

# TEXT\_OFH2\_Session2\_18052021

Tue, 5/18 5:00PM • 50:55

00:12

I would like to hear from Mrs. Nikki Corbett of less than comm sizewell Town Council, please.

00:19

And you will have 15 minutes Miss Gilbert.

00:24

Thank you. Can you see me hear me okay there? Yes, perfectly. Well, both of those. Thank you. Thank you. My name is Nikki Kolbert. I live in lace and I was born in the town. And I'm now a licenced town Councillor of US Army expressing today are those of the council who represent the people of Iceland come sighs Well,

00:43

the case team appointed to examine the size we'll see decio are fully aware that the parish of laissent come sizewell will bear the biggest impact of this proposed development and infrastructure project equal to Hinkley Point C, the biggest construction site in the UK

00:59

the size or C development site construction site and its entrance Plaza the campus a caravan site for non homebase workforce, an extension to the rail hub with lay down area. And in addition, a temporary road will all be cited within the lace and come size or boundary.

01:16

Added to this the only road accessing size we'll see until the new proposed link road is built adjacent to the 1122 will cost through the parish close to residential properties and businesses and is already well used for access to size or on the side of lacing.

01:34

At the height of the build number of temporary workers based in or near lace to more than double the size of the working age population.

01:43

were members of town council visited the Hinkley Point C site around 18 months ago, they were all taken aback by the sheer scale of the construction site, each one finding it hard to visualise a project of that scale at size well within our parish and on the southern coast in his area of outstanding natural beauty and our heritage coast.

02:04

The time will also be adversely affected by the scottishpower renewables offshore wind farm development should it go ahead as the main access to their site is by the size will gap road lovers name. There are also plans in their early stages of the Nautilus interconnector project which would also reach landfall at size well.

02:24

The term Council was engaging with the developer over a number of years to explore ways to mitigate some of the worst impacts of the project remains concerned about the far reaching effects of such a range of infrastructure projects running concurrently within our parish.

02:39

We do understand the benefits of size we'll see will no doubt bring. But as a time capsule, we cannot ignore the issues that would have a cumulative negative impact on day to day life for our community. Many of these identified by the applicant in the community impact report, and there must be adequate mitigation in place. We believe that currently the impacts are not satisfactorily mitigated within the decio.

03:05

I'll begin with traffic concerns. Members of the town council have been involved in extensive discussions with the applicant and the local authorities on a plan to prevent contractual construction traffic travelling through central place and to and from the size of C site. Likewise to access lace and hope the lay down area and the caravan park east of East in this industrial estate. We recognise a great deal of work has gone into this But nevertheless, the following specific concerns about traffic remain.

03:33

The increased traffic in the town centre the residential roads and the main roads into and around the town, which are already adversely impacted by lorry drivers relying on Sat Nav and workers travelling to and from size lane be the use of lovers lane and size we'll get right to access the site in the first years of construction also, and also to access land the East Eastlands industrial estate could result in an intolerable increase in traffic at Crown Point junction and the East Leander King George's Adeney. Frequent busts bus journeys turn from the construction site for very local workers and contractors. Accessing leisure facilities with licence could become a nuisance or traffic hazard. particularly close to school sites where many of the proposed sports activities are proposed.

04:22

Lovers lane incisal gap road is a single carriageway roll road and this the only access to size will a size will be the beach residential properties and holiday accommodation is also the location of household waste site and much needed local immunity, which must remain in leisten. The council expects to see significant improvements to the road layout enhancements of the household waste site entrance and speed restrictions throughout.

04:50

socio economic impacts of concern are at 80% of the workforce we base within our parish, including a significant number in mobile caravanke

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limitation with few amenities close to residential properties in the schools.

05:05

That workforce access to sport and leisure amenities will put pressure on local provision, which not only service licence but also Albrighton Saxmundham, the neighbouring parishes, adequate extra facilities must be provided as mitigation. As thoughts pitch with main use, the size of workers will not be enough, and the range of activities should be catered for over and above regular team sports DCR the draft section 106 agreement currently does not meet these needs adequately.

05:34

Less than businesses will need to compete with well paid employment on the construction site, particularly affecting our retail social care and hospitality sector sectors. Lesson would expect the applicant to adequately support these sexes through employment training widen those skills needed on site to help backfill roles where local businesses might find it hard to recruit. In addition, this approach would help to ensure there was a robust workforce in place when employment at the size or construction site is past its peak, and the local workforce is seeking employment elsewhere in the local area.

