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00:05

Good morning, and welcome to the second session of open floor hearing for for the sizewell c project. I'd like to start by hearing from Dr. Coffee, who is the local MP please.

00:22

Thank you very much. And I do appreciate this opportunity as member upon Pacific coastal to be able to contribute today. tackling climate change and ensuring we have enough electricity as we phase out fossil fuels is vital to the success and sustainability of this country and nuclear power as a low energy. Low Carbon energy source is a key part of the energy mix. But while the construction of sizewell C is extremely important for the UK future energy supply, as well as jobs and economic gain locally, we have to get it right for the specific and special location in which is proposed to build this nuclear power station alongside the decommissioned size while a and the operating size will be. Now it's my intention to put my four points in a written response but wanted the opportunity to draw out a couple of key issues, including ones that I suggest may affect the length of this scrutiny process. As a consequence, my own contribution today, I'm sure the inspectors will be pleased to know will be shorter than the allotted 15 minutes, but I do appreciate having been given that time in the first place. The impact of this proposal does affect constituents in many parts of the constituency of Suffolk coastal, particularly in the areas close to size Well, the impact will be felt by users of the a 14 the a 12 the B roads and all the other roads current and proposed that lead to sizewell C, and most importantly, the families communities and businesses along this part of the coast are among many c this is an important boost to achieving net zero and getting great quality well paid green jobs. I recognise others see this as a challenge, particularly during construction of the largely peaceful life that is enjoyed here and potential risks to other businesses like the have high value tourism industry, but also importantly to our natural environment. Now, I recognise that EDF has undertaken extensive pre application consultation and certainly this project has been discussed for as long as I have been the MP just over 11 years and on formal consultation process with the various stages or accept this may not be the view of all people affected. I do think EDF has listened. They appreciate they have not made the changes that everyone wanted. But in particular, when I responded to EDF consultation last September, I made it clear EDF had to make some some significant changes to address these issues. I'm glad they listened to that. Not just the contribution of me but from local councils and residents too. And in particular, while most of the changes focused on transport, mitigation, there are some large environmental impact changes to that's these substantial changes, I think, in what they've proposed in the decio are largely welcome. But I'm highly concerned that our environmental regulators, the marine management organisation, the Environment Agency in natural England, have not had sufficient time to consider all the impacts of the changes in the new proposals are therefore want to put it on record my concerns about this and ask the examining authority and the regulators if they feel they have had enough time to make these really rather complex assessments of the changes and determine whether or not EDF have done enough to mitigate the environmental impacts, which is absolutely essential. Now, I have already aware that I

appreciate the desire not to delay this planning inspection. I actually agree with that. But there is a precedent here for an extension, I've made this suggestion already to the Secretary of State, the SPR renewables wind farm application was extended by the Secretary of State just very recently, and it was announced in a statement to parliament on the 12th of May to allow all interested parties, including regulators additional time to engage properly in the examination process, I believe a similar short extension here, if needed. And that is what I've heard from the regulators that they feel they do need more time would help the project in the longer term, avoid unnecessary legal challenge in the future. To that end, once I say to the inspectors, I appreciate the manner in which this has been taken forward. And I will fulfil what I've said, I'll put a lot more of my views, tried to represent aspects of what my constituents have said to me, but putting forward what I think are the key points in this DCA process. And I look forward to further as I'll put them in writing, and I look forward to further engaging with the examining authority as the examination progresses. Thank you. Thank you very much Dr. Coffee.

04:33

Could I know hear from

04:36

Sorry, can I just ask stopped coffee God? I don't know.

04:43

If it was just in terms, you mentioned a short extension. Did you have any specific period in mind at this stage or obviously it's a matter that will be kept under review? But did you have a view at this time

05:01

I don't throughout this time, and particularly during the stages of consultation, I've made it. I've had meetings with the regulators individually. They haven't suggested a time to me. I'm not I used to be an environment minister. I know this is very precious aspects. I know they've been big changes. I would hope something like a three month extension would be enough. But it's probably best for the regulators to articulate what they feel might be needed. But I'm happy to follow up and put that in writing as well. All right, thank you. Thank you very much.

05:39

Thank you, Doctor coffee. I think that's everything.

05:42

If you don't mind, in that case, I'll leave the process and leave. Get on. Thank you very much problem. Thank you.

05:49

Could I now hear from Julian cusat, please?

05:57

Good morning. Good morning.

06:00

My name is Julian Cusec, and I'm chair of the Middleton conformably parish Council, whom I'm speaking this morning. I'd like to start by recording my endorsement of the presentation by Charles McDonald of the B 1122 Action Group earlier this morning.

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Middleton lies three miles northwest of the site of Sizewell C, and has the B 1122 running through it on its way from the Oxford coast.

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The B one one to five runs from blind bro through the east of the village to join the B one one to two to the south.

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The parish comprises three distinct areas. The first is the main village to the northeast of the power edge. The second is middle more on high ground to the west.

06:54

There are 13 homes on on their middle to more. Some of the smaller homes front directly onto the main road and will be subject to major hazards from noise, vibration, and pollution. It construction traffic is routed along the B 1122. As its proposed for the early years of the project.

