

TEXT_OFH5_Session1_19052021

Wed, 5/19 4:06PM • 1:17:19

00:07

Good afternoon, everyone and welcome. It is now time for me to open this open floor hearing, which is being held in connection with an application, mobile nbn generation company, as said see limited for an order for development 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, I confirm. I can see and hear you. Thank you. Can I also confirm with the case team that the recording and live streaming of this event has begun?

00:48

Yes, the recording started and the live stream is working.

00:52

Thank you. 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 need to refresh your browser page to view the restarted live stream. Or remind you again of this should we need to adjourn. I'd also mentioned that feedback from an open flow hearing held yesterday indicates that there have been some problems with the live stream. Apologies in advance should this this this occur this afternoon. But be reassured that this does not affect the recording of the hearing that we've made available as soon as possible after the event on the national infrastructure planning website. Now let me introduce myself and my colleagues. My name is Wendy mokai. 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 Helen Cassini, will now introduce themselves to you. Mr. Moreland.

02:12

Good afternoon, everyone. My name is Edwin monde. I'm a chartered town planner. And I've been

02:19

nominated to be on this panel on our Passover to Mr. Brock.

02:26

Good afternoon, everybody. My name is David Brock. I am a retired solicitor, and I have been appointed by the Secretary of State as a member of the examining authority. I'll pass over now to Mr. Humphrey.

02:42

Good afternoon, everyone. My name is Neil Humphrey. I have been appointed to be a member of this panel. Well, no pasta, Mrs. Cassini.

02:52

Good afternoon. My name is Hank Cassini. I'm a chartered town planner, a member of the examining authority. I'll now hand back to my colleague, Miss MCI.

03:02

Thank you.

03:03

We're assisted at this hearing by the planning Inspectorate case team. Today, we have the planning Inspectorate case manager deputy Sean Evans, the other colleagues from the planning Inspectorate who will assist us today, our georgianna Hannigan, Jake Stevens, and deliver obinze. If you have any questions or queries about the examination, or the technology we're 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've received from us are on the project page of the national infrastructure planning website. Before we get on to the main part of this hearing, I will ask my colleague Mrs. Cassini to highlight a few housekeeping and background matters to note for today.

03:56

As explained in the examining authorities rule eight letter annex D, the openflow 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. 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 rule eight letter includes a link to the planning inspector or its 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 written form which can be redacted before being published. If you prefer not to have your image recorded, you can switch your camera off. I will repeat requests made in the arrangements conference. In order to minimise background noise. Please ensure your microphone or telephone is muted and that you stay muted unless you're a speaker.

05:00

Okay. 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.

05:30

Good afternoon. The upper floor hearing provides an opportunity for interested parties to make that oral submissions about the application to the examining authority. It also gives us an opportunity to ask speakers questions about the evidence that they presented.

05:47

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

05:57

There'll 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 this hearing.

06:11

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.

06:22

One of my colleagues will be timekeeping, and will indicate to you when you have one minute left of your allotted time by appearing on screen.

06:32

If you have not concluded all that you wish to say within that time, then you're invited to include the remainder within your written summary of your oral submission deadline to which is Wednesday the second of June 2021.

06:48

Once you've spoken panel may wish to ask you questions. This will not of course intrude upon your speaking time.

06:57

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 that deadline to Wednesday the second of June.

07:13

Please can I check who will be speaking for the applicant this afternoon.

07:19

Good afternoon. I'm calling events. I'm the chief planning officer for EDF energy, and I'll be speaking on behalf of the applicant today. I do have my colleague, Tom McGarry our communications lead and Richard ball our transport lead, should they be needed to be called upon. Thank you. I wonder if they could introduce themselves and let us know what their role is. Thank you.

07:45

Good afternoon. I'm Tommy Gary communications lead for the sizeable c project.

07:55

And good afternoon, everybody. My name is Richard ball, and I'm the transport lead and also look at associated development besides well. Thank you. Thank you very much.

08:09

For clarity, can all interested parties. Please note the second examiner will appear on screen at the point you have one minute remaining of your presentations. If you join via phone or we note your camera is switched off, we will give an oral warning of one minute remaining.

08:29

I'd also like to reassure everyone that all members of the panel are present and listening carefully to what you have to say. We are not however remaining on screen throughout, as we wish to minimise the demand on the IT systems, ensuring the best quality of audio and video for participants.

08:47

I'll now hand over to my colleague Mr. Brock, who will start inviting representations from the speakers in running order before handing over to another panel member and so on.

09:00

Those listed to speak on session two of this hearing may now leave the hearing and rejoin as indicated in the detailed agenda before the start of the second session. Thank you

09:16

Thank you Mr. maund.

09:21

My camera does not seem to want to switch on but I hope that you can hear me

09:27

Could the case team see if I can be heard?

09:31

Yes, I confirm I can hear you not see me. Right let's see if we can go ahead and I guess Mr. Brock,

09:39

would you like me to continue whilst do try and sort your camera or out? Fine. Yeah, I do that and you you go and investigate what's happening with the camera. Find somebody else do the rotation. Absolutely. Yeah. Thank you. Yes.

10:00

All right, we'll just continue while Mr. Brooks tries to deal with those problems. So if I could hear from

10:10

Paul Ashton, your Oxford parish Council, if you could introduce yourself and say who you're representing, and then if we could hear from you.

10:21

Thank you for the chance to speak. My name is Paul Ashton, representing the Auckland parish Council and I'm the Deputy Chair of Yorkshire parish Council. And other parties either have or will be presenting and raising concerns that we share in including the not exclusively the road rail, split splits, of

10:45

aggregates and so on. coastal erosion, environmental impacts route of the proposed link road, socio economic impacts, flood risk and drainage and so on. And we share those concerns. Many of them are important to us, but in order to try and assist with your proceedings, we won't be raising issues, those issues today, we'll try and focus on things more specific to Oxford and people who live in Oxford. But we did want to note the fact that we share those concerns. And you Oxford is a village of a brand about 725 people who live and it's sited about six miles northwest of the size or development. It lies on the junction of the a 12 and the a 1120. Most of the properties in Oxford lie along the a 1120 and roads directly off it. There's some properties on the a 12 both North and South of the centre of the village and some properties along the B 1122. Within the parish of Oxford, the village is designated in most of the villages designated as a conservation area. It has many older and historically important buildings, many listed buildings. It also has three large country houses and surrounding parklands, which has the past led to been described as the garden of Suffolk

12:08

people did the coast some piece area of outstanding natural beauty is very important to people in Oxford and the area from in the south from obrah three thoughtless sighs well, RSPB minsmere done it was extended to the north to south world is visited by people from Oxford every single day of the year. And in significant numbers as well. The area that area it means the beaches but not exclusively the beaches also the the heathland inland as well, people go there to walk into run into cycling to swim. Some people in the village of Oxford literally swim every day in the sea.

