

TEXT_OFH1_Session1_18052021

Tue, 5/18 11:22AM • 1:02:59

00:06

Good morning, everyone and welcome. It is now time for me to open this open floor hearing, which is being held in connection with an application made by nnb. Generation company s said see limited for an order for developing consent for the construction operation and maintenance of the size we'll see project. Before I go further, can I confirm that everyone can hear me? And that my camera is working?

00:37

Yes. Good morning. Mr. Chi, I can hear you now.

00:41

Thank you. Can I also confirm with the case team that the recording and live streaming of this event has gone?

00:51

Yes, I can confirm that as well.

00:54

For those people watching the live stream, let me explain that if the proceedings are adjourned at any point, we will have to stop the live stream in order to give us clear recording files. When the meeting is resumed. You'll need to refresh your browser page to view the restarted live stream. I'll remind you again of this should we need to adjourn. Now let me introduce myself and my colleagues. Sorry. Sorry, Ms. MCI, and we do have Susan Osborne that was trying to join us earlier in the lobby now, do you wish to let me in let her in now, or do you want to wait until you've done your introductions, though? Please, would you let her in now? Okay, thank you.

01:42

Should be limited. Can I just confirm that? Yes. Miss Osborne, are you able to speak now? We couldn't hear you before because if your microphone wasn't working?

01:55

Okay, let's see she's been admitted. So I'll ask somebody from the case team to give her a call and distort the microphone issue out thank you. Or Thank you very much. Right. If I can introduce myself. I can introduce

02:14

Can I just introduce myself and my colleagues? My name is went to MCI I've been appointed by the Secretary of State, as lead member of the panel of examining inspectors that together comprise the

examining authority for this application. The other members of the panel, Edwin Moreland, David Brock, Neil Humphrey, and Tallinn, Cassini will now introduce themselves to you. Firstly, Mr. maund.

02:42

Good morning, everyone. My name is Edwin monde, I am a chartered town planner. I'm a member of the panel on our Passover to David Brock to introduce himself.

02:55

Good morning, everybody. My name is David Brock. I am a retired solicitor and I am a member of this examining authority.

03:04

Now pass it over to Mr. Humphrey.

03:11

Good morning, everyone. My name is Neil Humphrey. I'm a chartered civil engineer, and I'm a member of this panel. I'll now pass the myth, Mrs. Cassini.

03:26

Good morning, everybody. My name is Helen Cassini. I'm a chartered town planner and I've been appointed as a member of the examining authority. I'll now pass back to my colleague, Mrs. MCI.

03:38

Thank you, Mrs. Cassini. Now, we are assisted at this hearing by the planning Inspectorate case team. Today, we have the planning Inspectorate case manager, Michelle Gregory and her deputy Sean Evans. The other colleagues from the planning inspector to assist us today are Georgiana Hannigan, Jake Stevens, and Lily Rubin's. If you have any questions or queries about the examination, or the technology we are using for virtual events, they should be your first point of contact. their contact details can be found at the top of any letter you have received from us or on the project page of the national infrastructure planning website. But before I get onto the main part of this hearing, I'll ask my colleague Mrs. Cassini to highlight a few housekeeping and background matters to note for today.

04:36

Thank you. As explained in the examining authorities rule eight letter annex D, The open floor hearings will be live streamed and recorded. Recordings will be published on the project page of the national infrastructure planning website as soon as possible after each hearing closes. To assist viewers and listeners. Anyone speaking should introduce themselves each time they speak

05:00

As recordings are returned and published, they form a public record that can contain personal information to which a general data protection regulation applies. The relate latter includes a link to the planning and spectrum privacy notice, which provides further information on this topic. If there is a need to refer to information that participants would otherwise wish to be kept private and confidential. It

should be in a written form which can be redacted before being published. If you prefer not to have your image recorded, you can switch your camera off

05:34

or repeat the request made in the arrangements conference that in order to minimise background noise, please ensure your microphone or telephone is muted, and that you stay muted unless you're speaking.

05:46

During a physical hearing, we would normally have breaks to avoid fatigue and we'll do the same in this virtual hearing. Our intention is to take a 15 minute break at the end of each session, which will also allow participants for the following session to rejoin through the lobby five minutes before the next session begins. I'll now hand over to Mr. Moreland, who will outline the purpose and conduct of this open floor hearing.

06:15

This open floor hearing provides an opportunity for interested parties to make their oral submissions about the application to the examining authority

06:24

to also gives us an opportunity to ask speakers questions about the evidence that they have presented.

06:31

Today, we will hear first from interested parties who have notified us in advance of the hearing that they wish to speak and completed the participation form.

06:42

They will be followed by non interested parties who will be heard at the discretion of the examining authority. All speakers will be heard in accordance with the running order set out in the detailed agenda for the hearing.

06:56

To make best use of the available hearing time. The detailed agenda sets out the maximum speaking time that each speaker listed on the running order has been allocated.

07:08

One of my colleagues will be timekeeping indicate to you when you have one minute left your allotted time.

07:16

If you've not been able to conclude all that you wish to say within that time, then you're invited to include the remainder within your written submissions summary of your oral submissions at deadline two, which is Wednesday, the second of June 2021.

07:34

Once you spoken, the panel may wish to ask you questions that will not of course intrude upon your speaking time.

