

TEXT_OFH6_Session1_19052021

Wed, 5/19 7:50PM • 59:41

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 site or C project. Before I go further, can I confirm that everyone can hear me? And that my camera is working? Yes, I confirm. I can see and hear. Thank you. Can I also confirm with the case team that the recording and live streaming of this event has begun?

00:43

I confirm the recording has started. My live stream is currently buffering. So I don't know if someone else can confirm it's working.

00:56

Is there another member of the case team that can confirm that?

01:05

Just check with you now. Thank you.

01:22

Hello, internet.

01:38

bolso got buffering on my screen.

01:42

I'll continue but could the case team investigate that?

01:49

And well, I'll ask you again after that in a few moments.

01:56

Yes, that's fine. We're looking to that now.

01:59

All right, thank you. I'll leave my comments on the live stream until we're sure that the live stream is indeed indeed on.

02:11

So first of all, just introduce myself and my colleagues who are here with us this evening. My name is went to MCI and I've been appointed by the Secretary of State as lead member of the panel, the examining inspectors that together comprise the examining authority for this application. The other members of the panel who are here this evening, Mr. moaned Mr. Brock, Mrs. Cassini will introduce themselves to you, Mr. maund.

02:44

Good evening, everyone. My name is Edwin monde. I'm a chartered town planner. And I've been appointed as a member of this panel on our past to Mr. Brock.

02:58

Good evening, everybody. My name is David Brock. I'm a retired solicitor, and the Secretary of State has appointed me as a member of this examining authority.

03:11

Good evening, my name is Helen Cassini. I'm a childhood town planner, a member of the examining authority on that hand back to miss MCI.

03:19

Thank you. We're assisted at this hearing by the planning Inspectorate case team. Today, we have the planning Inspectorate case manager deputy Sean Evans, the other colleagues from the planning Inspectorate who will assist us today are georgianna Hannigan, Jake Stevens, and Lily Rubin's 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 if you've you've received from us or on the project page of the national infrastructure planning website. Now before we get onto the main part of the hearing, I'll ask my colleague Mrs. Cassini to highlight a few housekeeping and background matters to note for today.

04:12

As I explained in the examining authorities relate letter annex D The open floor hearings will be live streamed and recorded. Recordings will be published on the project page of national infrastructure planning website as soon as possible after each hearing closes. To sis viewers and listeners anyone speaking should introduce themselves each time they speak. As recordings are returned and published they form a public record that can contain personal information to which a general data protection regulation applies. The rule eight letter includes a link to the planning Inspectorate 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 read

05:00

Before being published, if you prefer not to have your image recorded, you can switch your camera off, or repeat the request made in the arrangements conference that in order to minimise background noise. Please ensure your microphone or telephone is muted, and that you stay muted unless you're speaking. During a physical hearing, we'd 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 to the lobby five minutes before the next session begins. I'll now hand over to Mr. Morgan who will outline the purpose and conduct of this open floor hearing.

05:46

Thank you. Good evening, everyone. This open floor hearing provides an opportunity for interested parties to make their oral submissions about the application to the examining authority.

05:58

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

06:05

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

06:16

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

06:29

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

06:40

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

06:50

If you've not concluded all that you wish to say within that time, then you are invited to include the remainder with your written summary of your oral submission. That deadline to which is Wednesday the second of June 2020 2021.

07:08

Once you spoke on the panel may wish to ask you questions. This will not of course intrude upon your speaking time.

07:17

Finally, the applicant will be given an opportunity to briefly respond to any matters raised after all speakers have been heard, either orally before the close of the hearing, or submit a written response a deadline to the second of June 2021.

07:35

May I check? Who is speaking for the applicant this evening?

07:40

Good evening. I'm Callie Vince. I'm the chief planning officer for EDF energy, and I'm speaking on behalf of the applicant this evening. I'm also joined by my colleague Tom McGarry.

07:54

Good, I'm Tommy Gary communications

07:59

and reachable

08:04

Good evening. My name is Richard bull. I'm representing the applicant focusing on transport matters. Thank you. Thank you.

08:18

For clarity, can all interest parties interested parties please notice second examiner will appear on screen at the point you have a minute remaining

08:29

of your presentations. If you are joining verifone or we note your cameras switched off, we will give an oral warning minute remaining.

08:40

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

09:00

I'll now hand back to my colleague, Mrs. MCI, who will invite representations from speakers in the running order before handing over to another panel member and so on.

09:12

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. Thank you, Mr. McKay.

09:25

Thank you, Mr. maund. Because we do have an issue with the live stream. I'm going to adjourn for 10 minutes until 1015. Now, just so that we can investigate that and so we're joining now for 10 minutes until 1850

09:44

Thank you.

