project. The original preferred, sizable link road known as DT or W has not been adequately assessed. And Suffolk County Council has said that the existing proposal Sizewell link road has no legacy and should be removed after construction. I would like the inspector to look specifically at those points, please. Especially with the fact that it seems to me if there is any accidents or whatever nature, there is only one access in and out. And I don't think that can be correct. And my main concern is that the early years traffic as I understand it is substantial. This cannot be acceptable and if the marine and rail lead options are possible, this further justifies that there is no need for the Sizewell link road at all. As before it has even been built, the largest traffic volumes have passed. Personally there has been no substantial options for the roundabout and Sizewell link road lighting. None have been put forward. We virtually had perfect dark skies here. So no adequate solutions, as I say have been put forward. Other contributors have mentioned litter, red drums, anti social parking behaviour. And what about planting of trees and hedges? I have no details of those. It appears to me that EDF has submitted an outline planning application and we were expecting a detailed planning application. If there is no mitigation in the early years, as far as I can see, it will be the traffic will be like Latitude every day, but without the music. Thank you very much.

06:21

Thank you. Can I now go to Mr. Etheridge, you tried to join us before please.

06:32

Yes, my name is Peter Etheridge. Hello, Eastbridge close to Minsmere nature reserve and about three quarters of a mile from main sidewalk construction site. I'm very concerned about the inputs to the fishing industry on Cell Bay. This is an important area for breeding birds and Minsmere Royal Society of the Protection of Birds nature reserve. It's a site of site SPA of specially protected area. SAC a Specially Protected Area of Conservation and a Ramsar site. Its internationally important wetland. It's an important food and area for winter visitors, particularly red throated divers. Great Rishi agrees, and at times of 1000 common goes wintering There is also an important fishing area for fishing folk from obrah. It is vital for any construction work by age yet does not affect the ecosystem of these waters. And do this I respectfully submit that reports by an independent marine biologist and a marine hydrologist be obtained to show that any work to be carried out, including the effects of any fish determined to be fitted will not affect the marine ecology in these waters. Thank you for listening to me.

08:03

Thank you, Mr. Etheridge. Okay, can we now move to Simon Mellon, please.

08:16

Hello.

08:18

Hello. Hello.

08:20

Hello, is that Mr. Melon?

08:20

It is? Yes. Thank you for letting me talk today. I'd just like to raise the points to have the impact of both sound and light pollution specific to the green railroad, including included also the spoil heat impacts to existing viewpoints and VISTAs. And also the management specific to diversions and detrimental access issues with regards to the construction of the green railroads. Hello, hello.

09:10

Did you get all of that? Oh, no, I did.

09:11

I did. Thank you. Did you want to say some more? No, that's it. Thank you. Okay, thank you. Mr. Matlin. Could I could you put your hand down please? Can I just try one more time if Andy Smith is still listening, could he turn off his camera please? Nothing might be stuck on our screen even though he's not. The camera is not coming through the camera. Next I'd like to move to Emma Dolly please.

09:46

Good afternoon. And thank you for your time. I am a local landowner at Eastbridge and next door to EDS land at size well I've made various points in a A written submission, but I thought there was one extra point I'd like to make. And that is about the security for local people. And I'm prompted to do this. Because this morning, this very morning, we found an EDF contractor on our land. There was no prior notification, or authorization. And it just highlighted for me the very real fears that local residents have for their security at sapsan and Eastbridge. So I'd be very grateful if you could consider that.

10:35

Thank you.

10:36

Thank you. Now move to all I've got on my list is Laura, who is a guest, but I'm afraid I don't know your surname.