07:43

And finally, the applicant will be given an opportunity to briefly respond to any matters raised after all speakers have been heard, either orally before the close of the hearing, or to submit a written response, again for deadline to on the Wednesday the second of June.

08:00

Now please Can I check who will be speaking for the applicant today?

08:07

Good morning. I'm Carl events and I'll be speaking on behalf of the applicant today. Thank you very much.

08:14

I'll now hand over to my colleague, Mr. Brock will invite representation from the first five speakers on the running order before handing over to another panel member and so on as we rotate. Those listed to speak in session two of the hearing may now leave the hearing and rejoin as indicated in the detailed agenda before the start of the second session.

08:43

Good morning. May I now ask the first speaker who is counsellor Craig rivett. counsellor it would you like to switch on your camera and your microphone and to say who it is that you are and who you represent. Welcome.

08:59

Thank you, Mr. Brock. Good morning. I'm Councillor Craig rivet speaking today as the deputy leader of East Suffolk Council and the cabinet member for economic development and I'm the lead counsellor for the authority on all major energy projects.

09:15

Please proceed. Thank you. Thank you. I would like to thank the examining authority for the opportunity to speak and for the opportunity provided to local residents to express their views. The comments of the examining authority during the preliminary meeting have been noted and therefore I will be as concise as possible. is of a council recognises the role new nuclear can play in helping the UK to achieve a carbon neutral economy by 2050. We support this ambition and the benefits that this can bring to a Suffolk a Suffolk Council has long supported the principle of a new nuclear power station at Sizewell and the existing power stations on the East Coast side as well. A decommissioning and size will be which is

10:00

operational. We recognise that as well as being an important contributor to the national energy strategy, Sizewell C has the potential to bring additional benefits to East Suffolk regarding jobs, skills, and potential legacy benefits in these areas and others by encouraging appropriate mitigation in relation to the project. This council takes a neutral approach to the system see proposal neither fully supportive, nor against the proposals. There are too many outstanding issues at this stage to enable us to commit further. By highlighting these issues we aim for the applicant to seek to address them if possible through the remainder of the decision process. However, there are specific areas that this council has a statutory role in ensuring are appropriately addressed during the decision process. And we are working with local councillors our communities are the statutory and non statutory colleagues and the applicant to ensure all aspects of the project are being appropriately addressed in the decision.

11:00

Noise is a key area of the decision that Ipswich Council is examining. There is potential for significant adverse impacts from noise predicted to noise sensitive receptors from various elements of the proposals, it is likely that a project of this scale and magnitude will have noise impacts that will not be able to be reasonably addressed. To manage these as best we can and recognise that there is aspiration to remove HGVs from the highways resulting in proposed greater use of overnight rail freight and a second page Landing Facility. To mitigate the increase in noise, particularly for residents close to the East Suffolk line and laced and brand flying, a rail noise mitigation strategy will be required that appropriately mitigates the identified noise problem. A separate noise mitigation strategy will be required in relation to construction noise to ensure that residents are appropriately protected. These strategies have yet to be agreed with the Suffolk Council, and it is still under discussion with the applicant. The landscape and visual impact of the project is a key area for assessment. The proposal will have lasting impact on the Suffolk coast and its area of outstanding natural beauty which needs to be fully assessed and mitigated for. However, it is acknowledged that the impacts will not be able to be fully mitigated, and therefore the applicant will have to agree to an appropriate package of compensation. That compensation package will not fully compensate for the harm in particular to the AONB, but will enable the council with other partners to develop proposals in the vicinity that will help compensate for the project at Sizewell during construction and for the future.

12:41

From an ecology perspective, there are many important ecological features in the vicinity of the project, which the environmental statement concludes that after mitigation, there will still be minor adverse impacts in some areas, it is likely that there will be major impacts. The proposal includes mitigation embedded into the project, as well as off site proposals. This Council is carefully assessing these mitigation measures as it is likely that we will consider further mitigating and enhancement measures will be required.

13:11

There are many communities living within close proximity to the main development site and associated development sites across East Suffolk. There are other communities who will be impacted by the Sizewell C proposal by virtue of sharing and using the same highway network, recreation and tourist facilities. We're working with affected town and parish councils and have represented their opinions and

views of the project within our submitted local impact report. We continue to call on those affected towns and parishes to contact us direct to enable us to represent their views and opinions further,

13:47

we have focused our attention on hosting town and parish councils and again welcome contact from any town and parish you consider their community will be affected by the project. Community Safety is a key issue across the construction of the project, with the influx of workers expected to the local area, and we will work working closely with colleagues Suffolk police and the county council to fully understand the potential impacts on the mitigation that may be required.