09:55

The open floor hearing is resumed in the short term

10:00

meant the case team has been in touch with the production team. We do hope that the problems are now resolved for those watching on live stream. But if there are difficulties, I would mention that

10:16

this does not please be reassured that this does not affect the recording of the hearing. And that will in any event be made available as soon as possible after the event on the national infrastructure planning website, and also a reminder for those who are watching on live stream. If the proceedings are adjourned at any point, we will have to stop that live stream in order to give us clear recording files. When the meeting is resumed. You will need to refresh your browser page to view the restarted live stream.

10:52

right we're now ready to start with the various speakers for this evening. So if I could hear from the first speaker, who is Josie bassinet of Walberswick parish Council.

11:10

Yes.

11:13

My name is Josie bassinet and I would like to thank the planning Inspectorate for the chance to present the views of the local community. In this I am speaking as a counsellor and a representative of the Walberswick parish Council. Walberswick is a village of some 300 households about 10 miles up the coast from Sizewell but I suspect that what I am going to say this evening is representative of most of Suffolk towns and villages that care about safeguarding the environment and sustaining local economies. From the start of consultations on EDF Sizewell proposal, local communities including Walberswick have pointed out the severe logistical, economic and environmental flaws in the plans for Sizewell. Each time EDF has proceeded with its preferred options rather than seriously addressing consultation input. All these years later, as the planning Inspectorate is hearing from speaker after speaker, we are faced with a decision that ultimately cannot answer for its inability to mitigate for the truly awful impact. The construction of these enormous power stations will have on the lives of everyone in the local communities, for a generation, on the environment, and on the plants and animals that depend on it. On our economy built on natural beauty and tourism, and on our coastal processes. This probably isn't entirely EDF's fault. The reality is that it is impossible to justify the building of two new nuclear reactors at this site. I have several points of particular concern that I would like to highlight. First is the transport strategy overall, the planning Inspectorate will have heard so many speakers pointing out the myriad problems with EDF constantly changing and incomplete proposals for transporting materials and workers to the site. I won't go into a numerating these but for Walberswick, most immediate concerns are about the utter inability of the A12 and the local roads, all of which we are ultimately dependent upon to get to work shopping, school and living to absorb the hundreds or 1000s of

additional lorries, vans passenger cords every day for years on end. None of the proposals put forward by EDF realistically will make this increase in traffic feasible. But I would like to say that even if the combination of the railroad and see made sense, they are incredibly unlikely to be delivered in our little part of the world of Suffolk, for example, as those of us who use Greater Anglia trains on a normal basis between Suffolk and London can attest, passenger trains are already on a normal basis, interrupted delayed or cancelled because of a late running freight train. Even if Network Rail could allocate the necessary track, which is no by no means agreed. The impact of this number and length of slow moving freight trains would ultimately turn into a decade or more of disruption and misery for train passengers. The other possibility would be that the rail part of EDF strategy would fail, and they would end up moving much greater amounts by road because their rail strategy just can't be delivered. I believe this to be one of the greatest risks we face from size We'll see.

14:58

Second is the console.

15:00

sistent refusal of EDF to propose meaningful transport mitigation for the disruption of what they call the early years of construction. Despite this being an issue of concern raised by Walberswick and many local communities during the consultations, that is EDF doesn't propose to have any mitigation in place for at least the first few years. They are asking for approval to start construction without the completion of any of the new bypasses, Park and rides, rail or sea options. This could see 600 lorries per day, plus workers and those for other energy projects in the area, using the a 12 and connecting B roads and other small roads in our area. This is completely untenable and unacceptable. We would strongly argue that no start at sizeable c should begin before transport mitigation is fully constructed. It is up to EDF I believe, to prove that they will deliver mitigation and it would be too late if they are allowed to proceed without everything first put in place.

16:12

Third are concerns about sea transport and sea defences? Again, I won't go into detail on this hopefully will be dealt with at the issue issues specific hearings. But overall, I feel it necessary to point out the obvious that the decio is woefully incomplete on the impact that the construction and the siting of these plants will have on the sea and the coast. It is important for the planning inspector to understand just how delicate and interconnected this long coastline is, and how much all of the coastal communities are already under threat from coastal erosion and climate change. This winter, for example, we had some fairly strong but not a typical winter storms. We had to organise a beach clean on the wall Pacific Beach some 10 miles north of sizewell to get vehicles under the sound to collect these enormous sandbags that had washed up from the failed sea defences at thorpeness and laced and it is inconceivable seeing this for EDF to argue that what they construct for size we'll see will have limited impact north and south of the site. What confidence Can anyone in our country feel that spent fuel and high level ways from sighs we'll see would stay safely on this eroding coast side until 2035. sizable sea will have severe consequences for the entire coastline. As a community on the coast, already suffering from erosion and the effects of rising sea levels. Walberswick cannot support any proposals that will accelerate coastal erosion and movement and certainly cannot countenance any plans that are not fully developed and provide full environmental impact analysis.