10:46

Hello, yeah. my camera's not navigate easily. Laura. Yes. Okay. Thank you. So, good afternoon. My name is Laura Barnett, I'm staking as a service and represent the proposed causal link roads would be 200 metres from my front door. I'm speaking as a parent and I'm speaking as a teacher, but I'm not speaking on behalf of any local school. I'd request the inspector examine how the proposal impacts the precious years of childhood. Specifically if the parents contravene the UN Rights of the Child, and the right to have access to have a good life. I think we can see from the lockdown how one year of lockdown is impacted the mental health and education of our children were impactful 12 plus years of title seats development has here. My main concern is the length of construction could be measured in childhood years I hold childhood will local children and visiting children who come to the Suffolk coast

on holiday have the same level of well being. My List of what constitutes a good childhood here is the ability to see the stars in the night sky have access to nature and the abundance of wildlife here to be able to swim and sail in the sea. Right from the start to have access to great midwifery services, maternal birth ability to get to a maternity unit and to respect the changing traffic modelling of health visitors who have to cover a huge area to visit New mums in the area where we maintain the good air quality is essential for healthy development of a child. And will we maintain the safety when this new workforce democratic demographic comes to this area, especially for young girls and teenage girls? Will we will it impact the viability of our small rural schools where we are car dependent on transporting our children to schools? If these schools have been cut off by the proposed congestion on the roads? Will the schools in fact collapse? Will children still be able to attend the festivals in the areas such as latitude and focus? Will we impact the affordability and the availability of family homes for children will be the change in the amount of time that children are going to be spending stuck in traffic, which isn't something they experience at the moment here at all, will be impacting their ability to ride their bikes and courses? And lastly, will we be changing they're relatively easy for evacuating event driven incidents at size will be what I've failed the constructions really leaving a legacy is not jobs but a bomb childhood. potentially a huge, a huge financial debt for them to clear up in their adulthood and also the toxic waste. When you investigate traffic modelling Can you please consider the trip chaining of car users in this area? Who are providing childcare? delivering Child Services and also the social care of adults. Thank you.

13:57

Thank you very much. Okay, can I move now to Charles Croydon, please.

14:10

I can't turn my camera on.

14:13

That's fine. I can hear you Mr. Croydon. Okay, so

14:15

I'm from Ipswich and I'm speaking on my own behalf. At an hour 43 minutes from the start of the preliminary hearing. I mentioned the end points in life cycle analysis for environmental damage. But in my submission under Rule six, I ended with the words. I believe there are air quality issues that affect a wider geographic area. Since I submitted that it's been there's been recent evidence that air pollution can travel a long way. In one piece of evidence air pollution. Travel travelled over 1000 miles from Los Angeles and cross the Rockies. Is it too late for the European Union to comment on the issue of air quality

15:03

So is that was that the is that your comment? Mr. Gordon?

15:07

That's a question I got sorry.

15:11

I think that that would be a question that would come under the examination, rather than one about the procedure of how we're going to examine.

15:20

Is it too late for them to submit? No,

15:23

no, it won't be too late. No. Thank you. Can I go to Stuart Checkley. Now please.

15:37

I'd like to raise a few additional biodiversity issues to those which you've listed in in annex C. One is the natterjack, toads, nesting toads it at Minsmere hibernate under the site of the proposed northeast water management zone. And this has been pointed out, of course to the applicant, but who has unfortunately not responded and so, that is an issue of concern. There is another concern about the compensator II foraging areas for Marsh areas. And it will be very easy to take the trouble to measure the number of prey species in the foraging areas that are proposed to and to get a simple yes, no answer and whether there's enough, and enough animals that keeps my cherries alive. But that that hasn't been done. There's an issue about bats. And I'm sure people know that, you know, bats catch their prey by echolocation. And by bouncing, cries off of flying insects and catching them must be incredibly difficult to do. And this is disrupted by sound it's known as is disrupted by sound. And so the operator was whether they're, they're living very, very close to both to the construction site and to the site of size or see close up at the farm. And again, as with all things I've been mentioning, it's simply a matter of care and attention it all that needs to be done is to measure the sound levels though, in fact, EDF would even be able to actually predict the sound levels there because they can't be totally different sound levels at Hinkley, B at Hinkley at C. So those are three biodiversity issues which haven't been picked up. And so I'm mentioning them. They all also illustrate this issue of care and of measurement. And if you look at the environment agency's representation, there's some fantastically good exemplary examples in there of very, very careful measurement and experiments that are set up to actually evaluate these environmental impacts. So that can be done. And that's a sort of a general point that I want to raise behind the three specific examples which I mentioned, which I think have been left off the list of biodiversity issues. Thank you.