14:18

As a Coastal Protection Authority, we are vigorously assessing the submission with regards to marine related proposals, including the two beach landing facilities and the hard and soft coastal defences proposed as part of the project. We are awaiting further detailed information from the applicant to enable this assessment to proceed to beach landing facilities and overnight rail freight are key components put forward by the applicant aimed at reducing the number of hgvs on the road network is Suffolk council supports the aspiration and need to reduce the number of additional hgvs on the road network. However, this must be done in a manner that does not transfer harm onto residents adjacent

15:00

To the railway through unacceptable noise and vibration, a balanced approach is required that means an appropriate noise mitigation strategy for residents provided by the applicant and agreed by Isa for Council. The council would have preferred a pre DCA proposals the legacy potential of a passing loop on the east Suffolk railway line with a market which would have allowed daytime trains but we accepted the time for delivering that is not available to the project. In addition, the applicant is proposing a two village bypass and sizewell link road. Both new stretches of highways are proposed to minimise impacts on the a 12 and the B 1122, respectively, and Isa council supports both new road proposals. Associated developments including to park and rides a rail route from the sizewell branch line to the construction site, and a freight management facility are proposed by the applicant and supported by this council subject to appropriate design, including landscaping and lighting. Other areas the council takes lead on include air quality, contaminated land, heritage, lighting, housing, and cumulative impacts with other projects. And further detail is included in our local impact report submitted at deadline one.

16:17

However, I wanted to end by covering economic development and tourism. key areas that as other council leads on that will be impacted by the proposal but with appropriate mitigation in place have the potential to benefit from the project during construction and operation. Also,

16:34

the project may lead to a different form of tourism to what we're used to, but may also adversely impact existing tourist destinations. We're in discussion with the applicant along with other key parties such as the County Council, and Suffolk coastal destination management organisation to ensure an appropriately sized tourism fund is provided by the applicant to mitigate the adverse impacts arising from the project. Additionally, we're working closely with the County Council on appropriate set of

mitigating and enhancing measures in relation to skills, education improvements resulting from the area including training packages. And finally, from an economic development perspective, the opportunity for local businesses to enter and benefit from the Sizewell C supply chain are available. We're working closely with the applicant in ensuring we can maximise the number of businesses available to enter the supply chain. We're seeking to expand existing offerings in the area that will benefit from the Sizewell C seed project, including the potential link with other large scale projects in the vicinity, such as flood barrier construction and offshore wind farm proposals.

17:42

We continue to work with partners including the new Anglia, LEP, the Suffolk Chamber of Commerce and the county council to maximise opportunities. We'll also work with the applicant to ensure that our companies and businesses are in prime position to access the forecasted 100 million a year gross value added uplift during construction of the Sizewell C project. To conclude, I thank you for allowing me the opportunity to speak on behalf of the Suffolk Council and confirm that opposition of neutrality is stated in our relevant representation. And we have expanded on the impacts of the project submitted within the local impact report. We continue to work with other statutory bodies and the applicant. Our role in this examination is to raise our concerns where we have them and support where we can with the examining authority to seek to protect the interests of local communities and the wider East Suffolk area, rather than to determine the application and we recognise that the Secretary of State is the decision maker.

18:39

If consent is granted, we want to ensure that there are sufficient commitments secured within the development consent order to ensure the applicant strives to reduce the impacts of the project post consent. Through design refinement works for associated development, the main development site and operational development. We continue to work with the applicant in order to secure appropriate mitigation in relation to the impacts of the project. Whilst recognising in some circumstances, this may not be possible and therefore appropriate compensation is sought. Thank you.

19:11

Thank you very much indeed, Councillor Rabbit.

19:15

I'm now going to turn to Councillor Richard Rouse on behalf of Suffolk County Council. Councillor Rouse would you like to turn on your camera and your microphone please and introduce yourself?

19:30

Thank you, Mr. Brock time councillor Richard Rouse. I'm speaking today on behalf of councillor Matthew Hicks leader of our council was asked me to convey to you the stance of Suffolk County Council. Thank you very much. Please proceed.

19:44

Thank you to the examining authority for giving me the opportunity to say a few words on behalf of the County of Suffolk

19:53

as a statutory consent we can make our views known over the next few weeks. But I think it's important that today

20:00

You start to hear from the community. So I'll keep my contribution very brief. But equally, I must say our community, of course expects you to hear from us as their recently elected voice for Suffolk.

20:13

First, I'd like to welcome you to our county, which is not only rural, but one of the most beautiful areas of the United Kingdom. And I do not say that lightly. The coastal area where it is proposed to construct these two nuclear reactors is an area of outstanding natural beauty on a heritage coast. So the approach to all landscape and natural Environment Matters must be exemplary.

20:37

Make the nuclear power station fit for Suffolk, we really must go the extra mile.

20:44

Our cabinet decided some time ago, in response to the government's energy strategy, that we would support in principle, the development of a new nuclear power station at site as well.

20:55

We can see that the nuclear programme had to form part of the nation's energy strategy. And it's in that spirit that we'll continue to make representations to you in the coming weeks.

21:06

Having made our councils in principle support for size, we'll see clear, we must add that the development as it stands, is currently a disappointment to many who may wish to support it.

21:17

The county council wishes to see the opportunities that the development could bring. But I now want to express our Council's strongly held view that whilst we do want to get behind this development, it must be done properly.

21:29

We want our local schools and colleges to have the opportunity and ambition to secure skilled jobs. EDF energy estimates that size we'll see will provide between five and 6000 jobs during construction.

21:43

At its peak, that figure could rise even as high as 8000. Do we want those opportunities to be open for people of Suffolk? Absolutely we do. But again, our council must tell you it is deeply concerned. And we say sighs we'll see must be done correctly so that these opportunities can become a reality.