18:02

Our fourth concern is the destruction in the areas of the AONB, sssi and the impact on minsmere the AONB is a continuous contiguous area of coast fence and woods. It encompasses the unsurpassable, minsmere and the countless other sites that are so special for the animals and plants that live on it, and the people who love it and depend upon it. EDS proposals will destroy great swathes of it, and it cannot be replaced by proposing new compensate Tory Fenn Meadow habitat at Pharrell pekkanen or bennell and halesworth. These areas are miles away, and do not come close to adequately compensating for rare Fenn habitat loss at the size well, marshes sssi. It does not explain how magnificent species like the marsh area, which was saved from extinction in the UK because of the A and OB and minsmere will be protected by putting habitat dozens of miles away. We see these harsh measures and Walberswick if suffix unique coastal environment becomes home to a 24 seven, lighted booming polluting construction site for a dozen years or more. What happens to these magnificent birds and others when their habitat is so severely disrupted, if not entirely destroyed.

19:29

Legally kompan Satori habitats that are at least equivalent to those laws must be put in place before construction. We support the view of Suffolk Wildlife Trust and others that EDS plans are nowhere close to equivalent nor able to mitigate the impact on the environment.

19:49

Fifth, and finally is the impact on the local community and economy. Walberswick economy, like those of the surrounding towns and villages is based

20:00

surrounding rural, clean, relatively accessible coastal community, access to neighbouring villages walking paths, road cycling historic sites, and the beautiful natural sanctuaries such as minsmere and done achieve. Our major draws for visitors and residents. urbanisation congestion, noise, air and light pollution caused by this massive infrastructure project will severely damaged the basis of our village economy and life.

20:31

In particular, I would like to highlight that even EDS own surveys show that a significant percentage of visitors will be deterred from visiting the area during construction, thereby damaging the Suffolk coast visit economy. socket coast destination management organisation found that tourism could lose up to 40 million a year with the potential loss of up to 400 jobs. I would argue that this is a very conservative estimate.

21:01

There's also unacceptable pressure already on extremely tight local housing accommodation. Having workers coming in for a slice we'll see we'll make this even worse. Finally, like many villages in Suffolk Walberswick has a large number of older residents to reality, the sad reality is for nearly all of them, they will never live to see sizewell finished. All they will see is this amazing environment and Coast lost in a haze of construction.

21:35

In closing, I want to stress that this is not nimbyism. Suffolk already hosts two nuclear plants and is slated to host more than half a dozen other power projects. This is about just how long it is to build these nuclear reactors in this particular site. It can't be supported on the basis of carbon neutral, given that the development will create so much pollution that even EDF own estimates admit that size we'll see will not contribute to carbon neutral in 20 until 2040. And that's assuming may stay the schedule, which has never happened in the history of a nuclear power plant. We can't argue for benefits of carbon neutral if it entails the destruction of one of the UK is key areas of outstanding natural beauty and sssi. The siding of size will see an area of outstanding natural beauty natural beauty on the delicate North Sea coast, in an area with woefully inadequate infrastructure to absorb the construction is simply an entirely wrong and should be rejected. I thank you very much for giving me this opportunity. Thank you.

23:05

If I could hear that. Thank you very much indeed. No, thank you that was that was very clear. So if you could turn your camera off now. And I will hear from the next speaker who is Andrew Turner of wesselton parish Council.

23:28

Thank you for inviting me.

23:31

My name is Andrew Turner. I'm a Wessels and parish Councillor. And my statement is on behalf of the Western parish Council

23:39

was chosen as a village six or so miles north of the proposed size we'll see site where the village is seriously concerned that the development of size we'll see will be the cause of significant environmental, economic and social damage to the local area. I'm sure that others more expert than me will explain the detail the damage that the construction and operation of size or C will have on this beautiful part of the country.

24:05

But it does seem extraordinary to us that a proposal is being made to construct a new nuclear power station in an area of outstanding natural beauty next to an RSPB nature reserve that cuts across a site of special scientific interest and is sited on the beautiful but also importantly eroding Suffolk heritage coast.

24:28

This landscape is the home wesselton is residents and we are very concerned that it will be irreparably damaged by the construction, the impact of the noise, dust, the light pollution, the spoil heaps, the accommodation campus, and the 1000s of daily vehicle movements on the main and local roads can only have a horrendous impact on the quality of life.

24:51

Others will also have better knowledge the matrix in the detail the specific threats that the proposed design of the power station itself presents to the stability of the coast.