18:33

Thank you, Mr. Checkley. And could only move to Roy doubting please.

18:43

Yes, thank you just coming on stream now. Thank you very much for the opportunity. I've been listening with all to all the speakers who have raised all the areas of concern with which Middleton parish Council which I'm accounts for that. Totally agree. It's a growing list. I just made a few head points here. environmental damage, coastal defence issues, community disturbance, traffic problems, pollution, landscapes, spoilage, reduction in tourism, and maybe water supply issues. All of these bring seriously into

19:21

question.

19:22

The comment or rather the paragraph within the government energy paper that lists science world as a potential side. Surely only half of those issues that I've just read out would rule it out. For sure. As a potential side, it is time for someone to take on board a reappraisal of size as a potential site for even one nuclear power station left alone to thank you.

19:55

Thank you very much Mr. Dolan. Could I just fire move to the next person Could you put your hand down, please? And could I move to Sasha, as please?

20:13

Thank you. I don't have the camera available

20:16

today. So no problem.

20:18

I'm sure you can hear me. Sasha as and I'm speaking as a tourism business owner developed through farm diversification and as a landowner, but also as a wife, a mother. So for my family as well. from that list, I can tell you I have at least two full time jobs. So someone, Moses someone who is impacted in every possible by the two village bypass from the project as a whole, I to stand in awe of everything that I've heard today and from the people have found the time and energy to do what they've done. I'm not going to repeat the arguments already submitted endorsed by ourselves and other speakers to why the two village bypass requires a specific hearing. What I'd like to do is address of what for us is the elephant in the room. The process as it stands does not seem to allow for any natural justice for laypeople and small businesses. This fragmented approach means it's almost impossible to find all the relevant information or understand it in the form in which it's presented by EDF, let alone assess the impact of the project that's being imposed upon us. The very nature of it means that we need to have the time expertise or financial resources to manage such task. our entire lives and livelihoods are at stake through no fault of our own. But the process stacks the cards in favour of the company imposing this on us, they do have the necessary resources, or asking is that the presence that they present the information in a manner that gives us a chance to be able to assess it in pass and as a whole, and accept or challenge it where necessary, transparency, not obfuscation, Justice should not depend on the depth of your pockets. To further the analogy, we're learning to play a game as amateurs in which we've been pitted against a grand master. One that judging by the history of fines imposed in the past is not exactly known for its accuracy, yet renowned, unable as individual or even groups to afford subject matter experts to challenge the inaccuracy or omissions. In other words, what we're asking for from you for a fair referee. The process should give those impacted by at least the semblance of justice, the process should restore the balance between the applicant and the affected and recognise us rather than ignore us. Sorry,

22:43

that's it.

22:45

Thank you. Can I move now to Mr. David Grant, please?

22:57

Hello, good afternoon. Can you hear me? Yes, we can. Thank you, Jeremy. Good. I'm speaking as an individual. I'm a farmer and landowner on the roof of the Mink Road. And I'd like to basically underline the request for the issue specific hearing in relation to the Sizewell link road in that it severs rich working farmland owned by 11 separate family entities and it renders almost 50% of those unviable for future. Our local MP Therese Coffey, Suffolk County Council in the Environment Agency have all stated that at worst, if the road is to be built, it should, at best be reinstated and not left as a permanent scar and reminder of the project development. It's my first point. The second point is in relation to a point that Marianne Fellows raised earlier in the day, which is asked whether the planning spectrum we're going to take independent advice on nuclear technology in terms of the EPR design proposed by CERN by EDF. Now, we're all amateurs. We're just local people who are concerned and frightened by the potential of this project. We hope that the planning Inspectorate will research EPR technology with independent consultants, because we need to understand the justification that really how we're considering the adoption. We're done yet pro as yet unproven technology. EDF has got three projects in Finland, France, and Hinkley, some of which are six and seven years overdue for completion, and some are three over three times in excess of their original budget. Why on earth are we giving time, money and consideration to something which is unproven? Why start another white elephant project. And those are just really my two heartfelt points. Thank you.

