

# TEXT\_OFH3\_Session1\_18052021

Tue, 5/18 7:34PM • 57:39

00:02

Good evening, everyone and welcome. It is now time for me to open this open floor hearing, which is being held in connection with an application made by nnb. Generation company as said c 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?

00:30

Yes, that's fine.

00:33

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

00:48

Because somebody from the case team, please confirm the recording. Yep, I

00:55

can confirm that has now started. Okay. Thank

00:57

you.

00:59

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'll need to refresh your browser page to view the restarted live stream. I'll remind you again, if there should we need to adjourn. I would also mention that feedback from an open floor hearing held earlier today indicates that there have been some problems with the live stream. Apologies in advance that this occurred this evening. But be reassured that this not does not affect the recording of the hearing that will be made available as soon as possible after the event on the national infrastructure planning website. Now let me introduce myself my colleagues. My name is Werner MCI, I have 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 maund, David Brock, Neil Humphrey, and Helen Cassini will now introduce themselves to you, Mr. maund.

02:21

Good evening, everyone.

02:22

My name is Edwin monde. I'm a short term planner. Now I am a member of the Powell.

02:27

I'll now pass across to Mr. Brock

02:55

not sure where Mr. Brock's got to. It's really difficult here. So if we move on to the next panel member, and we'll introduce Mr. Brock as soon as he is able to attend.

03:08

Good evening, my name is Neil Humphrey. I'm a

03:11

chartered civil engineer and I'm a member of the panel.

03:13

I'll now pass the Mrs. Cassini.

03:19

Duty evening, my name is Helen Cassini. I'm a charter town planner, and I've been appointed as a member of the examining authority. I will now try to pass to Mr. Brock if he's able to join us. Sorry, Miss MCI looks like Mr. Brock's

03:40

having technical difficulties.

03:43

Thank you, if the case team could in perhaps investigate for us, and also, if you could let me know if he's got those issues resolved. Thank you. Now, we're assisted at this hearing by the planning Inspectorate case team. Today, we have the planning Inspectorate case manager, Michelle Gregory and her deputy Sean Evans, the other colleagues from the planning Inspectorate who will assist us this evening are Jake Stevens, and deliver obinze. Now, 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 have received from us, or on the project page of the national infrastructure planning website. Now, 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 to note for today.

04:51

Thank you, as explained in the examining authorities rule eight letter annex D, The open floor hearings will be live streamed and recorded. It, recordings will be published on the project page of the national

infrastructure planning website as soon as possible. After each hearing closes to CES viewers and listeners, anyone speaking should introduce themselves each time they speak. As the recordings are retained and published, they form a public record that can contain personal information to which the general data protection regulation applies. The relate letter includes a link to the planning inspectorates 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, or repeat your request made in the arrangements conference that in order to minimise background noise, please ensure your microphone or telephone is muted, and that you stay muted unless you're speaking during a physical hearing would normally have brakes 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 it over to Mr. maurin to outline the purpose and conduct of this open floor here. And

06:26

I'm just having technical difficulties with the camera at

06:29

the moment. Just

06:31

bear with me.

07:47

Mr. Monty, if you can't resolve that, would you like me to continue in the meantime while you try and sort that out?

08:15

Right apologies that everyone if I just so a few words about the purpose and conduct of the open floor hearing. The open floor hearing provides an opportunity for interested parties to make their all submissions about the application to the examining authority. It also gives us an opportunity to our speakers questions about the evidence that they have presented. Today, we will feel first from interested parties who have notified us in advance of the hearing that they wish to speak and completed the participation form. They will be followed by non interest 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. 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, 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 the screen. They won't give a one minute oral warning they will simply appear on the screen. If you have not concluded all that you wish to say within that time, then you will be invited to include the remainder within your written summary of your oral submission that deadline to wednesday the second of June. Once you spoken the panel they wish to ask you questions that will not of course intrude upon your speaking time. Finally, the applicant will be

given an opportunity to briefly respond to any matters raised after all speakers have been heard, either already, before the close of the hearing, or to submit a written response, a deadline to Wednesday, the second of June. Please go check who will be speaking for the applicant

10:17

today.

