

TEXT_OFH3_Session2_18052021

Wed, 5/19 8:39AM • 1:07:44

00:03

And open floor hearing three has resumed. And I'd like to welcome those that have joined this session from the arrangements conference. Before we commence, can I just remind participants that one of my colleagues will appear on the screen a minute before your time and anybody on the phone a verbal notification will be given instead?

00:25

Because, therefore, as Paul Whitby to turn on his camera and microphone and introduce himself and who confirm who he represents. Good evening, good evening. My name is Paul Whitby, and I represent martlesham parish Council. Thank you very much. If you'd like to start. Thank you. I don't think I'll need it for 15 minutes. if that helps. That's fine. So I want to make five points. Really, I obviously I'm in complete support of the previous points from all the previous speakers this evening.

00:55

I want to make five points around reasons object size well see. Fundamentally, it's the wrong design in the wrong place at the wrong time, with the wrong owners and with the wrong funding.

01:08

The wrong design is because current EPR projects underway do not have a great track record. well documented delays and cost overruns with EDF EPR projects at Hinkley Point C. And flamanville in France and the finish. All Kyoto three project do not give confidence size or C can be delivered on time or on budget.

01:30

It's in the wrong place. As you've heard already today. Citing as an issue since sizewell B was built. This part of the Suffolk coast has been recognised as and designated as an area of outstanding natural beauty, natural beauty. And the importance of protecting biodiversity as mitigation of the effects of climate change are much better understood. The size of our sea site is as well as, as is well known immediately adjacent to the RSPB minsmere site a site of international importance and also to sizable marshes triple si and a runza site amongst others. It is therefore perverse to consider building another nuclear power station on this site.

02:10

flood risk. Furthermore, the risks to the site from flooding, especially sea level rise from climate change are more prominent, though perhaps not better understood. Given the long lifetime of this project should it proceed, it is likely that size we'll see could have an operational life of 50 to 60 years, and a

further long period of quiescence before decommissioning. Given that Sizewell A is not planned to be decommissioned until the 2080s, Sizewell C would exist well into the mid 2100s.

02:41

Sea level rise projections. Scientific projections typically do not go beyond 2100. The impact of permafrost melt and methane emission feedback loops and changes in albedo, as land and sea ice melt are not well understood. Additionally, satellite based assessments that Greenland Ice Shelf melt is tracking, RCP 8.5 the worst case projection give cause for great concern current sea level rise projections to 2100 or over optimistic

03:12

with enough ice in the Greenland ice shelf to raise a sea level by seven metres alone and enough ice in the Antarctic ice shell to raise sea level rise by 56 metres without contribution from thermal expansion. A small fraction of this melt By the mid 2100s replaced coastal nuclear installations at considerable risk.

03:34

transport infrastructure, the road and rail options proposed for the construction phase throw the inadequacy of suffix transport infrastructure into sharp relief. You've heard about this already from Woodbridge, amongst others, considerable coverage has been given to the issues of proposed use of rail and road and Martlesham Parish Council has already made submissions regarding its concerns with construction HDTV traffic on the A12 through Martlesham with some 700 movements a day and consequential increase in air pollution.

04:04

The proposed changes to signalling on the A12 through Martlesham. And past Woodbridge run the risk of making this worse should dwell times at roundabouts increase.

04:14

Large housing project proposed for Brightwell Lakes with potentially under construction at the same time, besides well see, will only compound this issue.

04:24

It's the wrong time. The UK is a world leader in offshore and onshore wind technology. photovoltaic solar panel prices have plummeted even during the period that Sizewell C project has been underway or under consideration. As an example the price per watt of PV in 2000. The year 2000 was 4.9 dollars per watt and it is now nought point \$2 per watt.

04:49

repurposing it huge construction project over some 10 to 12 years with long CO2 equivalent paid downtime. At a time when the UK Government is hosting a globally important cocktail

05:00

96 confidence to drive accelerated decarbonisation timelines to mitigate climate crisis is anachronistic.

05:08

It is the wrong ownership. The proposed ownership and size we'll see installation is a partnership between EDF 80%, and China general nuclear power group. 20% CGN is owned by the Chinese government, and has been blacklisted by the US Department of Commerce. There has been considerable focus on national security risks pertaining to adoption of Chinese 5g technology and UK communication infrastructure. And the UK is banned the use of Huawei 5g equipment in some parts of the UK core telecoms network.

05:37

Furthermore, there was also rightly considerable concern over widely reported human rights abuses by the Chinese government in Xinjiang, UK Government has itself recently brought in sanctions against officials in China over this issue.

05:52

The China is not a good partner for this project.

05:55

And finally, this is the wrong funding model. Funding for the project is not guaranteed EDF has stated that it cannot fund the development. The UK Government has not committed to back the project with funding or not alternative funding model requiring up front loading of consumers bills the regulated asset base model appears to be a last ditch attempt to find the money and would commit bill pace to funding a project they do not want, possibly at a price per megawatt way over the odds compared to the renewables example, in 2.7 92 pounds per megawatt hour.

06:30

In summary, then, sighs well see as a white elephant, the wrong design in the wrong place at the wrong time with the wrong owners, and with the wrong funding.

06:41

Thank you. Thank you very much. Mr. Whitby, if you could turn off your camera and microphone for me, please.

06:52

Thank you if I could ask Alison Andrews to turn on her camera and microphone, please.

07:02

Okay, hello.

07:05

Hello. Yeah, I can see and hear you.

07:08

She'd like to argue against Yeah, and who you're presenting and then please begin. Thank you very much. Thank you for giving us a chance to speak. I'm Allison Andrews. I'm chairman of the old law

Association. And the older Knorr association which has something like 2000 members seeks to preserve and protect the old and or estery and its banks for the benefit of the public and seeks to do this by assessing major policies or projects like lead to have an impact on the well being of the area.