22:02

It's Paramount that the cumulative impact of the scottishpower renewables developments still being summoned by your colleagues in East Anglia and one north and east anchored in two development consent order examinations must be considered alongside sysvol. See, I'm proud of the contribution Suffolk can make to the nation's energy supply. But it must be done properly to manage the impact of both these important developments. We urge the examining authority to consider very carefully the cumulative impact of all energy projects and the size of the area in a way that enables that overall impacts to be addressed and taken into account.

22:39

Now I want to turn to EDF energy. We are ready to work with EDF energy to make size we'll see a success. But the proposal before the examining authority is not there yet. We want to work with EDF energy and the examining authority so that the Secretary of State can conclude that on balance the advantages of EDF energy's proposals outweigh the disadvantages. But we fear today that the proposal as it stands does not tip the balance in favour of the size we'll see development.

23:09

Returning again to the rural and beautiful nature of subak with so much material to be transported, EDF energy must make the transportation solution as sustainable as possible. And that means the greatest possible use of sea and rail must be made. We welcome the movement EDF have made in making efforts to move from their largely road based solution, but we feel they're still important matters to consider carefully. We want reassurance that all transport proposals are deliverable. And we want kept in place in case EDF failed to deliver crucial aspects of their transport infrastructure in a timely manner. I welcome the range of questions you've already posed as examining authority on this important matter.

23:52

We also wish to see improvements in reducing or offsetting the impact that the development will undoubtedly have on the area of outstanding natural beauty. Of course recognising all aspects of its diverse natural beauty and its importance for residents and visitors alike.

24:08

There are huge opportunities for Suffolk in this development, and our council wants to work with EDF energy, but I'm convinced you'll hear important concerns from the eloquent voices of Suffolk we hope for the sake of our county that these voices will play a decisive role in improving the development. To conclude Suffolk County Council wants to work with EDF energy to develop its proposals. But I must say that the proposals are not yet ones we can fully support. I've asked our officers to do everything conceivably possible to improve the development so that we can have a sizable C which works for Suffolk. A crucial g months for the future of our beautiful county lie ahead. Thank you for inviting us to speak today.

24:51

Thank you very much for coming to address us Councillor out. Thank you.

24:56

I'm now going to turn to Mr. Steven Beaumont was

25:00

smell. Would you please switch on your camera and your microphone?

25:12

Are you there, Mr. bowmont? I am here on the microphone but the camera is not working which may be to your advantage. Very, very good. I can I can hear you clearly. So please will you proceed. Thank you very much and introduce yourself see? Yes, introduce yourself. Thank you. Thank you. Good morning. I'm Stephen Beaumont. And I want to talk about the proposed size will link road SLR. I live in [REDACTED], which is listed grade two. And in 1995, the Conservation Officer wanted to lift it to grade two staff. There was an Hall was built in 1792 for the Dotty family, who owned it until 1947. There were three prominent men brought us here, and we regularly receive visits from people interested in them and the hall. The hall is described in environmental statement 9.4 dot 109. That's having high heritage significance, you might like to Google it.

26:09

The principal access and egress from the property has always been the drive from pretty road. From stage three consultation onwards. The SLR plan show this is

26:21

freaky road bridge over at the SLR as well as preventing our use of the drive. This will prevent any large freight deliveries to the hall, including heating oil.

26:32

I did receive one oral confirmation from EDF that our access will be respected, but no response as required by section 49 of the Planning Act 2008 has been made to our many expressions of concern. There have been no corrections made to the EDF plans in the past three years. This year, at the end of April, we received notice of compulsory acquisition of part of our land at the top of the drive. No earlier notice has ever been given as required by the Planning Act 2008 for the pre application procedure,

27:06

never done the whole will also be affected seriously by both the construction of the SLR one of the two yards as at the end of our drive, and by the proposed road on the embankment four metres high some 200 metres west of the hall.

27:21

In the community impact report, EDF acknowledged we will suffer significant adverse effects in respect of health and well being air quality, noise exposure and landscape and visual. In stage three consultation EDF promised mitigation measures, but nothing further has been produced. From my personal experience, no tree or hedge party here will have serious growth for 12 years.

27:48

You will be aware that originally there were four routes to the Zedd SC site mentioned the route preferred by the county council and others was route w or earlier known as D two. This had a number of advantages over the SLR which was known as route Zed

28:06

it would reduce the return journey on the a 12 and the South 80% of the traffic by 12 kilometres for each vehicle on 700 goods vehicles hgvs alone, this will equate to about 8500 kilometres per day and 3 million per annum, reducing both the consumption of diesel and production of noise and fumes and Saxmundham. There will be similar effects obviously for LG V's buses and cars.

28:33

The w route will also have a legacy as a direct route for less than and sizewell whereas the SLR is to be removed after construction completion. This makes the cost say the route could also be used for the Scottish power transformer development of precedence. So, why was route w dismissed by EDF because of its quote heritage impact? According to the heritage assessment report of March 2019 by Dr. Richard hoggett, the former Suffolk County Council archaeologist this heritage impact refers specifically to hertz Hall, which EDF described as a designated heritage assets. Now all the listed buildings on either routes w or Zed have been given this designation perviness buildings have suffered for example, provide six lines of description for hertz hall where it gives seven Hall 16 lines. Dr. hog it also shows in the table of listing buildings within the distance of 375 metres of the road. There are seven

29:37

there are seven on Route W and 18. On the SLR Dr. hoggett shows EDS message this table presumed it would be corrected by the detailed comparison analysis to be carried out before the application stage by historic England a new Suffolk District Council. I have neither seen nor heard of this because as we see in the heritage impact when

30:00

The road is far more severe in case in respect to the SLR than the route W. I would urge your inquiry to look into this matter and if disposed to give consent to the decio to condition route w into the site and remove the SLR. Thank you.