25:00

line, and the impact of the destruction of wetlands and wildlife habitats, all of which will be permanent.

25:07

And the build will impact terribly on the local economy too as tourism brings millions of pounds to the area each year, much of which will surely disappear, as tourists realise they have no desire to holiday next to the biggest building site in the country. And because of an HGV traffic each time they want to explore the area.

25:26

Moreover, we do not believe economic benefits which EDF claim will result from the construction. Instead, we anticipate with dread the influx of 1000s of workers, causing undue pressure on local emergency health and Leisure Services and placing upward pressure on house rental and purchase prices. And while EDF takes pride in explaining that they will use the local workforce, we are concerned that the effect will be to deprive residents of services provided by provided by local traders and all results in higher prices because of reduced supply.

26:00

As I said, I'm sure others will substantiate these concerns with hard data and evidence. I cannot we simply envisage an unpleasant future. Instead, I'll now focus on the specific impact of the construction traffic on all village as this is a matter that I can comment upon in detail.

26:17

The B 1125 is a road which links the B one one to two in the south with the a 12 a blight.

26:25

It travels directly through wesselton. It has traditionally been used as a rat run by workers travelling to North down to Leicester, many of which are undoubtedly workers at the existing sizeable sites.

26:37

Unfortunately, much of this traffic travels through wesselton much faster than the 30 miles an hour speed limit.

26:44

Consequently, wasn't in parish Council has had to invest in a speed radar gun operated by speed watch team and to vehicle speed activated signs.

26:56

While these do have some impact, drivers speeding through the village continues to be a serious road safety concern. Just last month, the vehicle activated sign data showed that on average throughout the

day 18% of the vehicles are travelling at more than 35 miles an hour. And that rose to 33% during peak hours. During last month, the traffic going just one way 1746 vehicles were long, travelling faster than 40 miles an hour 69 faster than 50 miles now. Mama's log travelling at over 60 miles an hour. So 69 fast and 50 miles now. One travelling 60 miles now. In the month before in March, the percentages were similar but two cars are loved travelling fast and 60 miles an hour and one faster than 65 miles. Now. These figures are representative of the month or month experience of pre COVID traffic as well. Although of course traffic numbers were greater than I hope it gives the indication of the scale of the problem. So what do EDF say to the effect of the size will see construction on traffic through wesselton. The stage for consultation documents states that aside from the a 12 and B one one to two the largest proportional increases in traffic arising from the construction phase on the integrated strategy are predicted to occur near less than the second London and in wesselton.

28:21

The projection is their projection is this an additional 650 vehicles will travel along the b1 125 through wesselton every day as a consequence of the construction.

28:33

This next comment may sound cynical but I suspect that is a conservative figure. The EDF consultation document also notes that in some locations, there is a large proportion decrease in traffic compared with the reference case which is without slides and C such as the B 1125. However, these increases of mirlo are from low existing levels and the road capacity would not be exceeded.

28:58

With this statement, EDF is suggesting that they recognise that the uplift of 650 vehicles per day, which is up to 22% increase in daily traffic is not a problem as we're currently blessed with low traffic volumes. We disagree, as does the Department of Transport, whose 2018 statistical release notes that average daily traffic flows on rural minor roads I will be roads such as V 1125 is 1000 vehicles per day. This means that the B will want to buy traffic through the west or through wesselton is already significantly above the national average for minor role roads.

29:35

And EDS consultation document calculated 2400 vehicles daily in 2015 and projected 2950 vehicles per day travelling through the village at the time the construction begins to be first we df according to our vehicle expats in sign data, these figures seem not to be too far off.

29:56

We're a small village with them with an above average age population. We

30:00

Let me draw up to the parish plan some years ago, speeding through the village was one of the top concerns of the residents

30:06

and hence our investment in the equipment designed to slow the traffic. However, as our data shows this remains a problem. So we are understandably keen to avoid an unnecessary increase in traffic as it would surely result in higher numbers of speeding vehicles, as well as being the cause of additional noise pollution and road safety concerns within the village. A further concern is that the additional traffic will increase the wear and tear on the roads already in the state of the B one one to five either side of the village is poor.

30:38

And it's unfortunately proved challenging to get the council to make timely repairs, the increased traffic will only exacerbate this problem. So in a nutshell, wasn't in parish council as opposed to construction size we'll see because the environmental, social and economic damage that will cause the area and the roads safety and environmental concerns which it will in particular present to our village. That set of size we'll see is given approval we do have five specific asks Firstly, the D two stroke w relief road be built instead of the length road. This is the only solution we believe which might mitigate the impact of size we'll see hgb bus and work of traffic as it will avoid substantial increases in traffic concentrations in the road servicing and surrounding the sizable area.