07:40

This project is going to have a massive effect on the area as the many oral and written presentations are showing. The project is to be sited in the middle of the unique Suffolk coast and teeth area of outstanding natural beauty, which consists of the Suffolk sanderlings country running south to containing the ordinal. restroom and areas further south is an area which has many visitors. Although geographically sizewell C is some six miles north of the olden or estery, it could impact substantially on the St. Louis area, both in the medium, short, medium and long term. The first concern

08:20

is the so is the coastline, which others have already mentioned in different ways. Here one of the points is that the applicants papers at best dismiss the need to consider anything but the immediate shoreline bordering the entire area of outstanding natural beauty is the Suffolk heritage coast, which was designated as such in 1979 and is managed by natural England. The coast is not a series of bite sized, self contained segments. It is all of a piece and has a long integrated gym for a logical history of natural evolution and change. It is subject to many continuing dynamic forces, principally wind wave sea surges and sea level change working on the young geology.

09:05

The coast has changed through history and is changing. I will add to the image This is good description earlier today. damage to the north of sizewell was a major port in Roman times. Its port then silted up because of the north south long term sediment drift. And then in the 13th and early 14th centuries, much of the town fell in the sea, with the collapse Cliff material feeding changes in the cows coastline to the south. First there was the minsmere River, which was a port but became silted up and is now the site of a valuable

09:39

reserve. Moving further south, there was a mirror to the north of all bruh now also a reserve and which was silted up in the 17th century. Although the inward curve of that shoreline did not really feel out until the 19th and mid 20th centuries, overtown itself once extended further see Woods

10:00

Before two or three streets were washed away in the 18th century. All this time, the eastern bank of the olden all river restaurant was formed by shingle drifting south, and the spirit forming yesterday extending as far as offered by the mid by the 12th century. And then in the stormy years, when there was a North Atlantic oscillation period, 14th and 15th century by 1600, to extend it to about where it is now. And it went further, but it came back it broke through further in time, the whole length of the awkwardness is now a special site of international interest requiring protection. So after millennia of losses and gains and long term drift south, with many intermittent flows to the north and in an offshore, the coast now consists of the remnants of dutchtown, extensive shingle beaches, thoughtless cliffs, with the Coraline Craig below it, the shingle short all bruh manmade sea defences unique and very long

awkwardness spit, which forms the eastern bank of the old and all. It is for this reason that the association is puzzled that the applicants papers maintain that the greatest size will be a self contained zone, and the coast to the south will be unaffected by what is going to be a very long term project. This needs examining more closely, and it's rightly going to be explored in the issue specific hearing on the coast. Further, as well as the long integrated history of the coast. The coast is an entirely it's very fragile and dynamic one, there is major concern about and seen consequences of manmade interference on fragile part of the Suffolk heritage coast, causing an accelerated change or changes in coastal dynamics, which could impact badly on the coast to the south, not just the immediate invulnerable settlements thorpness but all bruh and the history below below that added to that dynamic geomorphological history, climate change is now bringing to further factors affecting the vulnerability as a coast. Sea level four is forecast to rise by point naught one to one metre by the year 2010. That's the ippc 2019 predictions. It isn't just about isostatic rebalancing, which has long been known about a greater rise resulting from the climate change which the previous speaker mentioned. This rise will exaggerate the impact of the many sea surges experienced in winters and storms. And climate change itself is also bringing far greater frequency of storms and rain.

12:36

Again, to undermine the coast, these two additional factors will increase the impact of the sea on the coast in a way not experienced up to now and have these really been taken into account. On top of all this, we asked at an early consultation, what work had been done on the potential consequences of a new construction of sizewell on the coastal dynamics. And we're told some early work had been done, but there could be more any event it seems no more has been done, not that we know of. And now, the size will see plans. Taking into account the very recent changes aired last November and December mean that there will be an even more extensive projection of a manmade construction into the bay, and a period of shingle recycling affecting coastal dynamics for a few decades, and then a potential buildup of shingle to the north of the construction. But for these new plans, there seems to have been no further consideration of the impact of these changes on the coast to the south. I know others will be commenting in more detail this week on the details like the hardcore defence front, but I will leave that to the issue specific hearing. The next concern is that Against this background of unassessed impacts and indeed unknown impacts. This leads to another key concern that the proposed plans for the coastal monitoring and mitigation

14:00

for to deal with any impact on coastline.

14:04

depending on whatever turns out to be the final design of the project simply ignore the possibility of any adverse impact south of the greatest size will be despite centuries of coastal devolution.

14:17

But why the project is not simply a 10 year one when it might be argued that any impact on coastal flows will be temporary. The construction will be there for well over a century and a half being

14:30

optimistic probably for far longer should the longshore drift be interfered with and the coast of the South changed and the estery become even more vulnerable to the sea because of less shingle.

14:44

There will be serious impacts further south on the economic life leisure and unique environment area. For these reasons, there is concern for the continuity of the area. natural processes we know will cause the coast to move so inland and such pressures are increased.

15:00

Same with climate change, but the replenishment of the coastline to the south by natural forces seems to have a question mark over it.

15:09

Moving on from the coast. The second concern, Major, considerable concern is the short to medium term one relates to the economic fallout of the consequences of access to the area being affected during the long 10 to 12 year or possibly longer construction period. The ordinal area is a very popular one for visitors. In 2013. The association repeated at a 10 year interval an economic study of the value of the olden or economy, involving both desks studies and on the ground surveys about what people did and valued and spent in the area is revealed a local economy then worth a minimum of about 100 million a year. And we know that it was understated because the data we got subsequently. But all of this tourism related to tourism related activities brought in 79 million pounds. When asked to give five words to express what they liked about the area, the Top Words from 275 people quite amazing you work scenery, peace, tranquillity, countryside beauty, if access becomes difficult for visitors and tranquillity is also lost even a 10% fall off. In tourism. Updating seven year old figures would mean at least possibly about 10 million a year lost revenue and linked to that all the related employment and many small businesses.