06:09

The council expects the applicant to support efforts to ensure there is still a desire to visit listed as a destination throughout construction. For example, a museum or film theatre or live theatre performances are Leisure Centre and protocol and music school at least in Abbey.

06:26

Likewise, the council expects the applicants to make every effort to ensure our beach facilities are still a desirable place to visit for residents and policymakers providing clear indication at sizeable gap of any beach closure or disruption and equally indicating what is open and accessible both by electronic signage on the highway and updates online size will be just a well use well used by residents and visitors like for walking exercising swimming, enjoyment of the peace and quiet and the appreciation for flora and fauna. With scottishpower renewables affecting the beach towards thorpeness resizeable development to the north, the amount of beach available will be significantly reduced and the disruption will undoubtedly inhibit enjoyment many, but must remain an option for those who still wish to visit for recreation as well as for those who wish to follow the progress of the project by the size of Visitor Centre.

07:18

Less than comm size or time capsule understands there will be a robust Code of Conduct

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as evidence detained people and see but due to an increased population, there will undoubtedly be undue pressure on emergency services. were seeking further assurance that this will be adequately addressed by the applicant. While recognising that within the draft section 106 agreement there is ambition to monitor closely

07:43

as you Education and Skills health and emergency planning.

07:47

The f1 applicants support education skills within the licen catchment area is welcomed. But there is still further evidence needed the old Valley Academy and some new college on the coast will be supported financially to become primary establishments. For the education and skills required for both the size of the project and the wider jobs market locally. School numbers must be monitored closely given that some workers might choose to live in the area with their families.

08:13

Because it has concerns the provision of health care for its residents will be negatively impacted.

08:21

At the time of submitting our written representation, lowson had only one running dentist and this is now closed permanently meaningless and residents need to travel outside lacing dental treatment, mainly on public transport.

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Less than doctor's surgery welcomes patients from other towns as well as latenight surrounding parishes, due to its excellent reputation for patient care. And we would not wish to see this compromised.

08:46

Listeners enjoying the latest boom in housing development since the closure of size what a all of these factors will add further to the weight of traffic within the time and on the local real road infrastructure.

08:59

Less than town council would like evidence the size will be emergency plan would not be hindered during the construction of size we'll see in the unlikely event of an incident. The proximity of the population of Layton to the power station, and the challenging road network is already a factor. And they will be an added requirement to evacuate construction workers numbering several 1000 at peak.

09:21

I'll now go on to the proposal associated developments for the project.

09:26

Most there's essentially a cul de sac access by three junctions from the A12, all of which already heavily impacted by size and tourism traffic, which is no longer confined to the summer months due to our all round tourism and arts offer.

09:42

The Council is seeking reassurance that associated development to alleviate pressure on these pinch points is completed before the start of construction. For example, parking right in Loring park to avoid fly parking, temporary road link road to village bypass and other junction road improvements.

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The need to access the area to the sublicense before the temporary rail route and link road are completed is of concern and the applicant needs to ensure the time centre and residential roads are not adversely impacted in the early years.

10:15

The ambition to improve the town centre road infrastructure to deter through traffic must be completed before construction begins, as workforce numbers are predicted to reach their peak earlier in the project than had previously been anticipated.

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We would like to respectfully remind the examining authority, the equivalent transport infrastructure for Hinkley Point C is service by the employer, which cannot be compared with a considerably rural A12.

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Even before construction intensifies on the main development site, the early level disruption caused by the construction of the link Road The railhead, the temporary railroads and all the associated with Justin provenance is a cause for concern.

10:59

Concerns remain regarding monitoring accountability. Based on income size or town council is seeking to ensure there is clear, transparent, and independent monitoring of the far reaching effects of the size we'll see construction on laid throughout the build. The council would expect electric representation on the development site from and other such bodies tasked to monitor these effects. We support the county and district councils and Environment Agency in establishing robust standards to maintain good air and water quality and acceptable noise, light and vibration levels, particularly on the existing railroad, which would pass within close proximity to new housing estates and our Victorian buildings, especially in the early years.

11:43

And also to ensure there we know adverse effect on the town's water supply due to the construction site, the main development site and the campus facilities.