31:27

It could also be used by other energy projects planned for the area which will require significant infrastructure development. Importantly, it would also leave valuable legacy value from from the project as well as providing a suitable and necessary emergency access route to and from the completed power station. Secondly, a four believes bypass must be constructed on the eighth Well, the proposed to police bypass is not sufficient. The increased numbers of hgvs will substantially increase the congestion, particularly through villages, and significantly increased the road safety risk. Thirdly, all road and Park and Ride infrastructure must be completed before the start of the build. It is wholly unreasonable to impose the traffic volumes projected for the so called early years on the existing road network.

32:15

Fourthly, the accommodation campus needs to be rethought. Building what is in effect a minor town on the edge of a small village is unacceptable both my visual and a social standpoint. And lastly, if the link road is constructed, EDF do not need to build the planned short connecting road between the link road and the big one to find this road, which should be just north of Everton will be an encouragement to traffic to take the shortcut rat run north along the V 1125 and through wesselton instead of remaining on the link road. If this happens, I can only assume that the projected 650 additional vehicles per day through wesselton will turn out to be a very significant underestimate.

32:59

The planning the planets connecting row was serve no real purpose would surely further increased traffic through wesselton and so need not be built. I'll conclude with a core point size will see as being planned in parallel to a series of other energy projects by Scottish bar, which requires significant infrastructure in the area. This has led to efforts to rebrand the southern coast, the energy coast. This is not welcome. The southern coast is rightly denoted as an area of outstanding natural beauty and must

remain so we heard the planning process considers the cumulative impacts of these projects. And of course, we hope that you recommend to reduce development concerns to size. Let's see. Thank you.

33:42

Thank you very much, Mr. Turner. Thank you.

33:46

So if you could turn your camera off now and if I can hear from June homes, please.

33:58

Good evening. Thank you for allowing in. My name is toon homes and I'm a resident living and with land alongside the B 1122. In Middleton. I want to speak to you this evening about what the building of sizewell c means to me and my family. I am opposed to the building the size watse my great fear of EDF is when I've asked about safety, I am cooked down with the reply. We never have accident. So having lived very close to the 1974 Industrial notepro explosion at flexbrew. And seeing the results that poor transport linguas can have. It is the road transport proposals that concern me and my family most. I am asking that no new power station should be built without the SLR being required to be properly in place pre main construction and not to rely on country roads like the B 1122. My main concern

35:00

turnover the building of the power station is the BLM 22 and the role that it plays in the support of the early years of the power station build. Currently, the planning application in front of you demands that the BLM 2018 should take all traffic for up to two or even three years of the initial bill. This means that we as residents will be subjected to noise from the additional hgvs employee and trade traffic, as well as vibrations of returning empty lorries, also high levels of pollution in the gardens where our children and families play and take recreation on the roadside. There is already evidence in London over the deaths of the child Ella PC Deborah, where pollution has contributed to her demands.

35:52

EDF already have a history of not completing within time scales. So it would be improbable that the B 1122 will be used solely for that two to three year early year period. But they have predicted and given their history of previous constructions both in the UK and abroad that have all experienced delays in excess of predicted Bell times. This would back up my assumption. There seems to me as a resident that the B 1122 will always be the fallback during the many years of this construction, and the whole application for the build of this, this power station that is before you at the moment relies completely on the fact that the size on link road will not be operative for several years into the build, you know and I am sure you would be the same. If I was going to keep chickens I would not bind bring chickens home before I had a coop in place and someone somewhere for them to go. So with nuclear power, my fear is that this application does not even have a suitable road in place before construction starts.

37:09

We already in this area have to wait much longer for ambulances as residents than in other areas in the country because we also rural time is so important especially in cases of serious heart attacks and strokes. Additional burdens on this B 1122. And the early years could be fatal to people like my family,

the road transport proposals in front of you are pitifully poor. The construction is that consultation with EDF has been done purely at their own agenda. As a resident I can see EDF works on a policy of doing as little as possible, as cheaply as possible until they are absolutely pushed. And I am concerned we will end up with the B 1122. acting as a road that will service the majority of the build and all the implications that means towards us residents alongside that word. And finally, I want to say for several weeks now we've had in the vicinity of the group, a group of environmentalists researching and reviewing the habitat of the great crested newt. Many of these creatures live along this road. And they have legal protection, both pre and post the actual build that would appear that if we as residents were great crested newts, I, my family and my village would have a much more secure future than the one I feel I have as a resident living along the B 1122. With the prospect of this application being passed in its current form, I want to say to you that I would request that you actually reject sighs well see application, master planning and spec for allowing me to speak. Thank you. Thank you for coming this evening. Thank you very much. So if you could turn your camera off now. And I'll ask the next speaker. Who is Laura Boehner.

39:18

Thank you.