16:33

Also, tourism isn't only a summer phenomenon, as the least and counsellor mentioned. It's a very popular area through most months of the year.

16:42

Access to the history depends on limited capacity the a 12 which speakers have mentioned, which isn't even a branch road, very

16:53

A to A roads of very minor capacity, the a 1152 and the a 1194, which leads into obrah to rather modest and not very stoutly built roads, the B 1069. And the VW one two double 122 from the north. The project we're told is the biggest going to be the biggest large building site in Europe, the amount of traffic will be substantial, as many others have mentioned already. And frankly, it appears the sheer volumes will mean the area's capacity will be overwhelmed. Further hgvs on our local roads are frightening at times as they can take up more than half the width of the local roads. In addition, there will be many to hgvs they'll be many counters, smaller vehicles fighting services and out of hours leisure time travelled by those working on the site, all of which will considerably hamper normal

movements for residents and tourists in emergency vehicles. The very narrow roads also have hidden depths including the road which are deceptive and can easily become blocked a single incident in the summer of 2019 when we could travel about a toad her holiday caravan and HDV going in opposite directions became jammed. It led to a two hour blockage with no escape even for emergency vehicles except via Securitas routes. These experiences can only increase the substantial work only the increased with a substantial works traffic's necessary for the energy projects. And it's very likely that the tourists seeking peace and tranquillity will go elsewhere rather than get stuck in the long term in the long traffic jams, which is bad for the health of the area.

18:36

Finally, there's the cumulative effect of traffic access in addition to the size we'll see project. Currently there are plans for a huge onshore wind farm construction far bigger than many to date around the rest of the country. With it seems likelihood of up to a half a dozen other projects following in its weak. The cumulative effect of all the industry energy plants will swamp this area of outstanding natural beauty and undermine daily life and the key economic business of tourism, providing employment and enjoyment in the area. To summarise, in considering the appropriateness of the site, the impact on the coastline seems not to have been fully examined, nor the greater forces of climate change and sea level rise affecting the natural evolution of the coastline. The local economy be will be damaged by massive traffic requirements and account needs to be taken of the cumulative effect of all the energy projects in the area. These place question marks over the suitability of a third size will project but if it goes ahead, the plans for the coastal monitoring and mitigation should be changed to enable damage limitation over a file wider area. Well well to the south of obrah. And you should not ignore the integral coastal evolution of the area. Thank you very much. Thank you very much. If I could ask you to turn off your camera and microphone please

20:02

Thank you. I'll now hand over to my colleague Mr. maund.

20:08

Good evening, everyone. Can I invite Ian Brown, please?

20:22

Good evening. Good evening, if you'd like to introduce yourself and then crack on with what you wish to say thank you. Good evening. My name is Ian Brown, and I'm a concerned resident of obrah.

20:35

It's been well documented by many of the campaign organisations and participants of the extensive hearings on SPR wind farms, that the proposed industrialization of the special coastal region will be massively detrimental to the well being of the local communities and the protected the OMB.

20:57

And this cumulative assault in the heritage course continues with this proposition for size well see.

21:04

Construction will threaten some of the most biodiverse habitats in this cost, including sites of special scientific interest and then national treasure treasure minsmere.

21:16

There'll be impossible to recover from the loss of habitats that Austria birds, animals and plants, and it will be as the RSPB fears catastrophic for wildlife.

21:28

Not only is this proposal for say websites we'll see not fit for the site on the basis of size. The geological construct of the area is increasingly prone to coastal erosion,

21:41

which must surely raise questions over suitability and safety.

21:46

This is surely a paramount importance when the Times newspaper yesterday reported that size will be plant is a quart having to stay shut due to safety concerns. Steel components in the heart of Britain's most modern nuclear power station are wearing out more quickly than expected, forcing EDF to carry out lengthy unscheduled repairs.

22:11

The French energy giant is having to keep sizewell be offline for three months longer than planned to deal with safety issues. And of course,

22:22

they surely this must give pause for thought and expanding to size We'll see.

22:27

I would also like to reference the filmmaker Patrick benguet, director of the documentary film the nuclear trap.

22:34

entity reveals those who champion nuclear energy view the world through an industry, the decline of which they refuse to acknowledge

22:44

the revolution of renewables and the way in our societies is seen as an attack.

22:51

They stubbornly maintain that nuclear power generates safer and cheaper electricity than all the other energy sources.

22:59

Or the film strives to demonstrate that not only is this argument wrong, but that it is concealing the disastrous financial reality.

23:09

The bill that future generations will have to pay due to nuclear power is colossal.

23:15

Each nuclear disaster by increasing the obligation for new safety measures, sends costs spiralling and results in the construction of prototypes, such as the EPR,

23:29

which is exorbitant and so technologically complicated, that many engineers are now seeing that it will never work.

23:38

Though this is an insider's look at EDF and the nuclear industry, which also investigates the significant financial and technical problems. EDF faced in the development of the complex design of the European pressurised reactor. No intended for size We'll see.

23:57

It clearly illustrates the challenges facing the nuclear industry. But the French government refuses to phase out nuclear power. Despite experts warnings,

24:08

we should eat them.

24:10

There has also been widely reported technical and financial problems, EDF normal deal as well as costly delays and cost overruns at Hinkley Point none of which bodes well for size We'll see.