10:20

Good evening. I'm Carly Vince. I'm the chief planning officer for EDF energy. And I'll be representing the applicant this evening.

10:28

Thank you. Are you alone this evening? Or do you have any other members of Team who will be representing the applicant

10:35

like to speak but we do have Richard Bl, who's our transport lead? Who's also on hand? Should it be necessary? All right, thank

10:42

you.

10:44

Thanks.

10:48

Now, I'd also like to reassure you that all members of the panel are present, and listening carefully to what you have to say. We are not however remaining on the screen throughout, as we wish to minimise the demand on the IT systems to ensure the best quality of audio and video participation. Now, I'll now hand over to my one of my colleagues who will be inviting representations from the first six speakers on the running order, before handing over to another panel member and so on. Those listed to speak in session, two of this hearing, may now leave the hearing and rejoin as indicated in the detailed agenda before the start of session two. So if I could ask Chris Assini just to invite the first speaker, thank you. Thank you.

11:46

If I could ask Rachel Funktonale on behalf of Suffolk coastal Friends of the Earth to turn on your camera microphone and introduce yourself please.

11:54

Yes, hello. Hello.

12:01

I can indeed Thank you. And yeah, if you'd like to introduce yourself, and then you may commence with your submission.

12:09

That's fine. I'm Rachel culture and I'm speaking on behalf of members of staff at coastal trends, Cynthia. I'll first just go to say a few words about biodiversity net gain. The applicant maintains that biodiversity net gain in habitats will be offered in the long term to compensate for the loss of wildlife sites. Due to cyber the construction works out to comply with the government's ambition for biodiversity enhancement through the 25 year environment plan. Local people have been deeply upset by the complete selling of 100 year old coronation wood to make more space full size We'll see. Sadly, this is nothing compared to the huge 46 Hector's and Boosie Hill woodlands and saanich forest that will go under concrete to accommodate the new access road, haul roads, and a construction site. Because many protected reptiles would lose so much of their habitat inside the applicant by law must provide them with alternative sites. In order to do this, EDF energy has already cut down great swathes of trees, a pencil Hill and St James's cover to make space for the animals. In addition, 3.12 Hector's of squares wet woodland would be lost as a result of the construction of the sssi crossing and part of the station platform. This is a biodiversity action plan habitat. sizable marshes sizer special scientific interest is protected by law under the wildlife and countryside act, and should never be built on. It is designated for its breeding birds from an outstanding assemblage of invertebrates many extremely rare only after persistent pressure from ourselves and others, including natural England, as a company finally agreed to offer Jeff no choice seven hectares of replacement woodland for the 3.12 factors that were below the vague mentions of a bit more here and there, but no specific plan. This is not good enough to mitigate for so much loss of woodlands, the company As promised 50 factors around this day, do trees planted here and then make up for the established mature woodland, where so many birds that insects and many other animals have their homes? We don't think so. saplings do not offer nesting sites for birds no room for bats. Even with Kashi point seven hectares of new tree planting, it is quite clear that by adding up the amount of woodland that has been or worsened here, we would end up with a net loss, not gain. Most of the biodiversity net gain being promised is based on the assumption that the new habitats would be successful for the target species. How do we know that the reptiles for example would thrive in value habitat. Unfortunately, success rates are such things are very poor. Peer Reviewed research tells us that even scientifically responsible translocations carried out for conservation purposes show a success rate of only 26 to 46%. Developer led translocations for even worse, often due to lack of long term monitoring and inadequate management. As for the altar, song habitat creation, the aim here was to compensate for the direct loss of high quality wetlands within the sizable marshes sssi. However, many extinctions that's why there have specialised requirements ETFs the assumption is that the rare invertebrates will happily establish themselves at the altar farm.