30:17

Thank you very much indeed, Mr. Barnard.

30:23

I'm not going to move to Mr. Allen hat. Mr. Hat could you switch on your microphone and your camera as well? that's working.

30:39

Either just a hat. Yes, I am. Very good. I can't see. Oh, good to see you. Thank you. Welcome. Please introduce yourself and proceed.

30:50

I'm a retired project leader in the oil industry and I live at Surbiton a few miles from the post sizes c site and along the B 1122. I moved to suffered 13 years ago to be near the heritage coast. That means new levels and the north coast. They are the loci Inbs and the sssi. And I'm a birder.

31:13

Little did I realise that RSPB minsmere in the surrounding marshes would be destroyed by the largest civil engineering building in Europe slap bang in the middle. The project obsolete by completion. supplying rigorously electricity to UK consumers with an additional nuclear premium or premium added to the electricity bills to pay for it.

31:37

And starting as soon as EDF get the Okay, many of the LD like myself will pay and never survive to see it finish. Possibly 15 years on from now, consumers paying for every brick not bolt react plus the cost of storing and protecting the highly radioactive waste for at least 100 years. EDF claim that lessons learned from building similar reactors in France.

32:03

Both massively over budget in time and at Hinkley in the UK. Also delayed delayed and over budget means problems of this nature will be solved. Clearly this track record says otherwise. If built not the 10 years to build the problem is more like 15 given the access problems cyfle zero carbon white to pay off the massive carbon generating build means any green crimes could well be into the to the 2014 wide passenger government or world target.

32:36

Compare the Hinkley build in Somerset we sizable suffered the road rail and material supply thankfully has access to a motorway eight miles away in the build the M five size world's nearest motorway 70 miles away. The median comes in

32:54

required he is in Somerset on the doorstep so to speak. Somerset council state almost all the aggregate supplied from the southwest of England to London and the South East comes from Somerset. This is where size will be sourcing probably majority hundreds of miles away. If the rolling from Ipswich the lower slot already congested as experts suggests, and bad weather prevents the post jet is working. Then this worst scenario is 5000 lorries for a million tonne. At our local level the only effect drove

33:34

the build will be the Middleton Surbiton link road. access via the a 12 provides 10 miles of single track road in the south and 24 miles of single track road from the north to join a proposed roundabout just south of the Oxford enjoying the two to three

33:53

into the built in a single track. in summertime, there's only a 12 the latitude festival, the Maui where we first of all behaving and hold festival, the Stafford show polity camps retreat and much more going on

34:08

and coupling with each other.

34:13

Competing with EDF supply lorries, buses and work

34:18

traffic ostensibly coming from the sale.

34:21

This deals will have a devastating effect on the on the low resident population and on the tourist industry, as well as light noise dust and co2 pollution. effectively.

34:35

There is a tourist areas in East breached moons near sizable gap thorpeness obrah and south

34:42

and these will be severely affected.

34:46

The chance that they will be surveyed drove traffic and will determine most holiday makers as will be being greeted by 1000s of itinerant workers in size. We'll see Mr. Hart remaining lacing good for trade but

35:00

Without COVID variants on the increase in town medical surprise stretch, but I'll leave it to that. The left damaging btw bypass it does not tear through fine mindedness finding ways the link road, which is ruining the lives of several farming families, their parents and village community was rejected by this on rational grounds and more on these sub accounts we desire to supply developers land for affordable housing, compulsory purchase. This is nasty psychologically debilitating, especially open an inordinate time that farming families are suffering. 170 year old widow neighbour asked me last week after receiving the adea do they want to pull my house now? The prime minister said EDF should ensure that they engage with people and take them along with them. This week's open floor hearings suggest a different scenario emerging. The only people to gain power is the people in the industry itself. And of course their bag carrier.

36:03

Mr. Hat Thank you very much. I'm grateful to you.

36:09

I'm not going to ask Mr. hogger Robert hogger to switch on his camera and his microphone. And Mr. Hogg if you'd like to introduce yourself, and then

36:21

I'd love to hear your submission please.

36:27

I can't hear you at the moment that's Targa.

36:37

I can see you but not here you Mr. haga.

36:55

I still can't hear you Mr. haga.

37:00

I can hear some background noise but I can't

37:04

I can't watch you now please make your submission is under 14. Okay, it says mute.

37:10

These are my views as a native of the era having been here in the neighbourhood all my life.