25:04

Thank you very much, Mr. Grande. The next person on my list is Nigel Haile.

25:16

Thank you, sir. I'm speaking as an individual and a Saxmundham resident this time. And I want to just draw attention to a few issues. Firstly, coastal erosion has been ongoing for hundreds of years. I don't know if you've visited Dunwich at all, but it's been five or 600 years, it was a great port, but Richard, it has steadily been washed into the sea and almost completely destroyed, Aldeburgh to the other side or side as well as in a similar position. And so any examination of the Sizewell projects should include the process of coastal erosion, as well as the particular impacts, which are unknown at the moment, but major significance due to climate change. I don't think even the climate scientists can predict at this point, what the extent of the changes are going to be. So certainly the app are not in that position. And there is also the possibility of extreme events. Over the last couple of weeks we've, we've seen the torrential rainstorms in Australia, and we've seen the eruption of the volcano in Iceland, which is not, which was unpredicted, and which hasn't happened for 800 years. So I would ask the inquiry to press ADF on their remedies for these sort of extreme events. Considering the size one side, under the climate change and resilience heading should also be an examination of the contribution of the sidewalk project towards the government stated aim of net zero by 2050. Given that the project is not going to be completed best until the late 30s. Whether it's actually going to contribute towards net zero



or detract from it. Under your policy and need, should be an examination of whether a project is now necessary, given the advances in wave and solar in both wind and solar power, and the means of storing excess energy such as batteries, hydrogen production, storage, etc. So, we've got we've got other technologies advancing so quickly, why on earth are we going back to this outdated technology? radiological consideration should include the fact that has not left yet the long term situation to the storage of high level waste is acceptable for future generations to be burdened with the cost of disposing of this waste, even if it is fractured. checkable.

28:17

Thank you, sir.

28:19

Thank you very much. Just before I move on, could I ask Mr. Grant, put his hand down, please. And can I try again with Mr. Andy Smith? As a solution? Might it be an idea to leave the meeting and rejoin it and see if that removes your icon from the main screen? Thank you very much. So with that, can I move on to our next person, which is June Holmes?

28:47

Good afternoon. Thank

28:47

you. Can you hear me?

28:49

Yes, I can. Thank you.

28:50

I do apologise. I haven't got a camera that's compatible. Thank you. May I take this opportunity to say thank you for allowing me to speak? Can I raise in particular and it's going on from several speakers, including they're happening, all speaker that we actually look at a separate issue specific with regard to not just the Yoxford and the Darsham site and the area around the A12. There under traffic and transport, but we actually include the whole of the A1122. There is a proposal from EDF at the moment that they can work with to link roads now they continually have promised highway mitigation measures. But as yet, we still have no final package of measures for public consultation. And what I'm most concerned about is we are being presented with this dogleg effect from the layer a 1122, which is effectively a country road Wood, that is the main access route to a nuclear power station, we are going to have to see two sides well link roads, which will not be built well into the build, which means the bulk of the traffic will still stay on the 1122. And I'm not quite shocked to hear that it looks as though these link roads may well be reinstated and all traffic will revert back onto the layer a 1122 post construction. Now I have a theory and it's unfortunately, with the knife pro explosion, which was a caprolactam plant explosion that occurred in Lincolnshire where both the safety services the police and the exit services were trying to use a country road for what was effectively a national disaster. And my concern, and the reason I'm asking for a separate issue specific on the 1122 is that this road will be the only road to a

nuclear power station. And I'm asking if the examining authority please would have a look at the suitability for safety and the suitability of sexual route. Thank you for allowing me to speak.

31:21

Thank you very much, Miss Holmes. Could I move on now to Susan Morrice, please?

31:35

Hello, can you hear me?

31:36

Yes, you can. Thank you.