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In particular, we also have concerns about the effect of increased traffic on health due to pollution.

12:00

We need to be sure that standards are rigorously monitored and enforced. There must also be clear and transparent routes of people living in our community to raise any issues that arise throughout construction and ways recurring problems to be identified and addressed by the developer.

12:16

Visual impacts the council has grave concerns the proposed power station is being cited within the OMB setting. And we'll concur fully with the expertise of the Suffolk coast nice OMB partnership for local authorities and other professional agencies, who will no doubt adequately state the case for the visual impact of size we'll see on our heritage coast.

12:40

The environment the council will concur fully and have trust with the agencies tasked to ensure our environment is protected from any adverse effects on air and water quality, white pollution, local wildlife habitat and coastal processes. For example, the Environment Agency, the local authorities, the RSPB and Suffolk Wildlife Trust, these agencies will no doubt represent our concerns at the issue specific hearings.

13:05

To conclude this project will have an unprecedented impact on our town, far more significant than that witnessed by the bill the size will be especially regarding the time scale. We do of course recognise the ambition to avoid May the adverse effects experienced during the build a site will be especially those relating to traffic and socio economic impacts, but we cannot ignore them. The DCR identifies many of the adverse impacts and some of the potential benefits to the local community and employment, as well as the potential for new sports facilities in town centre improvements when the council acknowledges the extent of the draw section 106 agreement, but it must be noted that lesson residents have the opportunity to enjoy a rich and varied life close to our unique heritage coast. With a wide range of successful Independent Businesses servicing our town. Our young people already benefit from excellent education, as our licence goals are exemplary destination offer provides a wide range of employment permanent in our hospitality sector and beyond, and makes our corner of Suffolk a popular destination.

14:14

He Suffolk has a rich and varied farming and food industry providing excellent opportunities for entrepreneurs in this sector.

14:22

Our ageing population is increasingly dependent on the provision of quality social care, due to the long life expectancy in our part of Suffolk and the desire to retire here.

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And it must be recognised that these sectors will be adversely affected by the ambition to create local jobs on site and that the area around leisten might no longer attract people seeking employment

outside the construction sector and its supporting industries, quality of life for all our residents, whatever their age or ability remains our priority. And we're seeking to ensure liceu remains a desirable place to live, work and visit most of them

15:00

On sizewell Town Council whose parents will be the most significantly affected by the construction of size will stay, still believes damaging effects of this project will need further substantial mitigation to ensure the negative impacts do not outweigh the benefits. And we therefore request that the examining authority is mindful of these concerns coming from the host Parish, thank you very much for your time. Thank you very much.

15:29

If I could ask you, you know, thank you. Could you turn the microphone off and the camera off, please Miss

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korbut.

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Can we now hear from Mark Goyder? Please?

15:44

Thank you very much. I think we heard in the last excellent presentation by Councillor Corbett that the this whole inquiry faces a choice between two views of the economy. There is one view of the economy, which I would describe as a 20th century view of the economy, which looks at jobs in traditional sectors in isolation. I think there's another view of the economy, which looks at the economy of this coastline and this region, in terms of alignment with nature. And it's that second view of the economy, which I've heard represented by many people this afternoon. And if you just think that the tourism industry was certainly on the last figures worth about 40,000 jobs, and was growing by 5% a year, and you calculate that basically, the jobs being offered on permanent basis by this development, represent about one year's growth in tourism, then we start to understand the true balance that we are considering here in economic terms, a vision of the local economy and the regional economy, which is based upon our natural capital upon a lovely coastline, which attracts visitors. And I think it's the World Economic Forum, which said that about half of all economic growth in the world actually depends upon our conservation of natural capital, and that has its local application. So that's the vision of the kind of economy that I think we should be looking at going forward. It's not a case of resistance to change and saying that a mega project of this kind is wrong for the economy. I think the resistance to change comes from those who fail to understand the 21st century economy depends on nature, and depends on culture. I mean, who would have imagined that the biggest inward investment probably that suffered enjoyed in the first decade after the Second World War was made by a composer Benjamin Britten as a result, creating a fantastic range of jobs, economic growth, and, and, and social well being. And I mentioned mega projects.