39:21

Hi. So if you need Okay, my name is Laura Bonnie, if you want to present in person and thank you for letting me voice my concerns. today. I'm speaking as a service and resident and homeowner, a parent and the primary school teacher. But please note that I'm not speaking on behalf of any particular local school. And my views are not those to be taken as representation as a profession. I've worked in education for the last seven years in this local area. And I want you to consider how the proposed development would impact the precious years of childhood here. It is being potentially 12 years that children would not get back

40:00

The UN Convention of the Rights of the Child ratified in 1989. clearly states in article three that the best interests of the child must be a top priority and all decisions and actions affect children. I do not believe that the current plan societal see are in the best interest of the child. And that children has not been viewed as the top priority in the decisions that have been made that will affect their lives. Our children have the right to access what they need to have a good life. And I believe the acceptance plans contravene all that is protected by the UN convention as a teacher with a duty of care for the safeguarding of all children. I'm also highlighting our government's own statutory guidance for safeguarding working together to safeguard children 2018 states that nothing is more important than children's welfare.

40:46

I live in [REDACTED], it's a small presence of 16 houses, which will be significantly and negatively impacted due to its close proximity to the site or link road and

40:58

vice versa see build

41:03

17 children living [REDACTED] and another set for him most of the week being cared for by grandparents who [REDACTED]. This is one of many roads in his local area with a high concentration of families living here full time. But not second homes are not holiday let's just regular Suffolk families with all the typical work and care responsibilities that that brings.

41:25

Give you an example of what life is like here. If we have a piece of noise, which goes above any safe levels and our decibel reader. It's on the thunderstorms. You heard earlier, the church bells so Julia, the regular visit from the ice cream van and the Swiss whizzing around on their summer vacation here. And children playing outside, it's what they do. It's that type of play. Then some might not have any street lighting. We don't have public transport and we don't have any shops within walking distance. We've only got a few 100 yards of on pavement. But children benefit from living here. It's where they learn to talk to people of all ages and feel part of a community. It's a safe place to be a kid is where they learn to cycle, go for a run and climb a tree. That's your only present. It's surrounded by farming and trees. Severson and eastbridge are places for children to see and hear many out animals even help actors and they learn about nature. Children here are able to see the stars in the night sky, they are guaranteed to have good air quality 24 seven, and silence at night in order to sleep. Children here live in a child friendly community where local decisions are made by councils, committees and businesses, with families and children in mind. And you only have to visit our local pubs reception line and also to eastbridge and RS TV movement to see how families and children living here and visiting on holiday are always made to feel welcome and have their needs met. I think you can tell I really liked living here. But like so many places in this area, not one of our 17 children in web presence can walk to their school. Like so many children suffer, then there is school or nursery is over two miles away from their home. Therefore these children are lying on road transport. I do not believe the accidents even considered for example, how a suffered child would get to school on time without having to reduce their amount of sleep or leisure time in order to accommodate the size of the traffic and their twice daily commute. I think there's at least 68 of the current home school buses that are organised by Suffolk County Council that will be seriously affected by cycle fees. And that's just looking at the state schools.

43:36

The remapping of the road network and editable increased traffic details in our plan will dramatically increase all the home school journey times and Suffolk and of course that was impacted adults like myself working in school to the teachers, the support staff, the office managers, the cooks the cleaner, the Ofsted Inspector, the governor, the school nurse, and special educational needs coordinator as well as all the instructors that move around school to school throughout the school day. Music Teachers Pay Teachers ACS may be a large employer in the area that the education sector arguably employs far more people in Suffolk than eds. Our local children currently have at most a 15 minute trip to access the nearest bit of beach which brings me onto the subject of wellbeing. It's not only children's education, but nearly every social visit to a friend or relative or outta school activity that will be impacted by this development. Without this their mental health suffers as we as we've witnessed in lockdown. All sorts of activities are available and are wonderful suffered. But they are completely reliant on families being able to drive on low traffic roads to be doable at all. Many families here rely on grandparents and child

minders, a child minder being only a quick drive away to provide the necessary childcare in order to go to work at all. I do not believe this type of trip training obviously provided and often provided by mothers has been included in the applicant's traffic modelling tool.

45:00

No has the African I would argue is considered children's access to health services and the role of maternity services. We have a higher than average home birth rate here. We rely on midwives being helped to come to a labouring mother, because our maternity units are 1314 minutes away. How is that going to be affected? If we have a massive evacuation? How is our families going to let their children from schools and nursery? How are we going to have our goods delivered from our supermarkets which are over 20 miles away, as they're in Morrison's in Lowestoft, Sainsbury's in Ipswich? And how we're going to provide for our basis?

45:36

Perhaps it used to come to the conclusion. Yeah.