37:17

I was provisioned on a fuzzy possible location later accepted. Now considered suitable for size we'll see development despite being too small aside for the two proposed nuclear EPR reactors. It's it is known the coast is receding and making it eventually necessary for a very high protective concrete wall around the site of sizes

37:45

to an island containing sizable amb with our reactor vessels as they are not removable simply left behind covered over the dangerous nuclear waste currently in the dry fields stores and containers will also be left behind for centuries. This must not be allowed to happen sadly, if ever size or C was approved, it would be developed over pressures A and B ramps as triple si special protection areas and many other sensitive locations containing fen meadow, mature trees, hedges and all the wildlife creatures they contain confirming the destruction must not be allowed to happen if ever approved. It would also allow EDF and CGN to build to I understand the largest nuclear power stations ever attempted in the world. The other one under construction as a Hinkley Point already before EDF and CGN even consider the project that size it is understood they still attempting to perfect this large European pressurised reactor to replace the rich and reduce the 58 nuclear power stations currently serving France which together will cost France as much as 100 million euros for closure or remaining work. With this ongoing uncertainty sizable proposals should be abandoned. The single single reactor EPR trial model one in all qilu to Finland, and one in flamming Ville France once flagship examples and

commenced in 2005 2715 years ago so far I have failed to perform as indicate as intended and as still under review, and not expected to be working before 2023. The complexity and difficulty of the design is proven challenging. So as a result APR are not planned or not, not planned at this moment indicate in size we'll see must not be allowed to go ahead is understood CGN has completed the EPR model into a sham China. However, it is also understood they are not at this time running the EPR the design temperature

39:47

as it is still thought to be a risk and possibly too dangerous. Therefore in the circumstances size will cease should not be constructed. EDF and CGN have created a company known as nn BJ

40:00

Generating Company Ltd. As the main contractor for the sysvol. See, should the limited liability company experience major financial problems the liability could totally fall upon Britain and the taxpayer who would inherit the unfinished project. The sensitive and inaccessible location of size is served only by minor roads and would require major road expansion with large roundabouts. It would without doubt destroy the heritage coast, leisure, recreation and tourist industry attractions also also, we are being constantly warned against the destruction of established sensitive areas through scientific and other reports based on environmental grounds. These circumstances clearly indicate sizewell c should not happen. The remain in the Marine management organisation and other marine experts have advised against any impact or disturbance to the marine environment necessitating other alternatives to propose damaging jetties which are proposed this will increase the road delivery requirements to at least 60% maybe more. This this proposal is understood Suffolk County Council have totally rejected deliveries by sea with inclement coastal weather is only a part option. Deliveries by rail is one minute left.

41:17

This is owing to the north and south railway demands on that line. Suitable construction aggregates are also not available locally and would have to come from Somerset or Samba grieve in France and be transported across Britain or to the nearest dock for the delivery to silo See, the local workforce between 18 and 64 years of age 80% of whom are fully employed would be attracted to the short term high pay cycle see jobs. The majority of the anticipated 1000 workforce would however, arrived from outside this area. Many ADF workers commuting for up to 90 minutes at Hinkley. I've since taken local lodgings in the Bridgewater creating considerable pressure on the housing market locally. And that would happen here. Without doubt. Thank you. Thank you very much indeed. Mr. haga. Thank you.

42:18

Thank you, Mr. Hawker. If you could turn off your camera, please.

42:30

Thank you. Could I ask Paul Titicaca to turn on his camera and microphone. Good morning, Mr. dakak. Hello. Good morning. I understand you are speaking on behalf of yourself and Julie tail COC this morning. Yes, please. If I could just continue straight through that would be lovely. And that's absolutely fine. You have 10 minutes. Thank you. Let me just put my pride.

42:53

Yes. First of all, can I just say that Stephen Bowman has voiced quite a few of my concerns and probably more eloquently than myself. But I'll start the recent changes accepted by the planning Inspectorate have raised many additional questions and issues and frankly, it's bewildering to try and analyse all the what ifs, so I'm relying on the planning Inspectorate to resolve these matters for us. size will encroach SLR. I understand the planning inspector had requested an answer to the rejected alternative routes favoured by Suffolk County Council and the majority of other interested parties and all the previous consultations. Once I know the answer, which we have been asking for for some time, then I would like to make representations about that early years traffic, there is no benefit to anyone as the SLR will not be built for several years. Early construction and congestion. If this can be managed for the early years before the SLR then there is no need for the SLR as by the time it has been built. The maximum traffic has already been afflicted on the area. So are there better ways to deal with this in the early years with the maximum traffic and therefore the traffic congestion mitigated virtually from day one, the

44:17

cumulative effect of this and other energy projects and why the applicant hasn't joined with other major energy providers to jointly plan a delivery lewd route w self of such London or similar with legacy potential, as you will be aware of a council instigated research into a relief road and the current proposed route Zed itself was not the preferred one, D two or sell sex mundum was preferred. The majority of residents and the county council want the SLR removed after construction, as it has no legacy value. Therefore surely a route with legs