12:50

People go to wind surf to kite surf, they go birdwatching, they spend time on the beach, they go fishing and they do all of the sorts of things you'd expect people to do that

12:59

the the size will propose sizable development will completely remove that amenity close to the development site, it wouldn't be realistic to expect people to continue to do any of those things near the development site. And it will significantly impact the quality of that amenity.

13:18

Obviously reducing the further away but that's still having an impact as far north or south and as far south as obrah.

13:26

The benefit of living in Oxford is both the peace and quiet and the surrounding countryside and the coasts in his area virtue necessitate an area of outstanding natural beauty is the most significant part of that surrounding countryside. We we will be losing a very significant amenity to us with absolutely no mitigation. Living in Oxford is not like living in a city.

13:53

We we don't have lots of cinemas and theatres and sporting venues, galleries, museums and so on. What we have is the coastline. And in in this development, we will literally be taking away the vast bulk of the amenities that we gain from being here.

14:11

Another another thing to focus on in terms of that impact is is to consider that 35% of the people who live in Oxford are over 60 years old.

14:23

That's 250 people or approximately 250 people. And then the older of that group, unlikely to unlike are not likely to outlive this development should it proceed.

14:38

A very significant proportion of that group will have that development going on for the whole of the rest of their active active lives where they remain in good health. And then for pretty much all of that group, a very significant part of their active lives in good health will be taken up with this development. So it is worth it is different

15:00

To get across just how big an impact this will have on us. And actually, of course, that impact doesn't just apply to Oxford it applies to all all of towns and villages around this area. It is a very significant impact and we want to ensure that you appreciate that.

15:17

And the amenity that we get from the coasts in his area about national outstanding natural beauty is obviously also the reason why tourists come here.

15:27

You Oxford has several bnbs focused on tourists and including some of that especially focused on guests who are visit already RSPB minsmere. It has two pubs has a restaurant has a cafe and five antiques and art shops, all of which rely to some extent, in some cases quite a significant extent on the tourist rate.

15:50

The development will damage the main attraction that brings people specifically to this area. Clearly the whole of the coastline along Suffolk will have some damage, but the damage is going to be very significant to somewhere like Oxford, which is serving an area that's very close to where the development is happening.

16:13

It seems likely to us that the development will cause enough damage that some of those businesses will be forced to close.

16:21

And that does not appear to be any mitigation from that it was suitable mitigation for that impact.

16:29

People in Oxford also work in the tourist industry, in businesses in the village but also in other businesses outside the village along the rest of the coast at 800. Outstanding natural beauty, the same pressures on tourism will apply there as well.

16:45

other businesses outside the village will probably close and people in the village will lose their jobs as a result of

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that obviously on top of the recent trials and tribulations regarding the pandemic.

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For people in Oxford, it appears to us that the harm to businesses and jobs is clearly going to outweigh the potential benefit. And we recognise that there will be benefit people in the Oxford will get jobs outside as well. But the damage this development will cause to us looks like it's going to be bigger.

17:19

And we expect that some tourists bed space will be taken up by sizable seed workers. And it's it's feasible that that would happen in Oxford as well. Hopefully it's obvious but fewer bed spaces will lead to fewer tourists which will lead to fewer jobs in the tourist sector. And so not only is it the damage to the area of outstanding natural beauty is actually the the use of tourist accommodation that will also have a heart

17:47

and one of the biggest impacts on your Oxford is going to be traffic and roads.

17:54

The impacts on the Oxford are going to result from cars travelling to and from the campus and the northern Park and Ride throughout the entire development hgvs from the north and Park and Ride buses using the 11 a 12 and b 1122. Throughout the development hgvs from the south using the a 12 and b 1122. Passing through Oxford in the early years in advance of the link road being completed cars

from the south using the same road route to get to the campus in the early years and advances the link road

18:30

miscellaneous car journeys by workers from the campus and other locations travelling through Oxford miscellaneous journeys for buy cars and lights good light goods vehicles supporting the campus and development site. And then the displacement of other journeys caused by congestion caused by the traffic related to the site we'll see development and it's quite a complicated picture with with four roads, couple of junctions and and so on are trying to walk through each road in turn maybe the a 1120 is the main route for cars and lights good light goods vehicles coming from the west.

19:08

It's likely to be the route that anybody from the north and west would travel to and who is coming a decent distance and would be staying on the campus.

19:18

The route of the 811 20 passes through the centre of the Oxford

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the road The road is narrow. Although this is designated as an A road. It appears to be anything but when you travel through the villages along the route of that road all the way from Stowmarket to Oxford and including Oxford.

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There are historically historically significant houses right up to the roadside as Park cars is limited to wait traffic in many places. The road is narrow and bendy in the village and on the approach to the village. There's hidden entrances and so on.

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We have concern about the way the

20:00

forecasting of the traffic impacts in on the a 1120 have been done. We don't have the skills to be able to be absolutely certain of this. But we have concerned about whether the baselines truly represent what that road experience is particularly in the summer, the period of the summer Scott sought school summer holidays, and then the the half terms half term and Easter breaks before that. And the combination of that with with farm traffic, that road is used for some quite large equipment, farm equipment for harvesting. So we have concerned about the accuracy that baselines and whether they truly represent what's going on there. We have concerned that the forecasting has an include the the impact of miscellaneous journeys and displaced journeys. And we are concerned that the peaks of traffic are somewhat hidden through averaging and we think that there will be significant disruption along that road.