17:00

Some of the more common species may well do that. However, the water quality at the farm is not the same as that of the eastern part of the Triple S eyes. Where there is very clean water that is low in nutrients. The red no for corporate dragons by for example, read data of uplifted and protected under the wildlife and countryside act two years as an aquatic limb only five in water low in nutrients. The new habitat has unfortunately been created in a nitrate vulnerable zone or envy Zed due to agricultural runoff. When nitrates in the water are so high they exceed drinking water standards. Moreover, the

laced and bat that runs through the old her farm comes from the adjacent sewage works and does enrich with phosphate fishes such as endangered dragonfly will not thrive here. Another specialist is the White Mantle Dwayne spot law. This is so rare that it is only found in the Suffolk coastal region between South Wales and faultless Saiful marshes being particularly important habitat is listed under the natural environment and rural communities act as a species of principal importance is at risk. This law needs ancient reedbeds, but it's largely not new weather are plenty of that. Like many mosques, it's attracted to light. The 24 hour lighting for construction works would expose this highly sensitive insect to predation, and that set its natural bio resin size we'll see construction work would wipe out most of the central part of its habitat. Bearing in mind the very low numbers of this law, it could easily become extinct as a result. It is our view as friends. That specially designated site should be sacrosanct and never destroyed for development, not even a part of them. We profoundly disapprove of biodiversity offsetting. No new habitat will ever be the same as the old one, which may have taken hundreds of years to evolve. It's five it's our most precious wildlife sites have been eaten away the size we'll see proposals are a classic example of how that would happen here if this game is allowed. I just Want to say a few words about two county wildlife sites. Two pounds of outside with extreme risks from Cyborg things, namely, high form levels and associated areas and stuff at the shingle beaches are present this to offer important recreational facilities the local people with either beautiful walks along beautiful woodland track for the exhilaration, the fresh safe side as well the opportunity to birdwatching, women or dog walking on a sunny weekend, hundreds of people will be enjoying themselves that vital fence. along comes the biggest building sites in Europe. Besides our levels, county whereby sites incorporate schools Hill woodland, which, as we have seen, would be almost entirely obliterated by the new access road and the extensive labour and construction area. The applicant dismisses the problems of Mayor plantation. However, the C Ws citation is fried due to woodlands. I've been off ornithological impulsion hobby for example, next year, I'll do crossville and firepro. shots are some divides are vitally important to choose for butterflies. Why fat mo and grayling wild Tony suckling both in the woodland, the food songs of life as well tactically

21:50

breathing news is a sunny guide to thermo regulating, and in some of our members have often seen them, myself included, doing just that. its wings together and sideways on to the thumb. for lots of butterfly habitat here is extremely serious. EDF maintains that there are white Ardmere butterflies in the adjacent adjacent quantum hills. But these would become weakened through isolation and inability to disburse northward to find loads of construction tasks with the HMI support on which the castability are persistent diesel fumes, of course leads to produce six chemicals harmful to the larvae. Brain, grayling would also lose other important habitats as sub shingle beaches, the Ws for the warm grasses Jews provided with ideal conditions. These would be entirely up to the new heart defensive line like the white Admiral. This is listed under Section 41 of the nerd act as a species of principle important and should be protected, enhance and restored. Rolling is classed as a red data book to vulnerable patients. It has declined by 58 perform within the last 10 years due to habitat loss, degradation and fragmentation precisely as would happen there. The beach itself consists of vegetated shingle waterfalls such as the CP and yellow balls. We have the best vegetated shingle in the world. Yet this entire beach would be data for both new defences and construction was to create the proposed jetty beach Landing Facility. The applicant maintains that substrate will be packed in the anticipation that things would regrow on the defensive, but what they are is no information about where it would be kept under what circumstances

for high loan. Some seeds will not germinate after a few years of storage. conditions on top of inputted rock armour would not be the same as on a natural beach. past your scientific work being carried out It seems a lot. I just want to say a little bit about the new access road. The whole proponent of connected with Saiful See, this is one of the very worst, it was so right as long as I post an area of outstanding natural beauty dividing this pristine landscape Institute from west to east. During the nine years that's our fantasy Earth group has been involved in the consultations for fibre. no alternative route has ever been suggested. The company has failed to follow the mitigation hierarchy whereby avoidance is the first step. rather an assumption within me that it would be okay to take land for the road from the northeast corner of Saiful marshes triple Si, if they provide the compensation by way of a new method. That compensation should only be offered as an absolute last resort, not the first. The access road would create a permanent barrier to the movement of wildlife between the designated side and the minsmere Walberswick Soc. That's da da. And that's our Cypher Marsh's chip led by Mr side are functionally linked to cyber marshals were important for shaping Brown is available for the animals