31:38

Hi, my name is Susan Morrice, some speaking for myself and my family. I'm a resident of Theberton. And I live directly on the B1122. Which for the early years is going to be the main access road to Sizewell. Well. For the last 10 years, local residents and groups have been trying to engage with EDF so that we have the information that we need to enable us to make informed decisions. Today you have heard from a variety of interested parties. And the common theme has been that EDF throughout the process had failed to be clear on their proposals. We do not know how long the build will take is that nine years or 12 years, we do not know how much it will cost. And we don't know who's going to pay for it. I've attended numerous meetings, read full consultation documents, and yet I still have no real understanding of what the impact will be on me, my community or future generations. If this project goes ahead, the 15 changes the applicant has made to the most recent consultation documents have done nothing to answer any of the concerns people have raised in the past. In fact, the changes have only served to muddy the water. Until we are clear which proposals we are expected to consider. It is impossible for groups or individuals to respond appropriately. I respectfully request that the plumbing inspector it consider given an extension to the timescales for responses and to ensure that EDF engage in meaningful ways with the local communities and groups and individuals. Thank you.

33:45

Thank you very much. Could I now move to Emma Dowley please? Hello, can

33:56

you hear me? Yes.

33:58

Thank you. So this is a point my husband Justin Dowley would like to meet but I'm afraid he's had to join another meeting. So if it's okay, I'll do that for him if you go without it concerns the borrow pits. And number of people have made several points about the borrow pits. And I'm sure you will consider the effect on the local landscape and area and on Minsmere Bird Sanctuary. But my point I'd like to make at the moment is that I think you also need to examine the fat these borrow pits will have on the village of East bridge. All the maps that EDF produce seems somehow to fail to put Eastbridge on the on the sort of syrup as a relevant piece of infrastructure around the area if you'd like. And it's important that these borrow pits which are only two possibly 300 yards from the village that you consider the effect

this will have on the rest And they're the air they breathe, the associated tourism that comes with people who come to look at Minsmere. There are two campsites in the area which cater for a large part of people who are going to Minsmere and also the effect on the business of the pub. And that's all I wanted to say.

35:25

Thank you very much. Thank you. Can I move to Paul Taylor, please?

35:37

Thank you.

35:37

I'm Paul Taylor. I'm speaking in a personal capacity. I'm a resident in Middleton. I don't have much specific to add up. But I do want to build on a number of comments that have been made most recently by David Grant regarding EDF and EDS credibility. And I would just like the examining committee to specifically look into the track record of EDF in similar projects. And in particular, perhaps, to compare what they were saying at this stage of the Hinkley project, to what then turned out to be the reality in practice. Because the experience seems to suggest to me, they will be both significantly over time by as many as five, even 10 years, and significantly over budget. And I know this has been inferred and implied, and a lot of things that have been said. But I would like that to be a specific area of investigation, please.

36:31

Thank you.

36:32

Thank you very much. Mr. Taylor. Could I move now to Francesca Mellon, please.

36:41

Thank you for giving me a chance to speak. I hope you can hear me all right, sorry, I've got two laptops on the go here at the moment, and I just need to get my notes up.

36:50

I can't hear you. I can't see you though. I can't,

36:54

I'm not going to put my camera on. We've had a signal today. And I would just like to say that. Just an overview of how things have gone today. I think it just highlights the fact that this is an inadequate way to run a public meeting. It does disadvantage people with internet issues, technical ability, you know, various things, I just I don't think it's been very satisfactory, but I will do my best. Anyway, I've got three points to make. A couple of them have been mentioned before. The first one is about the fact that there appears to be no mention about how light pollution will be dealt with. It's talked about on the actual construction site. And that nothing about surrounding areas, obviously, it's very close to an area of special scientific interests. And obviously, darkness is imperative for wildlife. And an important part of

why many people live in this area. The night sky here is there hasn't been mentioned before is second to none. And we feel that this just hasn't been considered at all. My second point is about the fact that we live on the green rail route. And aside from the additional trains that have been added in the new changes, there appears to be only mentioned to be no mention of visual impact on the site. We're very near to Leiston Abbey. And we think that probably the size of the spoil, mounds will get in the way of our views very much. So not just ask but lots of surrounding areas. And that's, you know, that's terrible. It's, you know, very particular to this part of the area, and it just hasn't hadn't mentioned at all. And then my third point is just about what confidence can we have, that there will be a property commissioning programme when sizeable, a still has not been properly decommissioned? that there isn't any technology to actually deal with nuclear waste properly was spent fuel rods and things like that. It's just that there is no way to properly deal with it. So why are we now talking about going to a third nuclear power station when we still don't know how to deal with the first one. And it's still sitting there as a huge reminder of the fact that we just don't know what to do with it for our future generations and their children to thank you.