20:59

Irrespective of whether it causes significant congestion, it will clearly have an impact on people that live along that road in terms of noise and pollution. Again, something that we have seen no sign of any mitigation for.

21:17

We're also concerned about the junction with the a 1120 and the a 12. That junction is at times busy today, the a 12 goes around a sharp bend around the king's head pub. And a line of sight from that junction is not good.

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The particularly in the early years where we're HGV traffic, it will be passing through that route, as well as additional cars, we are really concerned that there'll be significant congestion at that point, significant correlation that it will be difficult to cross that road, it already is a challenge at times at the moment and it will become harder. Again, there's no mitigation for that risk. We believe that that that challenge of crossing the road will continue to be a risk throughout the project. And again, there's no mytek mitigation for that. And the

22:10

the a 12 itself, in theory should not see a significant increase in traffic with the exception of the period in advance of the link road being built. In reality, we're fairly sure that there's going to be lots of journeys that aren't connected to travelling to and from work but a travelling around that people who working at the site will be doing. So I think it will see an increase in traffic. There are also developments planned near to Oxford 110 homes development near Darshan station, which has not yet been approved hasn't actually been submitted but is in a public consultation at the moment. It's likely that that if that goes ahead, it will be in place and the load from it will be in place in advance of size we'll see development starting. Yeah, that's not to include as in any any consideration at the moment and on pollution. The primary school in the village is less than 200 metres from the junction of the a 1120 and a 12. We are very concerned that the pollution the combined effects of increased traffic than the a 1120 and around the junction of the LM 20 and a 12 will cause pollution problems that would should be unacceptable for that close to a primary school

23:27

and the B 1122. There are far fewer houses in Oxford along that road, but they stand to suffer the most. Again without any mitigation as things stand at the moment, they will receive all the traffic that comes from the park and ride sights of the buses or something in the order of 10% of the hgvs coming from the north. There will be no bypass for those.

23:53

Those the people in Oxford living along that road. The bypass will come later to go past Everton and Middleton and

24:02

and those people will suffer significantly as a result of the traffic particularly the heavy goods vehicles. And the development proposes around about at the junction of B 1122. In the a 12. We actually support

that, in principle, that junction needs to be enhanced around about seems a plausible way of achieving that. But we do ask that that roundabout design is allows it to be as small as possible to achieve its objectives. We are aware that the owners of cockfield Hall are likely to make a record we will be making a representation with more detail and that sort of sharp repeat the detail here. But essentially our concern is that that roundabout is as small as it needs to be.

24:48

Those are the main points that we've got around loss of amenity tourism and road and traffic a couple of other very quick points that we know will affect us But why didn't just us or

25:00

resource scarcities are a concern for us displacement. I mean, essentially trades people with various skills are going to get hoovered up by the size or development creating local scarcity is of particular concern to us is plumbers and electricians, because this will coincide with a period where the entire country is trying to shift people from gas central heating to electricity.

25:26

Time is up now. So, could you please wind up? Yes, I can end at that point actually, that's fine. Thank you for your time.

25:37

Thank you, Mr. Rush, I think, Miss McCall. You're still muted. Yeah, thank you.

25:43

Done that twice today.

25:45

Mr. Ashton, thank you very much for that. And

25:49

the residential development that you did mention the potential residential development at dartium. Station. Could you include details of that? And perhaps an anticipated timeline? In the written summary of your oral submissions? Yes. Thank you.

26:08

Right. Mr. Brock is back. So I'll hand over to him. Thank you very much. Mr. K. I moustache. I'm sorry, I missed what you were saying. I will listen to the recording after today's session.

26:21

Thank you. Thank you. Right. I think I will call on Mr. Andrew quartermaine. Now.

26:29

Hello, good afternoon, Mr. quartermaine, would you like to introduce yourself, and then tell us what you have to say you have 15 minutes. Thank you very much. Thank you for having me. I'm Andrew

quartermain, Chief Executive of Procore trust and lace nabee. So I'm representing lace nabee. Today, doubly as the nearest public site to the proposed construction worker campus, who in as much as Procore to trust the charity and music school that operates out of prochordal and indeed has done since 1979. And also asked procode as managers for English Heritage, we work very closely with English Heritage and this is a partnership that was submitted even more so last years, we acquired the freehold for lace Navy from the Church of England from the diocese. So it's now a straight two way partnership in terms of procurator trust and English Heritage. So that double representation of Procore itself serves over 2000 young people and children. It's one of the largest performing arts, music course providers, not just in the UK. But in Europe, our offer is mainly residential courses. So in every single week, and indeed day, an hour of school holiday time, that is courses for talented musicians and young instrumentalists from across the world that come to us. And then within the last 15 years,

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we've developed a cutting edge programme for special education needs and disabilities. We're now the largest music cost provider for special schools and SDN units across the UK. So it's a very significant national education offer as well. And in recent years, also our community offer in terms of not only our work with local schools, but our box office that we've developed within our community concerts, at least nabby, which takes our audiences right into the heart of the monuments place nabby and attracts international artists from across the world. We've obviously been talking to EDF, like so many for many, many years, it's been a largely positive process. And as much as we've always said that we want to engage positively with them, there's been some work, especially in recent times, on noise, there still remain some significant gaps. And the most crucial of them, which I really want to focus on right now is safeguarding. And in particular, safeguarding of the very vulnerable children, and indeed, young adults who access our courses were acknowledged as the nearest neighbour and has the public open space to the construction worker campus. And as I said, just now serving over 2000 young people a year to put that into context. That's, that's more than the addition of Lego secondary school and indeed, local primary schools. And I don't mean that in any kind of competitive way I myself or a governor of or Valley Academy, and it did up to recently was a governor of, at least in primary and as a current governor of old Valley will be part of their process, but it really is a numbers game in the sense and our main concern here in relation to that work at Campus isn't a mistrust of each and every one of those workers. As I say it's about numbers. It's about perception. It's about risk, and it's about competence. The competence of head teachers and Academy trust CEOs across the country send their schools. The last. A big part of our special educational needs. course and curriculum offer focuses autism and