45:00

See value should be choose chosen even at this late stage. The proposal link road will not, in my opinion help the traffic chaos. There are so many alternate routes available to the Moral Majority of the traffic rat runs. Very few will use this road as I stated before, why would you travel several miles out of your way to get to leisten every single road to the main site will be used appropriately or inappropriately. Once the SLR is opened, the harm will already have been done, and all the shortcuts will be known to the majority of the workforce, allegedly at a meeting with Surbiton and eastbridge Council in December 2020. In response to a question regarding appropriate controls on traffic, it was stated by the applicants representative that it is a free country and people can drive where they like this cannot be an acceptable approach to traffic management. Due to the changes in composition of the transport strategy and the length of time taken to construct. I believe there is a need to extend the voluntary compensation scheme that the applicant have offered to a few properties in the area or just slightly outside their red lines. It cannot be the case that any properties directly or indirectly affected by this project has to wait until after the construction is completed. But before asking for compensation for reduced property prices or unable to sell. This should be extended to other properties that may be affected by the new proposals to IE along the railway line. I request the planning Inspectorate suggests this voluntary scheme to be extended further as we are not able to claim injurious affection. If marine and rail lead are adopted for the bulk materials, then would it not make sense to construct the size modelling crowd from the main construction site where all the materials are and work west towards the a 12. This would dramatically reduce construction traffic on the a 12 and avoid accidents due to the

proposed temporary turn off, which is on the brow of the hill on a very busy road with a blind spot. Only last month, there was a near fatality due to poor visibility due to contours of the road.

47:40

By allowing route Zed to sail there'll be enormous potential for accidents due to the road layout and drivers being distracted by the construction compound. The applicants have agreed on a drawing to keep the construction compound three to 400 metres away from the A 12 for good reason. Please can we have assurances that they will stick to this or my points above IE build from the west towards the A 12 is a better option

48:12

and join the SLR to the A 12 at the last moment to avoid delays. How will the applicant manage flight parking for instance, the lay by myself of the proposed SLR outside for tree farm and on your site visit list. Enter the instance of lodge lane to avoid accidents and congestion. were virtually perfect night skies here. And I have no knowledge of how the applicants are proposing to keep lighting of the new roundabout and the general site construction to a minimum. More importantly nor deciphered highways as this is still deemed evolving design. This should be settled with affected parties forthwith. We have no knowledge of any planting of hedging trees etc or any embankments to reduce noise and light issues. This should be settled with affected parties forthwith. My wife suffers with asthma and we are concerned regarding the additional traffic and associated pollution This will bring what thought has the act and put forward to use new electrical vehicles for all their construction and deliveries as this would mitigate an enormous amount of pollution. there will only be one entry and exit to the site. If the SLR is built surely a D two or a W type relief road which has legacy value and an upgrade of the Oxford existing road means that in an emergency, the nuclear power station has two means of evacuation, not one. The most important relevant representation I would like to endorse is from Kelso come Coltrane parish council who completely understand

50:00

Massive issues that a project of this size will have on our health and well being. I feel that just because we are small in number and have a limited amount of resource available to research and comment on the application that we have been unfairly singled out for a massive influx of traffic and construction and I'm enjoying industrialised and special area. This small peaceful place will be unable to survive the onslaught planned and our voice should be heard loud and clear. Also, I wish to endorse the relevant representation submitted by stop size we'll see together again sizable Suffolk Wildlife Trust and RSP Minh minsmere, David grant landowner and Councillor Richard Smith. The recent article by adnams CEO Andy woods, and the local businessman William Kendall. Enhanced and describe are genuine concerns and should be noted by the planning Inspectorate when making their decision with regard to community economic and social impacts environmental and landscape. I again in those the above named organisation as they give the best detail they could never manage. So I asked the inspector to listen to them on my behalf.

51:23

I'm hoping that once the planning inspector have heard, seen and felt our concerns, together with the evidence that they will be able to refuse this application in due course, because I strongly believe it's the wrong project at the wrong time and in the wrong place. Thank you very much for listening.

51:43

Thank you Mr. Telkom

51:51

Could I ask Susan Osborne to switch on her camera microphone please possible

52:04

Susan Osbourne at you

52:08

Yes, I'm here I'm having trouble turning my car and the camera on now think. Can you see me now? I can see you that's fine. Would you like to introduce yourself and make your submission you have five minutes right I'm I'm Susan Osbourne I live and work in old bruh. Thank you for the opportunity to speak. I'm opposed to the building of size size we'll see and I urge the inspectors not to approve the application size well a is an always has been a blot on the landscape. Size well being has some redeeming qualities and even has some fans who appreciate its iconic design. In certain lights it actually disappears into the landscape size will see has no such redeeming qualities and offers as lumps of concrete. The applicant claims in their design and access statement that and I quote, The proposed turbine halls have been through significant design evolution in response to the AONB and extensive stakeholder feedback and discussions in response to the need for the project to deliver a place specific design response. I would challenge the accuracy of this statement on the grounds that the proposed to him reactor is pretty much a carbon copy of the project at Hinkley Point in plan bill. This claim is meaningless and patently untrue. The design and scale of sizewell C is totally unsuitable for the proposed area as evidenced by EDF need for additional length tape to facilitate the build, an example of which is the destruction of coronation wood.

53:42

Our Suffolk coast and heath hmn is one of the most important wildlife areas in Britain, encompassing three national nature reserves. Many sites have special scientific interest, and the RSPB is internationally important minsmere reserve.