45:40

I think the time children would spend sitting in traffic in order to be educated and have a social life, the noise, light and air pollution and traffic vibration to our immediate surrounding environment, the danger of the influx of the construction workers and the takeoff in risk that poses to a young girl, the impact on our home deliveries and our evacuations and the loss of our surrounding farmlands within nature

46:02

actually presents 12 miserable years for children in this area. And I think families will be encouraged to move away from the area and leave suffered childhood. I really want you to consider that.

46:15

Thanks.

46:20

Right.

46:22

Sorry.

46:26

Right. Can I hear now from the next speaker? Who is Wayne Jones?

46:36

Hello, can you hear me? I can hear you very well. Thank you. I should start then. Yes, please start if you introduce yourself. So if you give your name for the for the record.

46:50

My name is Wayne Jones. The EPR design was described by British Nuclear Safety expert Mr. David Cameron as being safer than previous designs I attended the sighth will be planning inquiry for one year in 1983. I know the design of the Pwr and I understand its operation, I have looked at the Hinkley EPR design and see new innovations that might suggest to some that sort of greater degree of safety is incorporated back in 1983. In the planning inquiry for the B station, one of the major concerns was the potential for aircraft accidents to cause a reactor disaster. By the evidence that's the inquiry, we were drawn to believe that the pressure vessel of the base station would survive a direct hit by an aircraft. However, a secret meeting was called in which the public were not allowed to hear the evidence. When the inspector emerged, I can bear witness to the fact that he was very agitated, even angry. It's taken me quite a long time to realise why that may have been made that way that may have been indeed damage to the ancillary site equipment can have devastating consequences for reactors, even in shutdown mode, as witnessed in the Fukushima event. I'm sad that I have to reveal to the public that none of the British reactors have ever been safe from an air traffic accidents, the consequences of which would be a meltdown, the severity of which depending on the operational status of the reactor at the time. The Hinkley EPR has a new feature over past reactors that may be intended to try to mitigate this problem. But if proper scrutiny is to be made and the proper full safety cases to be submitted by EDF here as required by law, it would be expected that evidence both factual and statistical be entered by EDF on debris patterns associated with air crashes.

48:48

Many people in this process have drawn attention to threats to the coastline. Let me first identify the problem problem of uncertainty in predicting the ratio of tidal increase to that of ocean level rise. Having question experts from Marine scientists to a member of the UN Climate Control Panel. The only conclusive answer I've been given is from a scientist who operates a tide gauge at the marine Institute in Galway, who said it will take up to 15 years more measurements to make any meaningful prediction due to the fact that local tide factors would mask observation and prediction would not be certain until enough of an increase in water level at accumulated. That was five years ago. Furthermore, the increased frequency and severity of storms became official in 2014 when the former administration announced that it was shown to me by nantasket, a rep in West carrion island that there was proof there in the Gaeltacht, that the Hinkley and inundation event of the 17th century was not a tsunami related to an earthquake or a landslip, but was in fact a storm surge, the Accord the frequency, the frequency of serious flood events are also documented in my home county, of course,

50:00

The particular type of storm that leads to a series to a surge was evidenced by what the Irish called the St. Stephen's day hurricane of 2013. I have film and photo to document the power of this storm which I will present to the inspectors. A lady earlier said that one storm to do all the damage, she's absolutely right one storm in 100 could be the one certain type of storm.

50:25

If it proves the tidal range shows a more exponential increase on top of the rising ocean levels, and this combines with a storm surge, I am thoroughly certain that it will impair the present and planned reactor sites and that sites like size will need to be removed rather than built on or this could easily take place within the expected operational life of the planned size we'll see reactor I therefore suggest that

this decision is being made 10 years too early in light of uncertainties and that Hinkley c should not have been built let alone operate.

51:01

EU directive 2011 70 was signed into law in the UK in August 2013 was the legislation that allowed nuclear nodule to go forward providing the timetable for the resolving of the management of nuclear wastes was adhere to we are past that timetable. There will be major repercussions if the government now chose to ignore the statutes that are UK law. On the guide on the question of reactor discharges, I would like to see evidence on where the average seem to fall, what arose within the site that was found during sampling for the sediment removed. Once you have reached the end of your allocated time. If you could sum up please, I'd be grateful and anything that you don't get time to say you can put in your written submission deadline tag, well, there's just you know, fit this leads on to about the prvs po RVs.

51:56

In size will be which has changed in the new design, they now have them inside of containment. And the prvs should have kept children under two years off the beach back in after 90 days to see what you didn't do. And I want to know now why they've changed that design. If they could submit something on this new arrangement of having if you'd like to put that in your in your written submission that I will, I will certainly Thank you.

52:22

Thank you. Thank you, Mr. Jones.