30:00

And this has been my own personal focus for my whole career both as a concert pianist and as a arts education charity CEO. And you know, we live in an age where the value of the autistic mind is being is being respected and indeed tapped into as never before. And our offer basically snobby for the hundreds of autistic children who come to us every year is that we take them out of their own environments, often, by the way, and in a city environment, they come to this place of seclusion, of tranquillity of a real kind of beauty and inspiration for them. And in that place of escape that place of seclusion. We use the power of music and the performing arts, to really give them life changing skills, you know, through the music curriculum, for example, posts and praise to open speech and language but also through the confidence that comes from being on stage and performing our bond. The

mediaeval barn, at least maybe is a fully equipped theatre, we have two other performing spaces in the lobby, as well, as well, of course, our studios, and competence of being on stage is absolutely pivotal to their development. There's been some incredible results over the 15 years, people have come to us from special needs schools, nationally, you know, who had one to one support and a special needs school such was their level of autism, who then went on to international music conservators who are now working in the professions, in the music profession, in writing, Music Theatre being staged at professional theatres in the cases of some of our students as well. And of course, those who don't go on into the music profession, but whose life chances have been absolutely changed by the work that they've done with us. And specifically, those courses, year in year out at at least noticeable disruption where we not to be able to run those courses, at least nabby as a music school wouldn't just be a Suffolk education. disaster, it will be a national disruption. As I say we have those special schools and units from across the country. Again, we've negotiated and it did talk very positively to the EDF about this over a long period of time, the big sticking issue really is a an assumption, that least nobody is is as indeed it is already a public access site. But the simple reality is that I've got partner school head teachers, as I say, from across the UK, who for the last 15 years have signed off on risk assessments for laced nabee based on its public, its current public access, you've told me quite clearly that this vast increase of population and sort of pretty much across our from our drive really doesn't give them competence. So this really does have to be mitigated in terms of the confidence that we can give those partner scores. Also, of course, the railroad is a concern to us, noise impact, both in terms of oscillator and Abbey, as a place of musical learning, and performance, but also there, the issue of autism is is pivotal as well, an autistic child doesn't necessarily sleep at night, they don't have the same date night patterns that necessarily everyone does. And therefore even the night trains will be a cause of anxiety. And this is an issue that raised and indeed we'll be raising in the written responses. In terms of the questions in the planning documentation to date. There's obviously some that are for us, there are others that are listed as for English Heritage, and as I say, we work very, very closely with our partners there and historic England, but which are really equally for us as as the soul sort of 24 hour presence on site. So we will also be responding today's by the second of June. Our educational offer is intrinsically ingrained, really, to the heritage and most especially for those most disadvantaged children who comes to this site when we take them into the lady chapel, which is now part of our ownership by the freehold when we take them into the ruins that is at the heart of their experience when they come on the on the courses. And likewise, of course, our community offer at least Navy as well, now that we're doing a significant public concert series that starts again, this Saturday, post the most recent lockdown there again, we're taking local audiences to the heart of the monument. And then the other reason why it's so ingrained and really question to bring the shortages as much a question for us is that of course we are. The local managers were signed now for a five year contract period, and we have every anticipations that's the next five years and especially as freeholders now with our close working relationship there we have every anticipation of that being renewed for a further five minutes. So in other words, we will be the managers and the exclusive managers of the site for the for the period in question. and beyond. And here I believe there's also a real positive vibe joined up process. We're between EDF English Heritage, historic England and procure to trust we believe that we can not only preserve the heritage asset we do believe it's it's doable. We don't think it's absolutely Doomsday in that respect.

35:00

But also in a really cost effective and partnership working way enhance the visitor experience not only for the local community, but also for the business across the world who come to at least an abbey in terms of the question in part five of the planning documentation and be put one point 99 where it asks what progress has been made with the progress of music school, as I say, we have had positive engagement. Recent discussion with EDF has been regarding how our own procode team could be enhanced to beef up site security, we have a very small team despite having a large remit and serving over 2000. We are really small team. But we do have a long way to go in terms of

35:49

our progress within that agreement. And the crucial issue of safeguarding and the impact of the construction worker campus is about protecting the ability, as I say, a cutting edge national and indeed international educational establishment and school to continue to operate in equal measure, to preserving the heritage assets, at least in Abbey and hopefully, indeed, creating some exciting opportunities by the increased footfall. But above all, we really must ensure that least nabee continues to be and it's no exaggeration to say a lifeline Lifeline resource for the most vulnerable children in our society come to us in their hundreds and indeed 1000s as it currently is, and at this most vulnerable of times for them as we exit the pandemic. Thank you very much. Thank you taught me and coached us you two things.

36:43

Pro quarter operates the 12 months a year all together around holds courses all year round. Correct? Yeah, we have in region of 50 courses a year. Some of them are weekend courses, some of them a week long, but we are very, very much full time. Thank you. And on this safeguarding issue, what are the steps which could be taken to deal with it?

37:14

Yeah, it's a very good question. I think, as we've been talking to EDF, about the spray issue, it's about the managing of that footfall. As I say, we anticipate a lot of positives of having an increased number there may be amongst these construction workers doing opposite many who would want to access our constants, etc. But it's about controlling it, and having a proper flow through to the site, which in turn will give confidence to the head teachers that I was talking about. He needs to sign off on the risk assessments of the many schools who come to us. So if they can see that increased security, both internally from prochordal. And the way in which we're engaging throughout the 12 years with with with EDF. I think it will go a long way to it's about giving competence as I say. So your site at the moment is very, very open. Anybody can walk through it? Yes, they are. As I say it, the issue is really numbers. And those head teachers and others have been signing off for 15 years, and now people can walk through it. But we are able within the numbers who you know, right now, there might be 10 to 15 cars or camper vans, obviously the camper vans aren't allowed to stay but in the carpark visiting, we've noticed obviously during the summer season and increase, we've noticed a bit of an increase with staycations. No doubt will this year as well, that might sort of double during a particular morning or afternoon during the summer season. But as I say the issue is numbers, there will be a hugely increased population living very close to to our site. And we will just need to make sure that we're getting competence as I say, these children who accesses are already at the most vulnerable of you know, we work for

example, we have suffered abuse, we just need to get that content. Okay. Thank you very much indeed. Mr. Kaufman. That was very helpful. Thank you.