24:24

I fully recommend inspectors viewing this film if you've not already done so. It seems rather perverse that the EDF sighs we'll see community later proclaims such a bright and sunny future for inhabitants. When at the same time, the shrouded core of Chernobyl is sparking to life with uncontrolled neutron streams. And the Fukushima in Japan is about to discard immense volumes of contaminated nuclear waste into the Northern Pacific in citing possible serious conflict with neighbouring China and South Korea

24:58

alternatives to fossil fuel

25:00

Rules are obviously needed. Solar Wind, hydrogen, etc. and the energy industries will require them to be cheap, clean and reliable. Unfortunately, nuclear is none of these. Thank you for your attention. And hopefully you'll reject the EDF application. Thank you.

25:20

Thank you very much.

25:24

Can I now go to Christine Bryant, please?

25:31

When you're ready, if you able to switch your camera on

25:39

the case team able to admit Christine Brian from the lobby.

25:47

Sorry.

25:50

Can you hear me now? I can thank you if you'd like to introduce yourself and yes, good evening. I'm Christine Bryant, a resident of Middleton. I'd like to start by saying that most people I know think this proposal is a done deal, and that no amount of objections can now stop it. hearing some of the opening statements by our elected representatives. It's hard to disagree with a few notable exceptions. Of course, there appears to be an assumption among them that in principle new nuclear reactors at size were not acceptable if not desirable, and that all that needs to be done is to tweak a few of the conditions in the proposal. However, being an optimist, I'd like to think that real objections will be listened to and so I've chosen to illustrate one of the many reasons why I object to this proposal.

26:41

When I first visited my parents in law's house in Middleton in the 1970s, the religion was a quiet backwater in a peaceful part of Suffolk. And when I came to live here, I realised what a successful ADF application would mean. And I've closely followed the application ever since. Nothing that EDF has said to date has alleviated my worries. In recent times, almost all the local villages and small towns along the east coast have been subject to continuing expansion of housing, apparently deliberately building in the places bordering the a 12. Therefore there is vastly increased population most with cars. As in the more remote villages like Milton, there is no public transport.

27:21

When I first went to an EDF roadshow, I asked the senior representative there, why the size or site to originally been chosen, and given its unstable coastline, etc. His answer was that his surveyor had seen the field where the power plant now stands and thought it looked as good a place as any, the implication being that it was a nice quiet spot. My second question was, given how busy day 12 is now, how would it cope with increased traffic from size? Well, we pitch particularly in areas like Martin Shem.

His reply was that I was unduly negative and didn't realise how quiet the Suffolk roads are compared with other areas. In any case, he said their calculations forecast only a 10% increase in traffic at Martlesham, which is insignificant. This represents the typical cavalier attitude that EDF seems to have to potential problems of Suffolk residents and visitors and their view problems raised are classed as insignificant. Or if they're beyond their control and significant, then there's not much they can do.

28:20

My experience is what I wanted to come to really was that pre pandemic I travelled regularly by car to migrating in Essex, from Woodbridge and more recently, Middleton. I usually travelled outside the Russia on a Wednesday. This is a 6070 mile journey on the A12. If there wasn't a breakdown or an accident, I counted myself lucky and I always had to allow an extra 30 to 40 minutes for an hour's journey. If I was really unlucky, which is pretty frequent, and the incident was on one of the single carriageway sections, I could wait ages before being able to move as there was no way of clearing the site. I had to sit for hours near the All Wheel bridge when there are high winds or incidents before being rerouted through Ipswich centre or elsewhere. These were frequent events. I imagine the A14 is similar for traffic volume. EDF does not seem to recognise the effect of such events on the whole Legion that they say their vehicles will be travelling through. It is easier for them to concentrate on local roads where they can be asked to mitigate problems caused by their vehicles. Any ADF traffic management schemes which they say they have, will not touch the normal private vehicle incidents on roads beyond their purview. The volume of traffic increase caused by size we'll see construction will just add to the problems across the laced in Ipswich area, but for up to 12 years. As Mr. had said this morning when I was watching you cannot compare the Hinkley approaches with site as well where he has the M5 about eight miles away. And I know because I lived in something and the nearest motorway is 70 miles away. Moreover, in some places the trail was more like a B road and not capable of taking the huge volume of heavy construction vehicles.

30:00

I've tried to find an indication of whether 6.6 million tonnes of construction materials brought by road will come from, which is impossible. The most plausible suggestion is that it will be sourced from the southwest. As is Hinkley. If so, there is no alternative to using the A12 from the M25 to Suffolk. However, even if that is not the source, the current state of h4 traffic will affect the size we'll see routes. I thought that the main condition for accepting EDS proposal is that the benefits for Suffolk outweigh the disadvantages. If EDF thinks that a few 100 short term local jobs and some extra recreational facilities at least didn't go anywhere near compensating for the loss of our way of life, they need to be made to think again. Thank you.

30:45

Thank you very much.

30:50

I move on now to Ian Galloway, please. And if Christine Brian could you switch your camera microphone.

31:01

Thank you.

31:03

Good evening. I'm here you have me in sound but not vision. I'm afraid. That's absolutely fine. I can hear you very clearly. So if you just like to introduce yourself, and then lead into what you'd wish to say.

31:17

Good evening, ladies and gentlemen. My name is Ian Galloway, and I'm a resident of Cal southcombe Carlton. Firstly, I'm grateful to the examining authority for permitting me five minutes to try and protect the 1000s of years of Mother Nature's work than the more than 50 years of work by countless volunteers. In safeguarding the Suffolk coastal area be an area recognised not just here in the UK, but also throughout Europe and all over the world, an area threatened by an unusually large and context relevant

31:53

the draft decision your examine today has its origins in processes and policies developed over a decade ago, when things were considerably different. Indeed, during its gestation, the 2010 appraisal of sustainability report had its so called base case modified to accommodate the specific needs of a potential suitor for the Sizewell site. In so doing, unknowingly, the author's effectively destroyed the site compatibility model sought by the government, the author's themselves and the myriad of other stakeholders.