18:07

I'm sure the inquiries familiar with the work of Professor flipbook who has written about Hinkley and he talks about the danger of mega projects, which he says are,

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quote, mega projects, like Hinkley consistently fail to be delivered on time or budget, and often fail to deliver promised returns. They have significantly poor performance records in terms of the economy and the environment. And I would paraphrase Professor freeburg like this, I'd say it's a bit like sharing a tent with an elephant. It may have the best intentions which equates to the inquiry. But when the elephant rolls over in the middle of the night, it still crushes you. Which brings me on to the second issue, which is the issue about the nature of the applicant. People have talked about EDF, but EDF is not the applicant. It's a mystery to me who the applicant is I look on the company's House website and I see about a dozen directors, most of them lawyers, and accountants one or two engineers. They're not going to be around in 20 years, when we're dealing with the consequences that people have talked about this afternoon, who is going to own this company, told a year ago it was going to be owned by a consortium which would include companies invest intelligence institutions like legal and general, but legal in general, a vivre investors and the Prudential have all said in the last few months, they've looked at this investment and they're walking away. Now, I wouldn't invite the panel to consider why that might be. And so in conclusion, I'd say Be very careful when sharing your tent with an elephant, perhaps particularly so if it turns out to be a waiter.

20:00

But

20:02

thank you very much, Mr. Gordon.

20:06

I think now we move on to

20:11

William.

20:13

gonna pass to David. Mr. Brock.

20:16

My apologies for that.

20:19

Thank you Mr. gyda for your presentation.

20:23

I will now turn to Mr. William EDIS status if you're in the room, could you switch on your camera and your microphone please? I have not done such as the camera the microphone anyway, the camera seems to be resisting my attempts. Very good. you loud and clear. And so start Samara.

20:50

Go ahead. Thank you. Okay, my name is really Marius. I'm a retired engineer and manager and say thank you to everyone for giving me the opportunity to speak today. In my relevant representation, I raised four issues. First, as we've heard from the previous speaker, experience shows we can have little or no confidence in the cost and timescale promises that have been made. Second, we should not be basing nuclear reactors on such a fragile coastline in times of sea level rise, and increasing number of severity of winter storms. Third, we can confidently expect major technology developments connected to renewable technologies, especially photovoltaic cell efficiencies, and electricity storage using batteries and hydrogen.

21:40

This hot Finally, this whole area is a very fragile, unique and valuable and invaluable area, an internationally important echo system very vulnerable to any external influences. today. I want to concentrate on the second point the coasts like

22:01

going from north to south we start with damage three to four miles north of size will narrow settlement of around one to 200 permanent residents. In the 13th century, a major port of 3000 people progressively lost to the sea. From the 14th century onwards. The last remaining old church one of eight fell into the sea about 100 years ago. One last grade is left on the cliff edge. Next over 45 miles to the south. His most famous building the moot Hall was built in the early 60s.

22:37

In the centre of of the tower, it is now separated from the sea by public toilets, the seawall in the shingle beach, which comes and goes with winter storms, just to the south of orebro was slower than once the major shipbuilding centre, the last house lost in the sea in 1926. In my lifetime, I remember brick Rubble, occasionally appearing on the beach, now lost in the sea. Finally, another four miles to the south awkwardness lighthouse, which has guided shipping down this coast since 1792. had to be demolished last year to prevent it being lost in the sea.

23:19

This introduction

23:22

of hundreds of years of erosion and inundation of this coastline, which continues to this day. Now I count my personal testament. I was in Japan at the time of the 2011 earthquake and tsunami, I saw the effect on Fukushima nuclear power station are being inundated by the sea. Our daughter was living in Tokyo at the time, and after a few days, she and half a dozen or so friends joined all the families trying to get out of Tokyo. Growing fears are dangerous levels of radiation. Rich might reach Tokyo and the

whole city might need to be evacuated the city of Tokyo, we were able to arrange the bar an empty house for them till the situation stabilised.

24:11

In conclusion, I suggest there is a significant risk that this site will suffer in updatation by the sea before it is active before its active life is over. Not to mention the much longer period before the structure can finally be demolished safely.

24:29

Not by a single tsunami has happened at Fukushima. But by what can be called a slow motion tsunami, a combination of a long established intermittent coastal erosion, with a more recent edition of climate change, leading inexorably to sea level rise, and an increasing frequency and height of surge tides associated with winter storms.

24:54

The probability of a cataclysmic Fukushima scale disaster may be very small

25:00

The consequences of even a much smaller incident will be catastrophic to this precious valuable local and wider area.