38:54

If you can switch off your camera and your microphone. That's

38:59

the last thing to ask you. Now, then, the next person I have on the list is canon Redgrave, are you there canon Redgrave my neck so you may be joining us by telephone.

39:13

You hear me?

39:15

I can hear you. Yes, please go ahead.

39:21

I live in Josh and having retired 18 months ago from being read to revealed smear benefits which covers the eight villages tapeten with eastbridge Middleton wesselton Darshan damage Oxford p syptoms, and pccm group. I know the people and the area and its roads very well.

39:50

Although I spent most of my ministry working elsewhere, I have pretty close relatives here because 72 years

40:01

I was delighted to be able to spend the last 10 years of my ministry in an area I love and in which I feel deeply rooted. To me to special areas of tranquillity class.

40:19

Out outstanding landscape beautiful skies. I'm one of the two words

40:25

I cannot bear the thought of the destruction to this environment the building structure balls project will inevitably pull

40:38

I tried to put the top of the healing Darshan from my house, I can see the commission size well

40:49

and the dome has been under night the globe the station slightly.

40:55

This is a dark sky village with no seat for unnecessary lighting, pools light pollution. If permission is granted, preconstruction, this will no longer be the case. The site with its cranes will be plugged in

41:19

and be visible for miles around, adding deeds will Darshan Park and Ride be

41:28

this short it will confuse wildlife including insects, bats, migrating birds and mammals.

41:37

And when the south east wind blow

41:42

will be polluted by the

41:45

from the spoil heaps on site. Because we are in direct line from head

41:54

to toe.

41:56

I have made many visits to

41:59

what she is development through the painstaking management of Warden

42:07

bringing barks B seeds from near extinction to make a reserve of international importance. Along with

42:18

it, it took place which feeds our soul and to me it's priceless in value for our well being and needs to be protected. The projected level of extra trucks, buses, cars, etc on our roads. Even if conservative estimate is cause for a lot of I think it will be very difficult to get from Dawson street on to the eight world I use the a 12 and most villages do or the B 11. To to go either to maize sacks maanden or hailesworth. To visit supermarkets, essential shops at turning surgeries. David says opticians, podiatrist, and even take top dogs to the bet. I'm never too lonely.

43:23

It's the spirit of all races in the village. We have to travel proof you've just got one minute left

43:33

to return to hospital appointments in either spiritual goals done by 25 miles away. The increase in the volume of traffic reports long delay and will have a major impact on our emergency services.

43:54

A 10 year build not a short time frame in my remaining years and for many others. I seriously believe that lives will be shortened by the stress of the continuous 24 hours seven days a week round the clock operation from my experience of working in previous areas huge development I'm certainly this area will not cope with the vastness of this project even with the changes.

44:36

Time is up now could you wind up please.

44:39

EDF propose it. Thank you. I've finished

44:44

Thank you. Rosemary. Thank you very much indeed.

44:50

Now the next person on my list is Patricia doubting

44:55

Can you switch over camera and your microphone

45:00

Hello, I can see you now

45:03

shut down being on representing myself, a resident of Middleton for 16 years, as a new nuclear power station would seriously be considered to be built in such a sensitive and fragile protective landscape classified as NB and Triple S are on the welding post is absolutely dealing. I fear decision makers do not understand and recognise that the scientists so important to an unnatural world for all, not just those of us who actually live in this corner will be separate from my research route dealing with respect to energy experts views on the market and future needs. I also do not believe there is a need for another nuclear power station in the

45:50

Secretary of State to be is by the paternalist Turn, Turn down invitation that to visit this area and he says he thinks EDF and nice people to do they might be nice to him. But to be honest, they show little respect for us, the energy is energy used, the Right Honourable and marine fidelium mP have both implied that size will go ahead. What happened to due process. EDF has astounded us for at least 10 years he their arrogance and blatant disregard for acknowledges our views our existing local economy and the impact on the lives of the people who live in these various issues, which will be able to Trevor if this project goes

46:34

examples, please ensure you fully understand the subtle the challenges of travelling to it by road rail and see the communities up and down year 12. And those also affected by the impact on local roads, rail proposals, and particularly those who live within the area that will be affected by noise loss communities and all types of pollution, including light pollution, which has been mentioned

47:02

a lot. I read that the impact on local businesses, we really do need you to spend the required amount of time to see for yourselves the problems posed by the building of this product.

47:14

Given my concerns regarding the state complexity of the task facing examinees, and your time available to complete a thorough examination in the given time period. I was pleased earlier today to hear our MP support an extended timeline. There are so many outstanding questions that EDF need to answer. Many different specific issues raised by our needs need to be resolved, the key agencies having to play catch up on work that is absolutely essential for decisions to be made.

47:46

ETFs choice groups the DSLR is a travesty that creates more problems than it solves. There is a route that we all know about and has been mentioned several times in these hearings. But it's considered by experts and many in the community to be far more suitable, what is known or what's known as D tree. And we really need to know why that was rejected by India. And I would hope it could come back on the table.

48:14

Project evaluation is compounded by the applicant seemingly loose using the Dr. Len envelope as a convenient hiding place for issues and the level of their impact they have been not able to resolve or probing even serious considerations with the Rochdale envelope as I understand it should only be used sparingly to identify the impact of worst case scenario.

48:40

Moving on to jobs, there are quotes of up to 10,000 people, many currently working at Hinkley who would come to this area during the World War that will certainly be literal to the employment of our local population, let alone the impact that we already heard about, like human social behaviour, need apprenticeships that are based on new technology not out of date technology nuclear power station. So please seriously consider the implications for residents now economy in 1000s work is coming to the centre yet natural capital is what we have and continue to need to build our long term on. We do not need mega projects that will destroy this.

49:25

And DPR vpr will not do anything carbon neutrality until 2014 at least and we should be focusing on real tech nubile technology. And finally, I just like to mention the financial implications of this project. That ETF is essentially broke other investors with a way we cannot afford to pay for what is likely to be a white elephant. It's relying on financial and other people and who will end up paying we will the taxpayer and the consumer

50:02

This project should not be their cash cow, and a burden, but we are living descendants. Thank you.