32:29

Consequently, nearly 11 years after the iOS was published, we're having to contemplate and base them off of a nuclear power station on the second smallest nominated site in the UK, just two hectares larger than the Haitian site. However, there are other significant facts that may have eluded the more casual observers or being lost in the mists of time. Specifically, utilising the aforementioned and specific change to the base case. This decision is for a reactor power station, not the one, it is likely to take double the five to six years time to construct anticipated within the iOS and require more than double the anticipated 4000 workers envisaged in 2010.

33:20

So when the applicant says they're confident of delivering a Sizewell site on time, to better than budget and more efficiently based on their learning and Hinkley Point, I asked myself whether these assertions stretch credibility when Hinkley Point is a site almost twice, if not more the size of the proposed Sizewell site.

33:44

Likewise, with more than double the workforce anticipated by the 2010, also, and virtually no increase in road capacity. Since then, it's difficult to conceive how the author's would view the Spectre confronting the communities be suffered every day for nine to 12 years of construction, especially double the pressure on accommodation, double the pressure on resources, double the pressure on infrastructure, double the social impacts, double the pollution from worker commutes some up to 90 minutes, double

the detritus, double the damage. In fact, double countless impacts where time or headcount are key drivers.

34:29

Moreover, I'd like to remind the examining authorities that the issue of potentially crippling cumulative impacts has remained virtually unmentioned by the applicant, both throughout pre application and more recently in bringing forward their additional changes. Whilst the impacts of size we'll see recognised by all observers and so eloquently portrayed by the Atkins legal legal representative, as unusually large and complex are considerable. There can be no doubt that together with other energy projects

35:00

cumulative impacts could easily paralyse a Suffolk and beyond. Lest we forget, there are potentially up to eight other projects that could combined with Saiful see construction, and in so doing wreak havoc throughout coastal, coastal Suffolk and the wider Suffolk area

35:19

as an issue already recognised within the planning inspector in connection with the Nautilus interconnect project, all of this has prompted one largely Suffolk employer the recipient of 18 sustainability award to say a significant part of their concern is the cumulative impacts upon the a 12 which is the only my only major route to he suffered. The a 12 was all readily how heavily congested particularly in peak holiday periods. Further overloading a rural network will damage both the perception and reality of the Suffolk is tranquil and attractive visitor destination and has the potential to displace this company's vehicles from the a 12 onto smaller, less suitable roads with all the associated hazards and impacts that would bring and would create economic and environmental impacts. For circa 150 year old multimillion pound turnover, the local company feels it may have to put their transport fleet onto unsuitable roads to escape the combined impact of energy projects. What chances do the villages and rural communities in Suffolk have for surviving a 12 year or more sighs we'll see construction onslaught, thank you for your time.

36:31

Thank you very much, Mr. Galloway.

36:36

My next speaker is Trevor college Trevor on call it

36:46

Are you ready? I can now Yes, thank you, if you like to introduce yourself, and you have your five minutes. Thank you.

36:55

Thank you very much. My name is Dr. Allen Khalid. And thank you for permitting me to express my views on why the size will cdsco should be rejected.

37:06

I had prepared a script to read this evening. And I will submit it as part of my record representation. Because so much of what I wanted to say has already been said. However, I am delighted to say that in a significant speech today by the environment minister George Eustice he has fully endorsed everything I was going to say. So now the decision to reject signs we'll see must surely be written on the wall.

37:35

Let me quote the environment secretary, environment Secretary from his speech, which quote understandably given today's marathon hearing, you may not have had time to read I suspect. By quote, I think the events of the last 12 months have led people to appreciate the difference that nature makes to our lives more than ever before. There is an increased awareness of the link between our own health and economic prosperity and that of the planet. As highlighted by the recent Dasgupta review on the economics of biodiversity. This is the report I referred to during my principal issues representation. And I'm obviously hoping that the inspectors did consider this.

38:25

Mr. Eustice continued his speech by saying and restoring nature is going to be crucial as we build back greener from the pandemic, nature is going to be a key pillar of our work as host of the UN Climate Change Conference. To meet that target. We must protect and restore nature, with nature based solutions forming a key part of our approach to tackling climate change.

38:54

He went on the UK is sadly one of the most nature depleted countries in the world. Over the last 50 years much the UK is world rich wildlife rich habitat has been lost or degraded. And many of our ones common species are in long current long term decline. between 1932 and 1984, we lost 97% of our species rich grassland

39:22

and farmland bird indicator stands at less than half its value of 1970. Following a precipitous decline during the 1980s and 90s. And indeed further losses since then, we want not only to stem the tide of this loss, but to turn it around and leave the environment in a better state than we found it.

39:44

I want us to put a renewed emphasis on nature's recovery.

39:50

Now against this undertaking, how on earth can we now proceed to destroy our very own local rain forest array oh and be at triple our size and indeed

40:00

Risk destroying minsmere.

40:02

I first visited minsmere some 55 years ago, and have been captivated by Wildlife ever since. fuelled by my concerns for minsmere, my wife and I have produced a wildlife book called M is for minsmere to highlight what might be lost. If the RSP B's fear becomes a reality. I will be sending this to you as part of my record submission. And I asked you to read this book with your family, friends, children or grandchildren and ask them whether they would be happy for you to make a decision, which has the potential to destroy the homes of these animals, birds and insects, as well as 6000 other species of flora and fauna at minsmere.