25:11

To repeat what I said at the beginning, I believe we should not be basing nuclear reactors on such a fragile coastline in times of sea level rise and increasing winter storms, risking a slow motion tsunami.

25:27

Thank you for listening. Very good. Thank you very much. Mr. Edwards. Thank you.

25:34

Councillor Richard Smith

25:38

is the next person on my list. But can I just ask you to switch off your camera and microphone? Thank you. Councillor Smith. Yes, good afternoon. Good afternoon. I can hear you not see you. Right let's try that shall we?

25:59

Don't worry if it's if there's a

26:03

clearly that's it's best you just hear me rather than CB

26:08

right. I'm the county council representing the blinding division of Suffolk I represent almost 8000 people in blinding and I've had my mandate to speak for them renewed at the county council elections just 12 days ago. blinding includes the eastbridge part of saboten Parish, which is the nearest settlement to the proposed construction area. Indeed, the closest by divisional boundary comes to the construction area is at the entrance to Potter's farm on East Bridge Road, which is less than 200 metres away. I'll concentrate on two areas of great concern and frustration. frustration because EDF has never wanted to take either suggestion seriously, and has blithely carried on in its arrogant way, insisting they know best and refusing to listen with an open mind to logical and reasoned argument. These two areas are the so called D two road route from the a 12 to the site, which is a far better solution to getting traffic of all descriptions to and from site than the new access road EDF proposed in its submission before you and the second is the need for in the benefits of a passing link on the east Suffolk railway line in the kempsey ash area. Both of these sensible schemes have the added bonus of providing legacy benefits to our communities. Now first, the D two route proposal for this state back to the recommendation from sir Frank layfield. As part of the conclusion of the planning inquiry into size will be the positive benefits of the detour route was evident 30 years ago and is even clearer now. I will not describe the route but it has been demonstrated how it can be extended right up to the size we'll see site entrance and EDS planned railway link to cite could be built alongside it, giving both cost savings and environmental benefits. For reasons unfathomable to me and others. EDF energy has never wanted to give serious consideration to this proposal. And now I hope you the planning Inspectorate will do so, the county council commissioned to report to prove the roots viability and I trust you have been supplied with a copy.

28:27

I live in Saxmundham close to the railway line. I make no complaints as I enjoy the railway environment nearby. But I don't look forward to freight trains with a Loaded weight of up to 2000 tonnes travelling through the town during the night. With up to eight movements nightly during construction. The noise will plague the whole town as well as all the communities through which the line passes. But it's not just the consequences of freight train noise which is dreaded, but also the pernicious effect of vibration. My house which was built in 1849 is about 20 metres from the railway line. Victorian foundations are less sturdy than modern foundations and my house vibrates very slightly at each present rail movement. But the effects of repeated and heavy freight train movements could have serious structural consequences on my house and on neighbouring homes. noise can be mitigated to some extent, but vibration is much more difficult to counter act. And I ask you to take this factor into account when you come to your conclusions.

29:33

But the nighttime train movements can be avoided completely by the construction of a crossing loop in the vicinity of Campsie ash, which will enable the train freight deliveries to be brought in during the day without detriment to the existing and important hourly passenger service. The loop will also have positive legacy benefits for the community and the Suffolk railway line.

29:57

Now I'll finish by saying that this community has

30:00

with nuclear power stations at Sizewell for over 50 years, the two stations have been run to high standards, and the carefully considered design of size will be, especially its dome has become an appreciated local landmark. This will not be the case with Sizewell C, which will appear as ugly bulk within the landscape having to bear concrete domes and protruding stacks. Similar to that some of us have seen that ill-fated EDF site at Flamanville in Normandy. The proposed development is of great concern to the community more so as the development is within the designated area of outstanding natural beauty, and physically next door to the RSPB Minstermere reserve, which is perhaps the finest bird reserve in the UK.

30:50

Her Majesty the Queen recently appointed a new Lord Chamberlain to oversee the running of her household and the royal palaces. She chose a known newly ennobled peer who has taken the title of Lord Parker of Minstermere in homage to our very special place. No doubt knowing that its specialness is under threat from EDF proposals. Count. Your time is now okay. I have one more thing.