39:11

Thank you very much. Okay, could I now move to Jenny Kirkley, please.

39:22

Okay, can you hear me?

39:24

I can't thank you.

39:26

Thank you for listening to me, allow me to speak. My first point is, I think it ought to be pointed out to you all that the entrance to size or see is almost two miles inland from the site, which is extraordinary. The little road leading down to a spiritual almost disappear, which in itself is an absolute tragedy. It's obviously been there for many, many, many years. The I'm also very worried about this 30 foot at least concrete wall. which we will now have on our heritage coast, which I believe will also go 60 metres down. I'm also very bearish last my notes about EDS constant. Talk about hydrogen on this site. We haven't heard any more about it. It's not in the DCO. But I would just like to, to comment about the hydrogen that they're proposing and ask the planning Inspectorate to confirm with EDF, whether they're going to land this on us at another date.

40:39

Thank you.

40:41

Thank you very much. Could I ask Miss melon, could you put your hand down, please? And Miss Kirkley's? Well, before I move on? Could I check whether there's anyone who hasn't got hands up facility on their computer? Whether they wanted to switch on their microphone or their camera? Just so they want if they want to make any comment at this point?

41:14

No. right at the start of the meeting. This this part of the agenda this morning. I said I'd give the applicant a chance to comment. Excuse me,

41:25

sir. There's a Philip Hara would do would like to speak please.

41:29

Yeah. That that. Thank you. That that would be the Applicant? I think. So could ask the Applicant if you want to say something at this point. Mr. Philpott? No, I've still think a hand up from Linda. We're sorry. I can't see the full name Linda.

42:14

Linda, wait for it. Whitbread. Sorry. That's right. All right. I'm clicking on my camera, but it doesn't seem to be coming on. So I don't know if you can see me or not.

42:25

I can't see you. But I can't hear you very clearly.

42:28

Okay, thank

42:28

you. I'd like to make the issue of the relief road an absolute principle issue, because it's affecting communities all along this route, and is causing a lot of anxiety and worry for everyone. Before I go on to those points, I just like to ask the Inspectorate have I actually visited the site at Hinkley. Have they been down to Somerset? And Has anyone spoken to the residents down there to see the impact that this, the development down there has had for everyone in that area, we've had various people from that area coming up here to speak to us. And what they have told us has been part of our worst nightmares. So I would just like to know if any of you have been down to Somerset, to have a look at the development down there. A lot of the points regarding the relief road have been covered by many people. So I've sort of made scribbly bits. So you'll forgive me if I'm sort of having to put things together on the hoof so to speak. We've got a lot of concerns over the emergency services being able to access many of the villages in this area. With the sheer volume of traffic that's going to be coming up and down the roads whether the relief road is built or the 1122 is the main road being used. 1122 is not fit for purpose. A lot of people say that the traffic levels at the moment mean the road is being underused. But there are times in the year when this road is not underused by any means not by the tourist traffic not by farm traffic and not by locals. And also by the workforces that are already coming up and down this road for the existing site at size well. We're being told if a relief road is going to be constructed, we will have to wait two years until that road is up and operational. Which means for two years anyone living along the B1122 is going to have a huge amount of traffic from seven in the morning till 11 at night and that particular aspect I would like to emphasise and make sure you consider that in your reviews. A lot of the houses along the B1122 are very close to the road and if you have driven on there you will have seen house That are just a few metres a couple of metres or less from the actual road itself. And for

these huge lorries to be going along a road that has dips and bends and driveways coming out onto it, the impact for residents is going to be huge. There's a lot of issue over the relief road itself, EDF have already started archaeological digs, as they call it along a lot of the land on the road they route they would like to use and the route that most of the locals would like to see being used has not been explored by EDF and has been discounted. We would very much like to see the D two route considered if this project has to go ahead. There's a lot of farmland the relief road that EDF would like to put into place would cut prime agricultural land in half and I know this has been touched on already and by some of the land owners it will affect their saying that this road could then be dug up once. EDF has had their time and they've built this power station. But the amount of money it will cost to dig up this road. And if that farmland would still then be suitable after the road has been dug up is questionable.