40:47

Now many people will read the claims made by EDF and their latest community newsletter and I quote, EDF is confidence. Its plans will and I stress the word EDF uses is will not have an impact on minsmere. How can they claim that level of confidence when the RSPB say it will be catastrophic for wildlife? So who's right those who have worked for 75 years to preserve this special place for wildlife or EDF whose primary interest is to showcase their new killer technology progress and achieve financial gain.

41:26

So I trust the inspectors decision will endorse the government's new aims, and indeed follow the relevant and important precedent set by the rejection of the application last year to build a nuclear power station at wYlfa on Anglesey for amongst other reasons, the risk of environmental damage. Given the similarities between that scheme and sizewell both in terms of location, wildlife habitat sensitivities, and project content, I see no reason for you to arrive at any different conclusion that I urge you to reject this application. Thank you.

42:05

Thank you very much, Mr. collard.

42:10

Now move to Christine COVID. me.

42:21

Christine, call it with us.

42:28

I'm just getting ready. You're muted at the moment, I think.

42:34

Can you hear me now? I can. Yes, thank you very much. If you'd like to introduce yourself, and then let us know what you'd wish to say. Thank you very much. My name is Christine collet. I live in Uber. And I object to this application on so many different levels. But as time is short, I will be focusing on just two of the things that are causing me much concern the impact that the construction of size whilst he would have on people's physical and mental health and the risk of social disorder kena Neil, as we all know, size will see will be the biggest now struction site in Europe, something I still find difficult to

comprehend, and as such, it would inevitably generate extremely high levels of pollution that could be devastating for people's health.

43:23

It is well documented that pollution can exacerbate existing medical conditions and cause others such as heart disease and strokes.

43:32

And a landmark legal case in December 2020. a coroner made legal history by ruling that exposure to air pollution was a cause of the death of a little girl who suffered with asthma. Ella Kishi Deborah and in this particular case, the principal source of the pollution was traffic conditions.

43:52

Well, in addition to the pollution generated on the construction site itself, EDF has confirmed that at peak times there would be up to 700 buses, and up to 840 HGV movements on the A12 and local roads every day.

44:11

This exposure to unimaginable levels of vibration, noise and air pollution could unquestionably cause serious health problems for many people, and as such could be seen as amounting to an indirect form of abuse.

44:26

I'm also concerned about the increased risk of road traffic accidents, particularly for children and for the high number of elderly people in our rural communities. such accidents may occur not only because of the high volume of vehicles, but because in order to avoid traffic congestion, many drivers use local roads as rat runs.

44:48

As well as being a risk to physical health. The many years of construction could cause damage to people's mental health.

44:55

Since a global pandemic, many of us have become acutely aware of the importance of having up

45:00

To open spaces, for recreation and for relaxation,

45:04

and also of the profound effect that nature can have on sustaining our mental health and well being.

45:11

People come to ARIA and to our nature reserve at Minsmere and our coastal towns to find peace and quiet and to improve their quality of life. And if access to any of these were to become restricted due to

traffic congestion, or if because of all the pollution, any of these were to become undesirable places to visit, then it would not just be local people who would suffer, but the 10s of 1000s of potential visitors who would be deprived of the opportunity to come to these various special places.

45:44

I'm worried too about the risk of social disorder. EDF has told us that up to 8000 workers would be needed 2400 of whom would live on purpose built campus at East bridge, and most of whom I imagine would be young men.

46:00

The fact is that this part of the software offers very few social facilities of a type suitable for young people. And so we can only speculate as to how the many 1000s of construction workers would socialise and relax and where they would choose to spend their evenings and weekends.

46:18

But if you talk to people who lived here, when sizeable C was being built, many of them will tell you about the problems with antisocial behaviour, drugs and prostitution. And I like many others, I'm concerned about the possibility of history repeating itself. And I fear that leicester and its neighbouring villages would be faced with significant social problems, and be overwhelmed by such an unprecedented influx of people. And for many, just the thought of another decade of social disorder is already causing them much anxiety.

46:53

I would like to end by saying that even if this application was not for nuclear power station, but for another infrastructure project, or even for a state of the art hospital, that would help save the lives of 1000s of people are still be asking you to turn it down. Why? Because any project of this enormity that would take over a decade to complete be built within an AONB in a rural area, and risk causing such damage to our environment, our wildlife, our communities, and our physical and mental health is just not acceptable. And so I urge you please, to reject this application. And I thank you for listening to me. Thank you.

47:44

turn now to

47:47

Graham because please

47:53

like to introduce yourself when you're ready Mr. Vickers

47:59

grant because a resident of East breech with a background of construction and planning.

48:08

It is clear EDF are seeking to service all elements of this construction site through one entrance, which will create a major pinch point on the BLM 22. With the support of an independent report by Boyer and Cannon and my own planning knowledge, I am focusing on the siting of the workers accommodation. EDF have given no acceptable response to this report, which was commissioned by the Suffolk County Council and the District Council and from which they made the following statement. While the council understands the rationale of an accommodation campus located at or close to a construction site, we remain concerned about the environmental impact of the proposed site location which may cause an overload on the sensitive environment of the A and B the community believes the impact cannot be resolved in its proposed setting the accommodation will be of population other town imagine significantly adding to in cumulative impact on the surrounding environment. This is surely the overload that the council and I are referring to so the accommodation siting needs to be revisited. It is set in a remote rural rural location with limited infrastructure, which will result in at least 400 additional car movements in and out of a congested access every day.

49:43

It will be with us for more than 15 years. It is a facility that requires proper proper planning criteria to be applied. When considering this accommodation as is hardly to be considered temporary. The entrance will be

50:00

servicing for 2400 workers, all HD game vehicles and Park and Ride buses. So why not reduce the impact of the accommodation and their cars.