50:18

Mr. Brown. Thank you. That's very helpful. Thank you. And, yeah, I've fallen into the microphone trap myself if you can switch off your camera as well, please.

50:31

And the next person I got was Chris Wheeler.

50:35

If you're in the room, could you switch on your camera and your microphone?

50:41

Thank you, Mr. Wheeler. Let's you introduce yourself and then the floor is yours for five minutes. Can you really sir?

50:52

I can hear you. Well, thank you. Good afternoon. My name is Chris Wheeler. I'm a local resident potentially affected by the Sizewell C project, as well as by the Scottish Power renewable substation projects also undergoing examination at this time.

51:08

I'm extremely concerned at the failure of the applicant to propose the most productive use of rail transport to deliver and takeaway construction materials for their massive project.

51:19

There is widespread concern throughout the local community at the impact of the proposed largely road based delivery strategy would have on an already overloaded road network. And this without fully taking into account the possible impact of the Scottish Power and other related projects on traffic flows in this area. However, I have some fresh ideas, which I believe could alleviate these problems. These problems is well known that the capacity of the ones dual track now single track rail line between Woodbridge and Saxmundham is the key obstacle to the intensive running of freight traffic into and out of the project side. And in addition, the line has a less than ideal passenger timetable. Due to the continued scheduling of a spent field trying to come into and leave signs will halt every weekday. A train, which, by the way, was not actually runs in sizable they were shut down and DPO many years ago.

52:14

I'm aware that during the consultation phase, the applicant considered the construction of a passing loop on the Woodbridge to Saxmundham rail line in order to provide some extra capacity for freight trains. However, it was established that the need for such freight traffic to travel at speeds of up to 40 miles per hour. In order to not impact the existing passenger timetable would require the modification or

closure of a very large number of level crossings on line. Although these crossings are safe the freight trains running at only 20 miles per hour as at present. The time of customer the required level crossing modification was modifications was concluded to be incompatible with the size of the same programme. And I would not disagree with that conclusion from my own experience of consultation for level crossing alterations. The applicant is therefore come forward with our current very limited proposals for rail freight movements, which will not adequately relieve the pressure on the road network, and may well affect the existing less than ideal passenger train timetable. I would like to make a new proposal that overcomes all these issues. My suggestion is the line between Saxmundham and Woodbridge be returned to twin track, but freight train operation beat them to the 20 miles per hour rambling. This will provide more than enough data on blind capacity to meet the freight needs of size We'll see. And it should not be necessary to modify any of those level crossings, as the safety of these should be unchanged up to 20 miles per hour for a train restriction. So the timescale for implementation should be short and compatible with size We'll see. This will this approach will also provide a genuinely valuable legacy to the community from the size we'll see project by allowing a regular clock based passenger time type passenger train timetable for the first time and also the possibility of more frequent services in the future. I commend this epic this proposal to the applicant and to the examiners as an alternative to the current extremely unsatisfactory plans. Thank you.

54:12

Thank you very much indeed, Mr. Wheeler. Also one question you mentioned the spent fuel trains that those haven't run for some time Have they after the old happens, there is a path sheduled in the Network Rail time to watering crew and size we'll hold that every weekday passing through sighs through sex Monday is about nine o'clock in the morning to Sizemore halt and returning again around about four o'clock, that train does not run. All that happens is is that every three months.

54:45

A driver with nothing better to do perhaps is given the task of driver familiarisation and drives down from crew to sizewell halt and back again. And that happens once every three months.

54:58

Thank you very much.

55:00

Thank you five years trying to get that change. But unfortunately, it has proved proven difficult despite support for the nuclear decommissioning authority to stop spending taxpayers money.

55:11

Thank you very much. That's very clear. Thank you.

55:14

If you could just extinguish your microphone and your screen, that would be lovely.

55:21

And the next person is Mr. Pete Wilkinson.

55:25

Let's switch on your screen and microphone, please.

55:32

Can you hear me? I can hear you. Well, hello again. Hello, Rob. Thank you. Thanks for the offer of speaking today. Afternoon. I'd like to say today the clips that died are invisible retreat in the face of weathering and accelerating climate change and sea level rise predictions within a century according to the Environment Agency sighs well to the south will be an island. There are already hundreds of tonnes of spent nuclear fuel stored on that future Island representing an unimaginable amount of radioactivity, their legacy inventory and the nuclear waste awaiting the arrival of a programme which will safely and securely deal with it. Isolating it from the biosphere for centuries, amounts to 500,000 cubic metres five times the volume of the Albert Hall. The overwhelming majority of that waste is low level and only mildly contaminated, thank goodness. But 3% of that waste is lethal and remain so for extraordinarily long periods of time.

56:30

An estimated 538,000 Terra Becker rolls of ID one through one season 134 and season 137 was released over the course of the Fukushima disaster. The operator Tokyo Electric Power Company said the meltdown is at least a total of about 900,000 terabit girls radioactive substances into the air during March 2011. The Corps and the committee on radioactive waste management estimated that the entire inventory of radioactive radioactivity contained in legacy waste in the UK, that which we have already created is approximately 78 million, Terra Becca rows, not hundreds of 1000s but 78 million Terra backroads by 2055 the date to which size will be my operate, it is entirely possible in Indy probable that there will be 1000s of tonnes of size will be spent fuel on the site. So as we'll see a loan would add 4000 tonnes. It's difficult if not impossible to estimate the amount of radioactivity that will have accumulated on the size of site by the time the repository is available to receive the waste because the availability of that repository is still in doubt, due to technical uncertainties about our ability to genuinely isolated to the lack of confidence we have about the health effects of exposure to even low levels radioactivity and to the absence of a willing host community and the lengthy process involved in securing suitable sites.