26:16

to refuse research into what is known as the road effect. Or our event demonstrates that in addition to mortality of wild species through traffic collisions, up to one thermometer, either side into those will become degraded with a loss of up to 30% of bird species. traffic noise with loss from communication signal, reducing their ability to establish territory, find rights and Waller danger. Depending on the mobility of various animals, they are in bed to extend as far as five kilometres as footpath reduction in population has actually come to an end.

27:09

Would you like to say, Have you got much more to say but quickly summarise or if you have additional information, please do put that in in written submission.

27:21

Yeah, okay. Well, I've just finished my section.

27:25

Yes, please do.

27:28

Some bat species are very rare, including the barber itself and all are protected. That that's a 1.6 kilometres of the road would be effective.

27:41

Thank you very much. If you do have anything else, please do put it in your written submission. All right. Thank you. If you could switch off your camera and microphone I'd be grateful. Thank you. Thank you. I think next person on the list is Councillor Sanders of Woodbridge Town Council. I know you're having some it issues are you able to join?

28:11

I hope you can hear me both see me now



28:14

I can hear unseeing

28:18

issue. Good evening to you. And

28:22

if you'd like to introduce yourself, and then please commence Hello,

28:27

my name is Robin Sanders. I'm one of the countries on Woodbridge town council and have been designated to speak on behalf of the Council. However, I would initially pointed out of course that what we're saying cancel like other councils at this current time is precluded from holding meetings due to the expiry of the statutory instrument 82 of 2020 alone virtual council meetings and I'll see indoor meetings are not feasible at this stage under COVID. lockdown. My address is based on discussions with the mayor, the town Clark as the emergency management team, and whilst we believe it will reflect their position on the council, we cannot fully guarantee that Woodbridge town council considers that the restaurants and traders in Woodbridge as well as a wildlife and the deep and special protected area and ramps our sites will be most directly impacted by the applicants proposed freight management strategy as revised by the acceptance of change once the application that change to the freight management strategy places great emphasis greater emphasis on the use of rail and marine transport but retains a significant road transport element. I will firstly address the matter of rail transport of freight and its impact on Woodbridge. Woodbridge town council is strongly oppose the use of nighttime freight trains online where there is rarely any current nighttime traffic. What retain counsel is concerned at the impact of noise and then air pollution on receptors human and animal, as well as the impact on safety and security of restaurants and property. As of the railway line in the conservation area, the time the athletes change to the rail freight transport strategy refers to up to nine freight train passengers a night, six days a week, over more than 10 years. This in our opinion is really a flight of fancy and even assume that the rail network passenger and freight trains work like clockwork. With no delays or extended periods of times, we believe it to be unachievable. The window of time for freight trains to use a single track section between limekiln key will bridge and Saxmundham assuming no late running of the last round train at 20 to 12. To Saxmundham permits, which is roughly 2300 so oh 520 the latter based on a loan for an up mine freight train to clear wood bridge to permit the Oh 612 first passenger train to leave Saxmundham on sign that is an overall period of 380 minutes. Each freight train passage will take approximately 15 minutes between signals at either end of the single track section. simple mathematics show that even in its latest position, as expressed in its report on mitigation for houseboat owners, where the applicant is considering up to seven freight train passes at night, rather than the original nine. With that there's only 30 minutes float time that float can be markedly or completely eaten up. By the 20 to 12x x rich to lower staff being delayed to wait a subject line passengers often delayed 20 100x Liverpool Street train as a form of Woodbridge, the London region, I know that to be a fairly common occurrence, by which my recollection is on average, probably two to three times a month. The counsellor has made the applicant aware that it's round noise icons do not necessarily reflect the operation of the railway in two major aspects. There are signals for both up and down line sections of



the railway it will be station to our knowledge The only other line signals not related to crossings are Westerfield and Saxmundham. If there's a delay on a downline freight train, the only possible position on the line to hold the train is that the signal would reach as a previous signal is that the Westerfield station and any train held there would block all trains to Felixstowe with a downline train how that would bridge the train engine unit will be sitting, idling, right in very close proximity to bedrooms in both houses, the station gas size and the high space. Given a passage time from saxman It's a bit of a set of 15 minutes. The auditing time could be up to 45 minutes or more if there is an issue with a breakdown of blockage. The outline train patches presets