31:18

I'll make my last sentence. Yes costs are part of the Suffolk is very special. The EDF site will see development will compromise that beauty and specialness for at least a generation and perhaps for the next century. This proposal is a development too far. And you have the power to recommend to the Secretary of State his refusals. His refusal, please think carefully, and do just that. Thank you, counsel. Smith. Thank you very much.

31:46

Sorry about the camera.

31:49

Another time perhaps.

31:53

Thank you, you can switch off your microphone now. Thank you very much.

31:57

Francis Crowe is the next person who I have on the list.

32:03

Thank you. Hello. Hello. Thank you. I'd like to introduce yourself and then speak to us. Thank you. I'm Francis Crowe. I've lived in this area for 20 years. And like so many was drawn here by its amazing unspoiled peace, beauty and wildlife. We've raised our children here to value the simple things in life, and treasure what's special on our own little spot,

32:26

being excited about the return of San Martin's turns and Swift's listening for nightingales spotting Marsh heroism flight and baby adders on the beach. Back detected at night and lying in the dark seeing who

can spot the most shooting stars. And above all, we love to swim in the sea at Thorpeness. And Sizewell our favourite place to go with friends to picnic and play. But I also know the vulnerability of this coast.

32:52

As an artist, I've walked the beach between Thorpeness and Sizewell literally hundreds perhaps 1000 times. It's my favourite place to be I've documented the changing cliffs in photographs over many years and have personally witnessed how vulnerable this coast is. I was there that day in January 2017 10 minutes after the cliff Paul Barrett a man. It took over 40 people more than two hours just to locate his body, such as the scale of this clip for on just one sunny January day. We know how friable and temporary there's a coach pillbox bulldozed off the cliff here 1007 at the same spot, now lies 25 metres seaward of the cliff edge. And this isn't just a phenomena of thought ness. It's the same all along our coast. Felixstowe Bawdsey. Orford Ness damage is some bhavans ko pipe, low stop. History teaches us a powerful lesson to as described really eloquently by William ideas a minute ago. And we must remember this all happened within a few kilometres of Sighs Well, people think they apparently unlikely will never happen. Yet inevitably it does. We know the erosion will be made worse by climate change by more frequent storms and sea level rise. Each time scientists reevaluate the future looks worse, it only moves in one direction. This is absolutely no place for two more reactors. I'm wholeheartedly in favour of genuinely green energy. But nuclear is not this. The legacy of climate change to our children is bad enough without also leaving a legacy of nuclear waste here, which they may not have the capacity to keep safe. Disasters and change happens suddenly and unexpectedly. Think of the Thorpeness Sea defences. A very small example on size was doorstep of how we fail to plan ahead and fail to take timely action.

34:59

Meanwhile,

35:00

What's special and loved about this coast and hinterland will be destroyed by these projects construction impacts in the mental health of many of us, and decimating the biodiversity and habitats supposedly protected by the highest ranking.

35:15

build on this scale here on perhaps Europe's fastest eroding coast demonstrates arrogance and hubris in the extreme, I think of the children, we must support projects that are genuinely zero carbon and help mitigate climate disaster in time, not this megalithic, white elephant, or other dinosaur that was threaten the whole future of this area, and be a bottomless pit of carbon and financial resources to defend whatever one's views on nuclear power. This is absolutely no place for a project, the scale

35:51

and the storage of nuclear waste over 100 years. I put to you that this site will be impossible to defend with its watery hinterland and embayment caused by ever higher sea defences, leaving a terrible legacy to future generations, who will reap no benefit at all just billions in costs. We must ask ourselves, why do insurance policies exclude nuclear cover? If it's as safe as made out, I speak for many, many friends neighbours and family who feel the same as me, but feel too exhausted, hopeless, overwhelmed by the

pandemic, and above all intimidated by the planning process, and years of EDF obfuscation and manipulation to take part.

36:38

We say the applicant is exhibiting a reckless disregard for the safety and futures of local people. Suppose ahead, not only will it disgorge 1000s of tonnes of carbon into the atmosphere, use valuable resources and finance and devastate biodiversity that our Prime Minister has promised to protect, it will also threaten the very future of this area.