52:27

Now is a slight query with the next speaker Tim Rowan Robinson. Can I just check if he can hear me if he does, in fact want to speak tonight? Perhaps the case team can clarify that as well. Mr. McCoy, he's not in the hearing. No. All right. Thank you. Thank you for clarifying that. So if I can hear from Graham Lacey then please.

52:55

Hello.

52:57

Hello. Good evening. My name is Graham Lacey. I am a local resident and a key stakeholder in respect of EDF proposed SLR should planning consent be granted. With the knowledge that UK govern. laws govern and controls air quality. My wife and I chose to reside and one day retire in a tranquil peace for parts of Suffolk plans which mainly include [REDACTED] was shattered when EDF made us aware of their plans to construct their proposed SLR news which landed far too late for us to do anything about except strongly oppose. on numerous occasions, we have respectfully asked EDF to provide us with detailed scaled concept drawings, accurately plotting the SLR and its relationship to our property. To this day, we still await provision of such pivotal information, and have constantly been fobbed off with the excuse. This information does not exist. Hard to believe. ADF misled us during the early days of stage four consultation, stating that their proposals for the SLR would largely consist of mitigating cotton fill, excavation and earthworks and showing the type lines closest to our property would largely

be obscured by cuttings, or raised bonding. It is now clear that this is far from the truth, given the levels of the new road sit over three metres higher than the existing level of 4d Road at the point of the crossover. All this is totally unacceptable. While the examining panel please consider all the clearly presented views of numerous other speakers shared with us during these open flash sessions. From what has already been voiced by many people who actually live in Suffolk will the members of the planning Inspectorate form a clear picture of the beauty of Suffolk and the abundance of wildlife bats

55:00

aisles, red kites, Red Deer, badgers and Fox to name a few. All of which can clearly be seen over all around the proposed route of the SLR. It goes without saying that the quality of life for each of these hugely important creatures will be catastrophic Li compromised along with our own, given the unacceptable increased levels of air and light pollution. Why do EDF constantly file to prove provide meaningful evidence in support of their reasoning behind not giving due consideration for the alternative D two route which would if nothing else, provide a legacy for the benefit of many rather than a useless road serving no purpose in 10 to 15 years? Why do EDF continue to keep this information secret?

55:52

The stress and anxiety induced are many Suffolk residents is a direct result of EDS cavalier attitude. Local Suffolk people are expected to spend their well earned leisure time ploughing through numerous case sensitive documents, only to be further depressed by the magnitude of EDS destructive unacceptable proposals. We have previously respected respectfully invited members of planning inspector to visit us at our property along for the road. We strongly request you take us up on this to witness firsthand just how special this area is and see how our farming neighbours will be unable to continue and make things work. Given the pockets of arable farmland will be rendered unmanageable and in many locations inaccessible for heavy farm equipment. We asked you all to understand that the existing o 12 is more like a big road in numerous places. The additional the addition of huge volumes of construction HGV traffic will result in many country lanes becoming inevitable rathmines applications are currently being launched for many of our local loans to give quiet to be given quiet lane status a mockery for many once they turn into rat runs ADF have failed to advise how they believe a new SLR will adequately cope with the increase of HTV traffic when the current iE 12 often files and becomes gridlocked. as a direct result of a very recent closure on the eye 12 at Oxford, for the road immediately turned into a rat run and became blocked in both directions. Something witnessed firsthand by a group of EDS case team whilst they were attending a site visit at a local farm. At this time, emergency vehicles would not have reached local residents in a timely fashion. Perhaps the members of the examining panel will speak directly to EDS people who were actually astonished by what they had seen ADF recently carried out below ground arcology surveys adjacent to our property and imported a standalone evolution welfare unit for their site operatives. The constant drone of the diesel power generator blocked out the birdsong and ruins. You've reached the end of your allocated time. So could I ask you just to summarise please thank you I'm summarising the constant drone of the diesel power generator blocked out the birdsong and ruined the tranquil countryside we love. Please understand this was one diesel engine and try to imagine what it would sound like with in excess of 700 high powered diesel engines passing us twice in one day. We therefore totally oppose the proposed SLR. Alok Sharma has recently quoted this delay. So sorry to interrupt, could I ask you to put the rest of your

submission in writing, please with your in your neck in the for the deadline to submission? Please, I will thank you for listening to me this evening, please reject this very flawed application. Thank you, Mr. Lacy. Thank you.

59:05

Thank you, Mr. Lacy. If you would turn your camera off. Now. That brings us to the end of the speakers to be heard before the break.

59:16

As we are running slightly late because of the earlier difficulties with the live stream. We'll adjourn now. And we will resume it's 19 740. So we'll resume at 750.

59:33

So the hearing is now adjourned.