33:14

for applying trains station line signal shows red if the previous hotline train has not created the signal just east of the Felixstowe branch at Westerfield, either future delay of that trade or obstruction delay by Felix up trains or general signal failure. There is no intermediate signal. In both cases, trains will be idling up with the station with the association noise and air pollution impact and increased noise levels will result when these delayed trains recommence their passage well above the level that is shown on the isoforms. Further for the outline train, a healthy freight train will separate all vehicle access, including emergency vehicles to restaurants and properties. Riverside flood line north of Woodbridge station to tide middle way. This is an unacceptable position for those restaurants on the river side of the line and exposes property including the grey one listed timber frame building owned by our counsel to periods of no fire service access. For the downline lots of signals have recently started to operate mostly avoiding the previous manual system requiring a complete stop on one session if it still requires every train to break to await that signal switch greeting and power back up to speed. If that is the case. Then each train will have the power back up and there will be higher noise. In addition to these buttons, there remains one crossing port creates the farm where there is no crossing longs and train klaxons are regularly used as a warning These are also used for other crossings if the driver is concerned about possible transgressions, and as restaurants right much of workers can hear this, they're used quite frequently. Rail standard compliant train klaxons emit sound metric between 86 and 94 decibels at a 25 metre distance from the mind, which roughly equates to 110 decibels lineside, which can be directly compared to the approximately 77 decibels that the application has indicated for trade for a freight train passing through the station at 10 miles an hour. That is over three magnitudes higher than the train. No account appears to be taken in noise assessment and mitigation on the impact of these flexes our consultation three prior to the DCR application, the African had suggested introduction or passing to lower the transporter freight primarily during the day. The Council is aware that the applicant has discussed with Network Rail this option and that this was discounted in part due to timetabling not alone by passenger and rail fake traffic to operate without increasing the speed of the freight traffic along the line outside urban areas to 14 miles now. This would require some staff upgrade works, which would not be viable. The council however, do not understand why the use of two passives one downline and one outline of caps the ash or longer section the jewel tracking of this form the jewel track line was apparently not considered feasible to overcome these issues and providing lasting benefits in moody throughout he suffered. We believe such an improvement would allow the freight trains to pass in non overnight hours at the 20 mile an hour speed limit the applicant has rested and still maintain the passenger train timetable. We consider that for all residents in proximity theory outweigh the imposition of frequent and long term freight train use is unacceptable when relatively simple rail journey and presumably some signal improvement which could reduce or render unnecessary use of the line at

night. On a near continuous basis. We're bridge town council calls for the applicants are required to either deliver a day only freight train transfer or if that isn't achievable, and mix of day and night trains which allow a minimum of four hours during the night with no train passengers so that sleep disturbance and unknown associated health impacts do not impact the lives of those living close to the line.