57:57

But one thing is sure even today, the radioactivity on the side is huge. And it will grow quickly over the years if size is granted planning permission. The period of time in which radionuclides in the spent nuclear fuel are considered harmful is expressed as half lives, the time it takes for half the radioactivity to decay. Normally 10 half lives are required to pass before radionuclide could be considered safe and in stable form. There are over 200 radionuclides k production of uranium, some are strontium 90 with a half life of 65 days tritium with a half life of 12 years. I'm a recipient to for one with the half life of 432 years carbon 14 with a half life of 5730 years. plutonium two for over the half life of 6560 years. cesium, one through seven with a heart rate of 5730 years and plutonium 239 with a half life of 24,100 years. quarter of a million years before plutonium 239 is Dean Thomas is remotely is it remotely justifiable for a government of any level of any hue to support the construction of another plant on an eroding coast when we know that size will be an island in a biological blink of an eye that there will be no facility ready

for receiving all that lethal radioactive spent nuclear fuel within that time possibly ever. And that the possibility of a further Fukushima ocean or three more iron, or, God forbid, repeated 1957 Windscale fire accident is ever present. Remember all that all accidents are by their very nature definition unforeseen. What on earth drives us to complicate our lives so dramatically with such lack of wisdom and clarity of vision to blight so many lives and to create so many risks and fears when there is more energy for living on the Earth's surface than we could ever possibly use. And when we don't even have to invent anything in order to harness it. We hear that nuclear power has been and remains a core part of the

1:00:00

Energy Policy for the UK because it will help us combat climate change.

1:00:05

EDF routinely and willfully recruit repeat this trope when they claim the nuclear zero carbon. While I point out in closing that in order to use uranium in the reactor in the first place, the following steps have to take place mining of uranium milling, enrichment and fuel fabrication all steps which produce carbon the reactor must be housed in a building 12 million tonnes of aggregates will go into the construction of size we'll see carbon heavy activities involving endless transport from the west to the extreme opposite side of the country. The spent

1:00:39

time is up now could you

1:00:42

finish up in 30 seconds Thank you dispense you will have to be stored over decades, possibly centuries possibly millennia war carbon that repository for the long term dispose of spent nuclear fuel will require a huge excavation at the depth of between 201,000 litres of colossal size and take decades to construct. How can such a process ever in the wildest dreams of the nuclear industry or its cheerleaders be portrayed as zero or even low carbon? Thank you very much. Thank you, Mr. Wilkinson. Thank you very much indeed. I get to hand over now to Mrs. Cassini who is going to look after

1:01:20

the rest of the speakers this afternoon.

1:01:24

Brock is now joining

1:01:29

Could I asked Roy Dowding to turn on his microphone and camera please?

1:01:38

Yes, Hello, can you hear me? Hi can if you'd like to introduce yourself, and then Off you go. Thank you very much. I'm Roy Dowding, I'm a resident Middleton come forward. Lee is now 6005 and I'm

representing myself. I'd like to start by challenging the need besides We'll see. By the time it comes on screen and then is compensated for his own co2 emissions during construction, it will be well into the 2040s before the plant contributes to low carbon criteria. Long before then, more truly green methods of power generation and energy storage will have become readily available but far less cost, rendering size glossy superfluous. As for its location, size, well was described within NPS, n one, and dn six as a potential site for that matter. So would a site near any major city with good road access and at the very heart where the power would be needing but that would never get approval. That size was not suitable either. It's on one of the most threatening coasts in the UK, in an area exposed to flooding with inadequate existing infrastructure for receiving materials, and in a location that will see untold damage to delicate wildlife, local communities, agriculture, and commerce. Others will better explain the ramifications of citing sighs we'll see on the suffered pose and the dire effects that construction will have on flora and fauna. These effects will be felt long after construction is finished. Some wildlife will never return. But it's unlikely that many will find their way to the alternative site dozens of miles away being proposed by the applicant. land use for the construction lay down area and the campus could take 30 years after completion to fully recover. Look at the situation that's led by most of the old world war two as

1:03:37

I draw attention to the black hole presented by the applicants transport strategy, unsubstantiated assurances by the applicant that 60% of materials will come by rail. See, the ability of the rail network to support meaningful numbers of deliveries has been questioned, and would in any event cause widespread nuisance at night to communities along the line.

1:04:02

The continuous availability of the beach landing facility for seaborne deliveries will be seriously hampered by severe weather, weather events and our frequency which appears to be on the increase. The applicant accepts that existing roads are not capable of carrying the remaining 40%. And that's assuming that rail and seafood play their part without amendment or augmentation. But the applicants proposed Sizemore Glencoe falls way short of acceptance by local communities. Due to the sufferings of many side roads and footpaths, the dramatic effect on the landscape and the creation of several junctions that will cause delays and serious accidents. The applicant is dismissed, but less than sound reasons were suggested alternative route v2, favoured by many parties that is more direct, with fewer junctions, affecting fewer houses and of long term future benefit.

1:05:00

It's only the trend is not only the transport strategy that raises serious balance among the pledges made by the applicant that will not be met, such as gains for wildlife and reinstatement of the AONB. There are others. The reduction in tourism of knowledge by the applicant will produce a net loss, not again in the local economy during the build, and probably for some time there are. Likewise there will be a loss of jobs in tourism, undermining the claim for great employment opportunities for local people made by the applicant. Many of those promise jobs will simply be workers temporarily poached or displaced from other existing positions. In other words, they are not permanent additional jobs. If sighs will see proceed, we face widespread loss of habitat

1:05:51

for wildlife, huge increases in lethal airborne pollution caused by the vast number of extra vehicles, more road accidents and life endangering delays and disruption for emergency services. What is clearly emerging is a vision of the future where he suffered is subjecting to unnecessary levels of danger to life and destruction, directly attributable to size will see for several decades to come. A process that has already begun with the outrageous spelling of coronation word to make way for a project who has not yet even been given approval.

1:06:30

Thank you very much, Mr. Harris. And if you'd like to turn off your camera, and microphone, please.
Brian Laurie

1:06:40

is now joining.

1:06:43

Thank you very much Mr. Darden. Could I ask Audrey west to join Please switch on your camera and microphone.

1:06:59

Hello. Hello.

1:07:02

Hello. Hello. Hi, I can see and

1:07:06

if you'd like to kill yourself, and then you've got five minutes. Thank you. My name is Audrey West. I live in Halesworth. Many speakers previously have covered the points I'm making but they're worth repeating to show the strength of feeling against this project.