53:57

Among the key objectives for an AI. AONB is the requirement to value sustain and promote the benefits that areas of outstanding natural beauty provide for society, including clean air and water, carbon storage and other services vital to the nation's health and well being. sidewalls he claims to be carbon neutral, but in making this claim admits to consider the amount of carbon that will be created during the long construction process. Plan and Bill is already four years behind schedule. Construction would inevitably cause light noise and traffic pollution over many years, which could not fail to negatively impact the fragile and precious environment of the local area, and the species which lives there. While it may be argued that the wildlife would return afterwards, this cannot be guaranteed, and we owe it to

future generations as custodians of the AONB to preserve what we have. Please don't let it be on our watch that this site was destroyed for future generations when we had the opportunity to choose otherwise.

55:00

Quote David Attenborough, self interest is for the past common interest is for the future. Yeah, applicant has continually changed their plans for delivering the project and their proposals continue to be full of ifs and buts. There may be a beach Landing Facility, which could be this long or possibly that long, some of the materials may be brought in by train. If any of these proposals happen, it may impact the number of hdb's on the roads. Essentially, the applicant is unable to give definitive answers as to how the project will be delivered. The DTO cannot therefore claim to have been fully consulted and surely cannot be granted on this basis. To end on a very personal level, I'm one of hundreds of people who regularly visit sysvol beach for exercise and recreation. Upwards of 100 people meet regularly on Saturday mornings or they did prior to lock down to walk from jog or shuffle the five chemicals such as size well apart from starting from the carpark going along the beach to the tank traps on within a loop and back along the beach. It's a beautiful route once you get out of the range of the harm emanating from the existing reactor buildings. This would be ruined by the building building project and access may even be restricted. The effect on people's mental and physical health from losing this is simply unacceptable. In closing, it also bears mentioning

56:30

the electricity supply to Jersey as part of coastal waters fishing disputes between the UK and French governments. Thank you. Thank you very much.

56:50

Could I ask Whitbread to turn on her camera and microphone please and introduce yourself?

56:58

Yes, good morning. Thank you for allowing me this opportunity to speak. My name is Linda Whitbread. I speak on behalf of myself, my husband and my family. I live on Middleton more just seven metres away from the B 1122. We object to the development of sizewell C on every level. However, I wish to discuss the impact the development will have on the immediate area of middle to more and have the well being of ourselves and my neighbours due to the increased traffic on the B 1122.

57:37

Should planning permission be granted a relief road should be constructed before its eyes will see construction begins. It is a ridiculous situation to consider building a power station before the correct infrastructure is in place. We need some logic here and a binding commitment from EDF to stick to their plans to mitigate the negative aspects of construction throughout this area of Suffolk, a commitment that residents can trust. If ADF reached the decision, a relief road is not required. financial compensation would have to be huge to all residents living along the B 1122. And other roads and routes that will be affected.

58:26

It is recognised the B 1122 is not fit for purpose of having several 1000 lorries, cars and buses linked to Sizewell C, and ScottishPower travelling along it to daily during the construction period of 10 to 15 years. The road has many bends blind spots, as well as many lines and driveways from homes requiring regular access. After the construction of size will be it was stated then the road was not fit for purpose. The road is a lot busier now than what it was then.

59:02

Some homes are only two metres from the road, and I will include photographs in my written submission. There is a cottage on the more within a few metres of the road that was built several 100 years ago. This cottage has no foundations and the concern over the traffic thundering past and the vibrations and the potential for damage that it could cause to people's homes is very worrying.

59:30

This road Libby 1122 is used by cyclists wash riders pedestrians, tourists, farmers and vehicles linked to local industries. It could not cope with additional heavy traffic. Use safely and without a huge amount being added to journey times. Trying to gain access onto the road will be extremely hazardous for those living alongside emergency vehicles will find their routes slow

1:00:00

any accident problem or weather related issue will render this road impossible. We often have fallen trees and as with last winter heavy drifting snow, making this road very hazardous, we have huge concerns over the noise, the vibration and the pollution, the extra traffic is going to cause the road lead scheme will mean 1500 hgvs using the link road plus buses and LG V's the ScottishPower development will add even more traffic.

1:00:38

The option of a rail lead scheme would still require traffic coming on to the B 1122. With a possible 900 hgvs and buses and lgbs lgbs using the road making this option not viable. at peak times there are over 250 vehicles using the road during the moment and that statistic was taken during the last lockdown. So once everyone comes out of lockdown, there's going to be more tourists and more traffic one minute remaining. This game would also cause chaos for residents with the volume of vehicles still having to use the B 1122.

1:01:22

Should the construction of size we'll see in conceivably go ahead a purpose built road is required that will take traffic away from properties. The proposed new road running parallel to the B 22 causes far more problems and issues and it will resolve the route for this road cars its way through prime agricultural land. Some farmers will no longer be able to use their land sustainably, pockets of land will not be large enough to farm leaving this land prime for future development.

1:01:58

The consultation process provided by EDF and they documentation has been woolly and lacking in concise detail through all aspects aspects of the consultation process.

1:02:11

I endorse comments made by other speakers this morning. This is the wrong project in the wrong place. And I thank you for giving me this opportunity to speak.

1:02:24

Thank you very much Mrs. Whitbread. If you could switch off your camera and microphone now please.

1:02:31

Thank you. It's now three minutes past 11 and we are going to adjourn for a 15 minute break during which participants will be able to join the open floor hearing for session to

1:02:45

be open floor hearing will therefore re commence at 1118. Thank you very much