37:56

Notwithstanding this request, the council is aware that the applicant is being requested by Suffolk council to reduce its mitigation intervention levels to the Africans II II. II II significance peak phase of sampling decimals free field or 73 decibels up facade a building rather than the currently proposed 80 decibels while such warranting of mitigation is welcomed. The council considers even at 70 decibels extreme rains too high considering the normal very low nighttime noise levels in a rural town like Woodbridge yeah recommences advice it is the peak phase noise various that drive the mitigation as the eight are average si a significant nighttime decibel level of 55 decibel will not be broached and this loss is not critical. However, that level is not in compliance with the latest 202,018 who guidance on sexual abuse. That guidance in the words of who strongly recommends a maximum nighttime eight our average noise level of 44 decibels over a magnitude lower the use of strongly recommended by who reflects the support that being deemed significant on human impact. Given the reasonable likelihood of significant delays to some trains that will bridge and the use of train klaxons during the night. We're bridge tank council seeks examiner's to request an E app basis mitigation strategy both on peak and nighttime h are average values, taking into account such potential delays and noise nuisance and the potential exceedance therefore, of the eight our average levels of the 2018 eu levels of properties beside the line. This could be assessed either by Monte Carlo or other simulation techniques to determine pre commencement nighttime freight trains, what extensive further mitigation may be required. But we would think that it would be probably appropriate to have further monitoring to check that no further mitigation is required. Beyond that indicated process their theoretical assessment. Change one accepted by examiners does aim to reduce Road Traffic transport use, but the current uses of the a 12 northbank. Frequently even outside peak time and the cues on the a 12 a one a 1438 roundabout in the designated single a trail filter lane. For example, yesterday at 1115 I was passing there and there was a queue of over 100 metres length. This led to diversion of some a lamp 52 that's traffic going down through Melton, non ASU traffic and occasionally it leads to HTTP traffic going that route to traverse would bridge on roads of non standard width, and with luckily substandard with pavements, and there was only one form of pedestrian crossing. Further, there was an air pollution hotspot along that route at the junction of the eighth 14th arcade on the thoroughfare the addition of significant additional traffic on the a 12 vision HTV and reduced traffic on the trail will only exacerbate the issue of other traffic diversion. But Burton mitigation has been proposed for Wickham market for similar sorts of impacts, but none for what the council seeks examiners to require and reputation is considered who provided for such a such traffic in Woodbridge, by way of limiting traffic speeds under by way of widening payments, or providing additional process to access more suitable pavement widths along the route. We're Bridgetown. Katz is also concerned that the noise and air pollution impact of increased traffic due to cyfle freight and commuters will impact upon the residence of Grove road, which is part of the 812 north of the 812 being one on Sunday rain. We have yet to look in detail at the potential impact of that, but we are concerned about the fun. What we're saying council understands that the applicants intention is not to low diversion aside for HTTP traffic off to 12 onto roads such as a

b 1438. And we will request that the examiners require that even when Place to Work divert traffic to use that route. The size will HTTP traffic is required to return to seven hills on a white clearance or the route to the southern park and ride all the sides of the site. Thank you.

42:52

Thank you very much. Standing next to your camera. And you have Thank you. Next person on the agenda is counsellor Sonia externe. Could I ask you to turn on your camera microphone, please?

43:13

Hello. Hello.

43:14

Thank you very much. If you'd like to introduce yourself who's speaking on behalf of

43:19

and then commence, please.

43:21

Hi, my name is counsel, Sanyo Exton, and I'm making this open floor hearing submission on behalf of winter market parish Council in order to give you an update to our previous submissions. So we are it's been quite interesting listen to the fruits of the first two discussions actually because I feel we're going to be impacted by that as well. Our first one is traffic really these are the mitigations that we are currently in discussion with EDF about we are continuing to requests that the examining authority sorry, at this time we continue to cross examine the traffic issues relating to wicker market are fully considered. This includes being aware of the current traffic conditions that are endured on a daily basis by residents as they deal with increased traffic owing to the increased amount of development that is occurring in the area. We have put. We have submitted a form for a company site visits and we have highlighted the areas of concern that we would like the examining panel to review on the ground. And we will aim to ensure that we have parish representatives available to attend the addition of an extra 1000 vehicles a day passing through the wicker market and surrounding villages to get to the southern Park and Ride site is still in comprehensible to those living in the villages and along close to the highways that this traffic will follow. And I speak personally on that as someone who crosses the btn seven as regularly as you have been made aware since December 20 since December 20 19 meetings have been held with EDF representatives, Suffolk County Council highways officers ESC and with representatives from our neighbouring villages over the matter of traffic to the southern pipe and road site. I feel a bit guilty having listened to the Woodbridge statement. These meetings are ongoing and at this moment we still haven't arrived at a scheme ready for wider parish consultation. We are hoping that EDF will take the lead on a public consultation and they have been kind enough to send through a suggestion as to how it should go. And we will support the process however, we remain concerned about the effectiveness of consulting during the current pandemic conditions and restrictions. Although significantly late in the process, we maintain that a public consultation is essential as many residents are still unaware of the impacts of some 1000 cars barrels per day coming through the village. As already mentioned, vehicle volumes and their speeds are already a problem. combining that with a post EDF loss of on street residential parking along the high street will cause insurmountable challenges for