50:13

Hinkley residents report long tail backs into the side and can be and this can be expected on a daily basis even with EDS traffic management sound evidence has never been produced by EDF. As to why they've dropped the age they raced an East Campus option and why they have never considered other options. And why do EDF expect us to believe workers would even prefer to work sleep and play on a remote construction site? Would you want to be in the same place? 24 seven. Where is the evidence EDF? It beggars belief? What about their mental well being

50:59

consoled and support laced in East Campus as it has less environmental impact, believing it to have good access for workers via the existing sides will be entrance and newly formed access to the south side of the site. This must have benefits in regard to vehicle or impact. The latest in Canvas has good connectivity with the town servicing all the needs for construction workers. If planning was to be given, we asked the inspector to consultants to condition the final approval in regard to the reciting of accommodation. In closing, I would ask all inspectors who are evaluating this decio to take a quiet moment and paint their own picture. Imagine you have a son or daughter a mother and a father living within this area. Consider the impact this will have on their family. Yes Your family as we are all part of somebodies family. This will represent the loss of large swathes of their human habitat. Yes, humans have habitats. But the loss of a dorm tourists to the sound of impact machinery to witness the stress and the mental pressure. This construction will bring to your family to see the brand your grandchildren unable to gaze in wonderment at the amazing dark skies to see your family's wildlife habitats and

beaches ravaged by construction to look at the ever changing and diminishing landscape without spoil heaps that rise higher than a block of flats to have 2400 workers coming to live within your community. Can you imagine it? Can you see it? The impact on the hamlet of 70 people and many more people within that rural area. Imagine the effect on the wildlife. They have no voice. You are their voice and they are losing their homes, their habitat. They may never come back. What are you going to do? Finally, just live in this moment. Imagine that your parents are frail and elderly. Your dad has just run rolling nine nine for me springs Your mother is seriously ill. Mr. Families cannot get through pretty life give you Vinny just just what?

53:23

Yes, thank you. You cannot get through to your family home. What next? Will your mother they've all died. That could be the reality will EDF care. Our family will be living with that nightmare. And may well pay the ultimate price. Thank you.

53:45

Thank you very much, Mr. Baker's

53:54

you're able to switch your camera off. Thank you. And now go to

54:00

Paul Taylor.

54:05

Yes, good evening. Thank you very much. I'm Paul Taylor. I live in Middleton.

54:10

Now others here this evening, even more qualified than me are presented persuasive and very fact based objections to the project and I endorse and I thank them all. I will therefore speak from a personal perspective to articulate how the building of size will see will impact on us. This submission is there for more from the heart than from the fact book that has been so eloquently presented by others. This evening. I speak as a very recently retired headmaster of a boarding and D school in Suffolk. My wife and I had always intended to return to Kent for our retirement. But a few years into our tenure at the school, we realised that Suffolk had got us and that we didn't want to leave. We sold a house in Kenton bought a home in the beautiful village of Middleton.

54:54

We thus made an active choice to commit the rest of our lives to this stunning County.

55:00

Why didn't we do? Well, there are a number of reasons but very high up the list is the sheer beauty of the place and all the people here, not least the wonderful heritage coast and its unspoiled walks, wildlife and a big skies, the allure of which has only grown from this last lockdown yet. It's quite humbling being a teacher, and in my 30 years in the profession, I can say without hesitation, that I learned more than

the young than I ever taught. I am a better person for their influence. one only has to see how they are driving the macro movements of the day to know that the perspective of the young is ignored, ignored at our peril, be it climate change, behavioural and linguistic norms, cultural and personal tolerance to people of all nationalities, creeds, colours and sexual orientation, the list goes on. It is the young that are driving so much of our social and political agenda.

55:52

And you know, the vast majority of informed young simply despair that we are even considering building a nuclear power station that will devastate local flora and fauna on the coast that is eroding at a frightening pace with a company whose appalling track record in directly comparable projects is clear for all to see in terms of the link and the expensive construction, both of which have exceeded by far their initial estimates and promises.

56:19

I think it was Picasso who once said it took me 60 years to see to learn to see like a child. While I'm not ignoring the importance of experience and maturity. I also believe that we sometimes lose the simplicity, even the obviousness of arguments that and this can lead us to rationalising our way into terrible decision making. This is how I feel about Sizewell C, whatever rational pathway, that is to even consider building this however we got there, if it leads to the decision to actually build it than it is wrong. The detail of the trees have blinded us to the preciousness of the forest. It is wrong because of the devastation of our world heritage coast that will never and I mean never be restored. All the talk of mitigation at a restoration is a mere diversion. You cannot restore what has been destroyed. Similarly, I'm afraid I do not believe that financial economic claims that it will bring jobs and prosperity to the region, even in the short term, but certainly not the long term. The experience of Sizewell C will be elsewhere. When similar promises were made shows us how empty such promises are. It simply does not make sense to threaten the very existence of a wellness.

57:29

A hugely successful tourist industry. That is based on the very things that Sizewell C will destroy economically, as in so many other ways. Sizewell C cuts across so many thriving lives and livelihood. Now by the time Sizewell C is built, I'll be in my mid 70s. The chaos and

57:48

intrusion of all that goes with weapons a 12 year construction period will be like the very reason that my wife and I chose to stay and suffered for the golden years of our retirement. And as one gets older, and we are grandparents now, one thinks more and more one's legacy to future generations. It is not being oversensitive or too weak to confess to some deeply held guilt. But much of what our generation has bequeathed our grandchildren, albeit unwittingly for most of us, and add the spectre of hundreds, if not 1000s of years of abandoned nuclear waste for which I've yet to see any real plan of substance or sensitivity. It makes me shiver with shame.