46:27

One of the residents from Theberton mentioned that the relief road will cut several lanes off and they will become dead ends. A lot of these country lanes for all the villages along Middleton, Theberton, Wessington, all of those areas for them to get into Saxmundham, they use these smaller lines and all of these lines they are planning to cut off. He mentioned that a lot of the people use these lanes to go to the dentist, doctors, shops. And I would also like to add to his list that a lot of people take children to school using those lines. And if those lines are cut off, then we would have to get up onto the A12. Or we'd have to use the new link road, which is going to add a huge amount of time to the children's journeys getting to and from school. Middleton was not included in the last round of consultations with EDF. We had no visitors down into the village during that period, considering the impact that the development is going to have on the village of Middleton and the surrounding area. We should have been fully consulted. And we want. And that's all I'd like to say at the moment. Thank

47:45

you.

47:46

Thank you very much Miss Whitbread. Right at this point. I'd say we'd like to try again to hear from the applicant, if that's possible, please. Sir,

48:03

can you hear me?

48:10

feedback on that?

48:11

Can you hear me now?

48:13

That's better.

48:20

Sir, can you hear me now

48:21

I can.

48:23

I'm sorry, we have a technological issue at this end. But hopefully you can see and hear me. My name is Harry Phillpott QC. I appear on behalf of the applicant instructed by Herbert Smith, Free Hills. So I'm going to deal with this very briefly. I don't intend to go over all the points that have been raised. We recognise that the examination will need to consider all of the relevant issues, regardless of whether they are on the list at the moment or not. And whether they're currently identified as principle issues or not. A number of the issues that have been raised today are playing the relevant. Some also plainly, not a number, for example, are explicitly ruled out by the national policy statement as matters that need to be considered during this examination process. But that's all clear. On the face of the national policy statement in you, I imagine you don't need me to go through those matters now. So we also recognise, of course, that it's for you and your colleagues to exercise a judgement as to which of the issues are properly to be regarded as principal issues. Recognising that not all relevant issues will be principal issues and we're content to leave that, to your judgement, subject to 1.2, which I wish to return. And it's also important to understand, of course, that simply because an issue has been identified as a principal issue, it doesn't necessarily follow that it is either necessary or appropriate to devote a separate issue specific hearing to it. Those, as you have pointed out, are separate issues conceptually. And it's obviously then for you to form a judgement as to which issues need to be dealt with by an issue specific hearing. And having regard to the statutory test, and again, we're contend to leave that to your judgement. The only point I wanted to check at this stage, insofar as we have any points to make, as to how any of the issues are framed that we might want you to take into account when completing your list. Would you like those to be dealt with now? Or would you be contempt for those to be put in writing? For the next deadline? I'm in your hands?

51:22

We would prefer that you put it in writing for procedural deadline B, for part two of the preliminary meeting

51:32

very well. So I'm very happy to do that. There's not a great deal. And those things that obviously we do say people have a chance to look at, and comment on as appropriate. And so unless there's anything else I can specifically help you with on item four. That's all I wanted to say.

51:49

No, thank you very much, Mr. Philpott. With that, I think that brings us to the end of agenda items for and I'd like to thank everyone for their participation today. I know it's been quite a long agenda item, but very worthwhile. And with that, I will hand back to miss MCI.

52:34

Mr. Humphrey, Can I check with the case team that my camera is working? Yes, you we can see in this MCI and hear you clearly. Or thank you for that confirmation. So rather than continue today, with the next agenda item, it seems the most appropriate for us to take this as the point at which to adjourn until tomorrow. The meeting will be adjourned. Then until 10 o'clock tomorrow, Wednesday, the 24th of March, you will be sent a new joining link which will specify the time at which you must register to join the meeting. If you don't intend to rejoin tomorrow, then please let the case team know as soon as possible. So thank you for your participation today and I hope you can rejoin us tomorrow.