many residents. And none of the proposals that have been put forward to the parish Council have included providing alternative parking locations to compensate for these losses. We have also requested and agree with Suffolk County Council highways that all highway design proposal should be safety audited prior to public consultation taking place. So to reiterate, we have requested speed controls by consistently requesting speed reductions through the ditch including a 20 mile per hour zone. Other traffic calming measures, the possibility of comprehensive tracking and monitoring of all vehicles to the southern pop and ride sites and to size will seaside itself as well as local weight restrictions which might restrict some ltrvs travelling through the village to the SPN up. While some elements of traffic control proposals have been put forward by EDF, it would appear that employment codes of conduct are being relied upon to prevent personnel and delivery drivers arriving at the Espionage site by the beat 10 seven eight which would involve them going through the high street

47:15

and on record market.

47:18

The B 10 seven eight is a route that is regularly provided by GPS satnavs as a shorter cross country route to access the a 140. And unless you really know the area, you would be more likely to follow it if it's suggesting it's a shorter route. It's I think it has been described as a scenic route. But it's still popular and it still gets used by many. We have been requesting the use of technology to monitor the journeys of workers to the southern Park and Ride site so that EDS employment Code of Conduct can be enforced. And one of our team members has expertise in vehicle tracking and related GPS technologies, and has suggested a method using GPS and mobile phone technology to monitor if workers pass through with the market on their journeys to and from the SPN or alternatively smart camera technology could be used to record when EDF related vehicles travelled through with the market. The cameras could have EDF related vehicle registration numbers downloaded by EDF so that the only vehicles monitored would be EDF related vehicles I employees contracting staff and the companies involved with the project. We do have a report on this topic and that will be part of that written representation and it also was presented to EDF during 2020. As mentioned in the first paragraph, we request that the commune cumulative impact with other traffic coming through the village currently and in the future arising from further housing developments, along with other associated business traffic is comprehensively considered. We continue to request that the process of ensuring that any traffic mitigation measures which might subsequently be locally supported with caveats are fully considered by the panel in respect to effective control and delivery through the appropriate legal agreements and funding mechanisms both capital and revenue. At the moment, funding mechanisms are being assumed rather than agreed. recent experiences with other developments within the village have shown that not all agreed work via legal agreements is always completed. Moving on to the actual Southern Park and Ride site itself. We have already raised concerns about the design and lack of mitigation of the SP and our site and are pleased that the panel will be visiting the site and local viewpoints. We continue to request that our own recommendations for the provision of a more comprehensive scheme of landscape mitigation, including immediate offsite planting which could be the long term legacy of landscaping enhancement, especially in the zone around the site access to the btn seven eight b 1116 around about is fully considered by the panel. We have submitted a SBS request which includes viewing the btn seven eight b 1116, round about the

village road network as well as public rights of way viewpoints of the Southern pop and ride side from liquor market and pet history. We held an extraordinary meeting, we being with Margaret parish council to look at the latest proposals from EDF on the 31st of March this was under the suggestion from the previous meeting. The meeting resulted in publicans much concerned from the public that attended, and also parish councillors about the latest traffic scheme proposals for the village. Reduced speed limit seem to be still lacking the gateway design is poor and we have provided advice and examples from Essex and Suffolk as yet there is no cycle provision to the southern Park and Ride site as requested. And it was referred to in the EDF stage four documents. The use of numerous build outs and loss of on street parking are all of our concern. comments and suggestions have been fed back to EDF and Suffolk County Council highways by way of letters and our next meeting with EDF is scheduled for Monday, May the 24th and they're in this my statement.

51:10

Thank you very much. Okay. Thank you. If you could turn off your camera and microphone, please be grateful.

51:22

Thank you. Could I ask John Simon Eilert to turn on his camera and microphone if he's passed, if possible, please.