58:26

And finally, please do not underestimate the very real impact of the debate and the uncertainty surrounding this project is having right now on the mental health and well being of the people in this

part of suffering. This is very real, and it is exacerbated by the growing realisation that it only those who live here who really get what size will see will do to our region. And the sense that in truth, the decision will be made by those with no personal investment in the area. So please Finally, if you really care about this wonderful County, listen to the informed views of those that actually live here. Please don't build sighs Watson. Thank you very much.

59:06

Now come to

59:09

teen and Neil. I hope that you can hear me I understand you're joining us on the phone.

59:16

And

59:18

possibly, if you're muted, and I can't see that. If you press number six on your phone. Hopefully that will unmute you.

59:34

Say

59:36

hi, yes, if you are able to speak up, hello. I can hear you. If you can speak clearly and introduce yourself then you can present what you wish to say to us. right thank you very much. My name is Tina Neill, and I'm a resident of saboten with eastbridge. Having lived here for 27 years, looking forward for a harmonious way of living

1:00:00

under local community, and the natural world, I am frightened to think of the different way of life with the stress of the possible build. My particular worries are the destruction of our beautiful Suffolk countryside and the effect on the rare wildlife. The much increased traffic on the local roads, leading to jams and difficulty with local driving, using my little lane as a wrap around.

1:00:29

All of this seems intolerable and it is no exaggeration to say that I fear for my physical and mental health, as I know others do.

1:00:40

I am a regular member of the Church in saboten. I travelled to other churches in the area of Middleton, Oxford symptom, peas in Hall, wesselton, Darshan and dunnage. This journeying will become a nightmare when if the construction goes ahead, due to close off roads and new layout.

1:01:00

when travelling to our holiday in North Devon, we pass through the devastated area of Hinkley.

1:01:08

This is meant to be a sympathetic build. It's not if this is remotely like what is going to happen to this beautiful area. I will grieve.

1:01:20

We live in harmony with nature. We are the caretakers of our planet. How totally irresponsible it is to leave fuel rods and other nuclear waste for future generations to deal with. This must be alive for hundreds of years.

1:01:39

Speaking to local fishermen, they talk with the lack of fish. If these power stations Go ahead, millions of fish will be sucked into the cooling system and killed bird life will suffer. Knowing this was going on. How can we say that the build is environmentally sound.

1:01:59

I wake up each morning to the sound of birds. Fresh air through the window safe lanes to walk, happy holidaymakers cycling pass. This is a place I moved to not an industrial noisy polluted world where no people in their right minds will want to visit. If they do, how will they get here? The A 12 is a very busy road.

1:02:25

as other roads in the area with the addition of hundreds of lorries and support traffic, the problem and accidents will increase. I can't imagine how my daughter will ever get to see me.

1:02:37

I'm stressed enough now with the anticipation of what might happen, as are many people in the area. I dread to think how we will be with if it goes ahead. And I do agree with so many of the other people that have spoken, particularly Paul Taylor, who spoke to us before me. Thank you for listening to me.

1:03:00

Thank you very much. Thank you

1:03:03

know

1:03:05

that the applicant if they wish to make any form of response to any of the things they've heard this evening.

1:03:13

Thank you. Good evening. I'm Callie Vince, I'm the chief planning officer speaking on behalf of the applicant, and

1:03:22

thank you for the opportunity to be Neil.

1:03:27

We will be exiting

1:03:30

written submissions to cover all of the matters raised today, including the siting of the accommodation campus, the ecology matters, financing, rail health and well being and others. It just wanted to highlight for Councillor Saunders that we will be submitting a note regarding Campsie actually committed to that under the previous sessions, I thought it was just worth highlighting. I'm also able to respond to Mr. Brock's queries, if that's now, if that's helpful, or we can just make those references in our deadline to submission. I'm very much in your hands.

1:04:07

I think if you're able to do that, briefly, that would be helpful. And then we've got those cool two points. So in terms of the age of coronation word, I can confirm it's around 100 years old. The reference document references a PP dash 163 to 166. That's the Volume One of the ies which was submitted in relation to the original application.

1:04:39

And in relation to this second query around the fen meadow, the more useful reference is a s 181. Table 2.36 on page 182, that provides the

1:04:58

current temporary

1:05:00

on permanent land take and gives the rationale between the difference that was presented in the ies addendum in January, versus the original application.

1:05:12

Thank you. That's very helpful. Thank you.

1:05:17

I'll now hand over to miss MCI.

1:05:26

Thank you, Mr. Moreland. Now, that brings us to towards the end of today's three hearings. Just before I close the hearing, let me remind you that only post hearing submissions, including written summaries of the cases you've made already, at this hearing, should be submitted a deadline to wetness day, the second of June.

1:05:48

If there are no other matters that anyone wishes to raise, I shall now close the hearing. Thank you all for your attendance and participation. We do have Mr. Right, Mr. Collett just before we close.

1:06:06

Thank you. So it was just picking up on a point which was being made earlier about the age of coronation wood, I think it ought to just be pointed out that, you know, not only was this wood, build or sorry, not built and planted at the time of Queen Mary's coronation. But later on in his life. It was part of the requirement when the dry fuel store was built, that this would be maintained. So whilst it wasn't a sort of a mitigation requirement, at the time of size will be it was certainly a requirement that it was preserved later in his life. It has, of course, been chopped down now. And it just raises the whole spectre of the question around this mitigation as to how we secure in perpetuity this mitigation, rather than finding it a number of years time someone else has put in another application, and that mitigation has been removed. Thank you. Now that thank you for that point. And just to say if you want to include that in your deadline to summary, and obviously if others did want to comment on what they've heard from the applicant, that's the appropriate slot at which to insert a response. Well, thank you very much indeed for the opportunity. Thank you. Thank you. I don't see any other

1:07:34

hands up. So the hearing is now closed. Thank you very much.