37:04

Our children and grandchildren stand to lose everything, endorse the excellent representations I've heard today. This is absolutely the wrong project in the wrong place. Thank you. Thank you, just to close ask you something you referred to specifically to thorpiness sea defences. Was that a point which you earlier made in your

37:30

in your presentation just now? Or is there something larger which I ought to know about the thought nurse, I have actually put written to the last deadline to suggest you visit and he gave quite awesome detail than the their recent sea defences, the route that were built 10 years ago and expected to last around 25. But they've recently been decimated not by a particular sort surge, but just winter storms and erosion. It's threatening some of the houses and there is no plan. There's no budget or plan, as I understand it, to be able to stop that erosion now. So I really, really would like you to visit that site and put quite a lengthy case to your match. I see unless you said this last winter or that have happened to winter before. I think there might have been some it there's been attrition beyond it this embayment where you get the erosion beyond the sea defences, which then starts to undermine from the side. But it's particularly this winter is just happened bit by bit, but it's got very, very serious at the moment. Thank you. Thank you very much, indeed. Thank you. You can switch off your camera and your microphone now.

38:51

I did have Amanda Taylor on the list. But I have a note which tells me that Mr. Paul Taylor is going to speak on her behalf at the seening. Just make sure that is still the case.

39:03

And not hearing. And Amanda Taylor, that's fine.

39:07

The next person on the list in that case is Carol fag. Could you switch on your camera and your microphone, please?

39:16

Good afternoon. We can see you well. I'm not hearing you yet.

39:21

Hello, thank you. We can hear you. Well. Please take us. Thank you. Well, my name is Carol fag. I'm a retired midwife, and I live in old bruh. I'd like to say just in opening that I do consider myself to be an interested party in this matter. I was registered in the consultation earlier, but didn't realise that I needed to register further in addition to this in order to become an interested party officially. I think that the process was maybe a bit more complicated than it needs to been and not adequately clear.

39:56

Anyway.

39:58

We can hear you now.

40:00

I'm opposed to the development of size we're seeing a number of grounds. First of all, it's evident that size was he will not be as environmentally friendly as the applicant likes to suggest when taking into consideration not only its construction, but also its decommissioning and removal. This leaves an unacceptable legacy for our children and our grandchildren, which is totally unfair. In addition to this, there's still no adequate plan for the long term processing and storage of nuclear waste. Again, completely unfair on future generations. The clients with the reactor are really ugly and will be a further blot on the local landscape of our heritage coast. Government has made promises about the protection of our environment. And these proposals are very much at odds with this intention. The effects of the development on the nature and wildlife of the area would be critically damaging in so many ways, which many people who know an awful lot more about the environment have

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pointed out to you in earlier representations today.

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They would be critically damaging in many ways. We have an area of outstanding natural beauty which should be protected and preserved for future generations, for the sake of the race, special wildlife of the area as well. The effects of noise pollution, light pollution would be devastating for minsmere for the RSPB reserve and the rest of their outstanding natural beauty, the additional traffic and industrial pollution would be extremely damaging to them and also to the human occupants of the area. Government policies and decisions should be made with a commitment to preserving the environment and protecting vulnerable habitats as they've

41:46

promised to do. As I've said, I live in North Korea and I use the wider area a lot for recreation. I've been a regular participant in sizewell parkrun. And I value this greatly. It's important to maintain events such as this for the benefit of all of society, and different individuals and improving the health of the nation, it's highly likely that this event would be impossible during the lengthy construction phase. I'm also a recreational cyclist who rides regularly all around this area, and I'm very concerned about road safety issues. Government are encouraging greener transport, and during knockdown increasing numbers of people have taken to their bikes. This is good for public health and for the environment. However,

people will not go by bike if they do not feel safe. I had hoped to possibly be able to start a local cycling group but I think that most people would be put off by the excessive traffic that would be generated by this project. The roads in this area are already unsuitable for the volume of traffic using them. The roads are narrow and in many places winding, creating poor visibility for drivers and therefore dangerous conditions for other road users. The volume of traffic in particular regard to lorries will be considerably worsened by the development if it's allowed to go ahead. The roads are already risky for cyclists, pedestrians, horse riders, and this would be right made very much more dangerous for them. Vehicles pass too close too fast, and document places where passing cool causes great on the road users such as on Ben's, I would like to invite members of the planning Inspectorate or their representatives to accompany me on a bike ride and

43:30

to experience for themselves how frightening and dangerous it can be. In particular for inexperienced riders or cyclists and children.

43:40

It's known that the majority of cycling casualties occur on rural roads. And these patterns would only contribute to worsening these statistics.