51:35

Good evening, Madam and thank you very much. I'm Simon Islet. I'm talking on behalf of myself, my wife and my family and we all live at Mote Farm at Fair Britain.

51:45

Thank you very much if you'd like to commence.

51:47

We have resided at Mote Farm for over 20 years. There is a diverse range of wildlife sharing our farm with us. Currently, the nightingales are singing and just this morning, we had a lizard feeding on the pond just a few feet away from where we were standing. We have bats, barn owls and swallows nesting and outbuildings, water bowls and great crested newts in the pond and moat and the combination of tranquillity and dark skies makes environment around us unique and allows the wildlife to flourish. Should the power station construction be approved, the area is being asked to host one of the largest building sites in Europe. Light noise and dust pollution will inevitably have a negative impact on this wildlife. Light pollution is known to affect insects who are attracted to the light affecting their reproduction. This reduces numbers of pollinators and the food source for birds etc. Just at a time. When we are told these pollinators are in decline, and are an integral and fundamental part of our lives and essential to food production. We are in one of the driest parts of the country and Mote Farm relies on a 60 feet deep well for water supply. We have grave concerns about the millions of litres of water that construction will cry every day, and fear that it could affect the aquifers ability to supply our requirements. With no mains water nearby. This could cause us great difficulty of resource or water. Our ponds rely on the water table levels and if this is lower than the ponds will dry up permanently affecting the flora and fauna. Including great crested newts there in Mount Road is a single track road is

currently the subject of a quiet road application. It is used regularly by cyclists, walkers and horse riders. It became a regular route for villagers seeking to take essential exercise during the pandemic lockdown just last year. mode road leads to the B 1122. And this together with footpaths is our main access to the village. We regularly walk inside go to church and visit friends. There are a number of footpaths crossing the fields that will be severed by the proposed link road as we will mount road we would have to use our car just to go to the village having to join the link road crossing traffic and its peak traffic times this will be a dangerous and torture is route. mode road has a few parts in places and will end with pretty road also being severed by the link road to vehicular traffic. This road will become the preferred route by villagers from ferritin, eastbridge and wesselton to access doctor surgeries, shops, services and the rail and road network at Saxmundham. From experience when it has been roadworks on the BLM 22 and traffic is forced to use mode road cars are going backwards more than forwards to pass each other. We respectfully urge the examining authority whilst on the link road site visit to take note of the suitability of mote road to take any volume of two way traffic. Medical Services our capacity and local surgeries are struggling To recruit doctors to work and look after the current population as it is, this will be exacerbated by the huge influx of workers living locally and requiring their services. The a 12 north of Ipswich, as we have heard is already a busy route with peak time queues around marshman. Woodbridge, adding 1000s of additional lorries, buses and cars every day travelling to and from the construction site will only make this situation worse and could even cause gridlock. We are concerned about the ability of emergency services to reach and treat residents in this area as our major hospitals at least 40 minutes away. ambulances will be forced to follow strings of lorries on single carriageway roads, unable to overtake for many miles. We asked the examining authority when visiting Hinkley Point C to compare and contrast the road network around the power stations here and work and they're in sunset. And in particular note the proximity of the M five motorway to Hinkley Point and the lack of such major routes we haven't suffered.

56:08

There is great concern being shown by major investors in the environmental, social and governance criteria this project with plans continually changing there is no way of telling what the final cost or the impact on environment will be even at this late stage, making the project a huge, unwieldy white elephant that may never received the investor funding needed to complete it and will have to be propped up with taxpayer and electric bill payers money before one kilowatt is ever generated. Climate change is a global emergency happening now. The project will significantly add to carbon emissions during the construction phase Making matters worse and will not and will not make a contribution to reducing his impact for the best part of 20 years from now it is simply too late. Thank you.

57:01

Thank you very much Mr. aisle if I could ask you to turn off your camera and microphone. The

57:15

Thank you Mr. Allah, the next person on the agenda is not attending and it is now just before half past seven. So we're going to have a break until 745 during which time participants for the next session will be able to join. So just to reiterate, we're going to have a break till 745 Thank you very much