1:07:26

The proposed site is far too small to accommodate two new reactors and their ancillary buildings. Historic coronation word has already been cleared filled just to fit in a car park on the site to try to make more room for sea wanton environmental vandalism in my opinion. The site is situated on a receding coast and will become an island when sea levels inevitably rise. Dangerous radio

1:07:54

waves

1:07:58

along with that from size will be posing a risk for hundreds of years. This will be the heritage we leave for the future generations on this the heritage coast.

1:08:09

An area of amb and triple OSI will be taken for the Billboard and more protected land detrimentally affected, valuable farmland will be concreted over for new roads around about a huge number of precious trees and hedges and swathes of wildlife rich habitat will be sacrificed. There will be unacceptable impacts on the flora and fauna of this special area that cannot be mitigated or compensated for the proposed new friend Meadows that have been offered on Mars from science.

1:08:42

And how can iidea think they can just replicate complex habitat, so it has taken hundreds of years to develop. The proposed construction will have an impact on water levels on the triple si AONB, an RSP mintzberg. Pollution will inevitably enter watercourses, causing loss of plants, animals, fish and invertebrates, the established ecosystem of the area will be damaged. I'm also worried about damage to marine life many tonnes of fish, fish eggs fry crustaceans and larvae will be killed each year. By being sucked into the cooling systems of the plant from sea. size will be is already doing this, but see will increase this amount by nearly three times. There will be a huge amount of extra traffic on local roads in the form of cars, vans buses 1000s of hgvs for the length of the build. The proposal that workers may travel for 90 minutes to the park and ride sites is very worrying. That is a huge radius and a potential for clogging up our already busy roads and creating runs in our back roads and lanes. Especially during the summer when holidaymakers are coming to the coast. We have a thriving tourist industry on this heritage.

1:10:00

coast, which is worth many millions of pounds a year and employs 1000s of local people. This valuable part of the local economy would suffer. When we're overwhelmed by traffic light noise pollution, and the visual impact along the coast. Visitors will seek more tranquil unspoiled areas to stay well away from the chaos and confusion and who would blame them. But this is not an option for those of us that who live here. I've lived in Suffolk for well over 50 years, I will have to endure the spoliation of the area that I know and love. And slightly misquoting Prince Charles, witnessed the growth of carbuncle on the face of the much love friend. That is our beloved coast and our beautiful County. Please don't let this happen to us. Thank you.

1:10:57

Thank you very much useless if you'd like to switch off your camera and microphone now please.

1:11:07

Thank you, Mr. Lowry. I believe we have you on the phone. Yes, yes. Hello. Glad you could join us. And you've got five minutes if you'd like to make your representation. And when you get to that you've got one minute left. We'll give you a verbal cue that you've got that minute left. Okay, thank you very much.

1:11:32

My name is Brian Laurie. I live in nada show just a few miles from the proposed nuclear reactor.

1:11:43

My main concern is for the environment. Because I've lived in Suffolk for over 50 years and grown to love coastline, especially. And the men's levels and the size while marshals are environmentally a very fragile area. And who can predict the effects of building the accommodation site, the spawn heaps, the quarries, the whole roads, the crossings, this all on this sensitive habitats host very rare birds, animals and plants. It takes years to build up these systems, and they cannot be reproduced in a few years. In the consultations, environmental plans have been very sparse. Indeed, we are entering an age of species extinction. And it is so important not to protect areas rich in nature.

1:12:39

Obviously, there will be effects of hundreds of HD views on our roads and the congestion and pollution it will bring. And climate scientists have told us that the next 10 years are the most important to decrease our carbon footprint. And every new roundabout bypass relief road only seems to push the problem to the next parish. It's so obvious that the marine led transport

1:13:09

strategy should never have been dropped. But I have to admit, I'm very, very, very much against nuclear power, which leaves deadly toxic waste to my grandchildren distort it, it costs a huge amount of money. Nobody anywhere in the world wants to store deadly nuclear waste. And so we have to bury it in Suffolk. And as the last lady mentioned, by is predicted by around by 2050. That size will be an island, an island of nuclear waste.

1:13:52

EDF said that there's going to be lots of jobs, lots of local jobs, and yet they're bringing workers for a campus site.

1:14:03

My point of the workers is that we have far more workers in our birth in our in our tourist industry, locally.

1:14:13

It's worth at least 140 million and rising, especially with the COVID virus situation. And

1:14:23

we have people who serve the tourists, many local small firms who actually spend their money and Suffolk and the builders, electricians plumbers, caterers camp sites who serve the visitors

1:14:37

means that it's not going to be lost that money that they make. Whereas if you bring migrant workers, migrant workers and they get the money, obviously to their home.

1:14:51

Well, the United Nations Climate committee says we can expect more and more extreme weather on our low lying coastlines combined with

1:15:00

huge changes in our oceans and ice systems. It's not impossible that size was protection while could be breached very little, as we mentioned in the consultations about the storage of the West.

1:15:14

And this is, this is such a terrible legacy for the next generations.

1:15:21

EDS is known to be in debt to millions of euros to the French government. And Chinese funding has now been become tainted by its desire to infiltrate and influence our country's infrastructure. Mr. Lowry, you have one minute left.

1:15:37

There are similar projects to Sizewell C, in France and Finland. And they've been shown to have problems years behind schedule with very big overspends. And just this week, or sorry, just a few months ago, Hank Clear nine announced a possible 3 billion pounds extra needed to complete

1:16:00

whereas renewables are coming down to half the cost of nuclear, who knows what improvements we'll have in 15 times in terms of storage, or which time size we'll see may not be at built.

1:16:15

You're clear is old fashioned, dangerous, hideously expensive, and no private company in the world would consider a project of this nature.

1:16:27

In conclusion, it looks like EDF are in a hurry or force consultation held in the busy summer holiday time there. Could you wind up? No, your time is up. Thank you. Basically, the site is too small for what they want to build on. And there's no logic for going ahead with this project. Thank you very much for listening. Thank you. Thank you, Mr. Larry, if you could mute your telephone now, if you'd like to listen to the rest of the session.

1:17:00

Thank you. It's now we are now going to adjourn until 4pm, during which time the participants for the next session we'll be able to join. So just to confirm the next session will commence at 4pm. Thank you very much.