43:49

Finally, understand that there may be Chinese investment in this plan. So I'd like to express my serious concern about allowing any investment from China in this and any other similar projects. There's been considerable public outcry in the last few years about the evils of slavery. It's right to acknowledge the evils of these historical practices, but ludicrous and totally unacceptable to tolerate this in the present, and indeed collude with it by engaging in transactions of any kind with a regime which has been identified recently as engaging in genocide, and in saving the Uighur people. If we tolerate this, we must bear guilt for this crime against humanity. For all these reasons, are totally opposed project at size we'll see and that's the Inspectorate to reject this application.

44:40

Thank you very much indeed.

44:48

Thank you.

44:50

You can turn your camera off as well as your

44:54

microphone. That would be good. Thank you. Thank you very much.

45:01

I have the applicants on my list and I do actually have one question for you. So

45:10

it's been Do you want to

45:12

switch on your microphone and

45:17

camera?

45:19

Can you hear me?

45:21

I can hear you. I can't see you. No. Can you see me now? I can't see me.

45:28

So you can see yourself in the corner. Apologies. Let me try and sort this out. Would you like to ask your question first or would you like me to know I think I just about recognise your voice so we can run it.

45:46

It arises out of the out of this morning's session. I heard Mr. Wilkinson.

45:56

Speaking about the land take from sizewell marshes.

46:01

And the

46:03

loss of fen meadow, he gave a figure of Wait a minute.

46:14

He I think of naught point seven hectares loss of fen meadow. Can I just clarify this? The first question I just clarify. I've got your new table 14 point 10, which you submitted at the end, we're in the middle of June of November last year, which says the permanent loss of fen Meadow is naught point four, eight. Although the temporary land take is naught point nine, two.

46:37

That's table 14 point 10. Does that still represent the position? I'm so sorry, I was thrown out of teams. I've literally just rejoined I'm so sorry. Would you be able to repeat your question? Yes, of course was only by

46:56

Mr. Wilkins.

47:00

From task gave us a figure for the loss of fen meadow, at naught point seven hectares. You submitted a new table 14 point 10 which goes with the terrestrial ecology

47:15

chapter, you explore new table 14 point 10 on 16th of November last year with your

47:23

submission, which gave a different figure which is naught point four, eight hectares of permanent land loss of fan meadow and naught point nine two for temporary land take. And I was just asking, maybe this is

47:38

a detail which you don't have off the cuff wasn't like your Taylor 14 point. 10 is still current.

47:47

I can I take that as maximum respond in the next session? Yes, that's um, yeah, that'd be committed to see if you could do that. Thank you very much.

47:56

And the other point, that which he raised was about coronation wood. And I just like you to clarify if you can, please. How old is or was coronation wood? I thought I had read in your submissions that it dated from

48:15

an either sizable or sizable bs construction that Mr. Wilkinson said is 100 years old?

48:24

Yes, I believe it's 100 years old. But I again, I will just double check that

48:30

and come back to you. If you would. That's fine.

48:36

Is there anything else which you wanted to respond on from this afternoon's submissions? No, I think I believe our responses to the questions will provide the examining authority with sufficient information to respond to the points raised. The only one that occurred to me was the points that two speakers raised around Campsie ash. And I wonder whether it might be helpful to the panel if we provided notes on the sort of history of of concierge in this position of of ourselves? Because it's not, that's one matter not raised by the questions or whether you're sufficiently vast that we that's the question of a passing loop on the row line, is it just one moment?

49:25

I am not.

49:28

Especially ofay with the with the position.

49:32

Maybe we can come back to you at one of the other sessions and see if we'd like to hear more about that. Lovely, thank you. Thank you very

49:40

well, in that case, that is the end of the list of of people and I am going to pass back to miss MCI

49:49

to wrap up the session.

49:57

Thank you, Mr. Brock.

50:00

Just on that last point, I would certainly well committed that note could be submitted. And, and also back in mind all is that is that if that can be done.

50:14

I'd also remind everyone else that I before I close the hearing, just let me remind you that any post hearing submissions, including written summaries of the cases you've made orally at this hearing, should be submitted a deadline to the second of June 2021. Now, if there are no other matters that anyone wishes to raise, and I don't see any hands up, I shall now close the hearing. Thank you all for your attendance and participation this afternoon.