07:17

Mettlesome more itself is highly valued as an important habitat supported by grants from Natural England. It comprises seven and a half acres of common land and includes wildlife rich ponds. Experienced during the pandemic has confirmed the importance of green spaces such as the more so well being and good mental health.

07:42

The third area of the parishes forwardly, which is a smaller settlements, which will be severed from Middleton by the proposed link road of which more later.

07:53

Like many other communities, there is growing interest in preserving and enhancing the biodiversity of the village environment and in the encouragement of cycling and walking.

08:05

Reasons initiatives by the parish Council have included a bid for quiet lanes status on a number of our minor roads, and an agreement with highways to defer the cutting of verges.

08:20

These games are threatened by the applicants proposal to develop a huge industrial site visible from the high points of our parish and to route a route and to route vast numbers of vehicles through our village along the beam on one to two in the early years of construction.

08:40

The proposed link road will sever the quiet lanes and severely restricts walking and cycling groups to the south.

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Before I get into an examination of oppositional mitigation, I'd like to tell you about a meeting I had yesterday with a lady with a loan on a small farm, which will lie immediately south of the proposed size one link road.

09:04

She's in her 60s and has lived there all her life. Like many of our residents, she is knowledgeable and appreciative of the diverse local wildlife as well as the peace and quiet.

09:17

I'd also like to tell you about a couple who bought a property on four D road which will under the applicants proposal runs their immediate north. The link road was proposed after they completed the purchase. And now they are facing the devastating prospects of this road going right past and

09:36

one of those suffers from asthma and is very concerned that poor air quality from multiple HDB exhausts will adversely affect the health and well being.

09:46

I've also spoken with one of the farm owners whose land will be bisected by the proposed link road. Farming is one of our principal business sectors and as well as losing valuable grade to agricultural land to the proposed new road.

10:00

He will experience increased costs of working from the destruction of farm access routes.

10:06

If the applicants proposals Go ahead, it will be expensive these individuals, it will be at the expense of all those who live along the B 1122. And the B one, one through five, who will be in the frontline of dealing with increased noise and pollution.

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But similar effects and why around other will be experienced around the parish.

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In preparation for this submission, I my fellow councillors have spoken to over 122 residents of Middleton in the last few days. We can therefore reports or thrusts of Li that nearly all our residents are opposed the construction of sidewalks See,

10:46

the opponents include some who work or have worked in the nuclear industry, but are unconvinced by the business, environmental or engineering case. Besides We'll see.

10:58

The parish council does not accept that there is a need for new nuclear power at Sizewell, and it's our view that the negative impacts of the proposed developments are so severe that adequate mitigation is not possible.

11:14

While many of our residents are concerned about the environmental and social impact of the main development site, we consider that there are other interested parties better able to address those concerns. This also applies to concerns about the impact on tourism, and the quality of the visitor experience, which is a concern to several accommodation businesses in our village.

11:37

I will therefore spend the rest of our time talking about post link rows and its implications for our residents.

11:45

Based on our current survey results, we can confirm that if Cybulski is approved, then we do want a relief road to be provided to take construction traffic away from the B one one to two for a Middleton more. This is particularly essential for the peace and health of the people living along that road.

12:05

There is disbelief that the applicant does not propose its complete DSLR until well into the construction period. And we demand that this timing be reconsidered.

12:18

Not surprisingly, majority view is that the link road should not be routed through Middleton, but taken on a route further south. We appreciate that the applicant has rejected this route, but we request that they be asked to re-examine it.

12:36

The proposed routes of the link road or sever for minor roads leading to set off which are particular concern source. We have found from our survey that the most used route for trips by car to Sexmunden is pretty road which leaves the B one one to two in February into our east. We support proposals advanced by debits and this bridge parish council to keep Pressey Road open.

13:03

The next most use of the mind rows is 40 rows. The current proposal is to stop this up on the north side but not on the south. For the road as a single carriageway road with little provision for passing places. It is already occasionally congested traffic is held up on the eighth 12 and six are cut through the B one one to two. This risk is perceived to be increased in size we'll see goes ahead. Some of our residents

would therefore support the proposed stopping up with the road and indeed would extend that to the south side of the SLR.

13:38

The parish Council is highly sympathetic in particular. So the price of the residents we live on for the road nearest to the SLR who do want the rock road stops up. However, there are other residents who use 40 rows as an alternative vehicle route Saxmundham, albeit not as many as with pretty road. Some of these except it reluctantly reprinted road is kept open. They can live with the closure for the road. Some would like it kept open by a bridge run the pass, which may also be of assistance with farm access.

14:11

There is growing use of 40 Road and other minor roads by walkers and cyclists. We will therefore request that it is closed to motor vehicles, there should be a lightweight bridge over the SLR suitable for walkers and cyclists to gain access to the south.

14:29

Now survey also covered mitigation for the impact of increased levels of traffic forecasts along the B roads. Particularly in the early years of the project. There was strong support for the provision of segregated foot and cycle paths. Specifically, we would like to see these along the b1 one to two from Middleton more to Mill Street and from rectory road along the B 1125. north to the footpath known as Black slough and potentially

15:00

All the way to Wisconsin.

15:02

We'd also like to see a 30 mile per hour speed limits on the B one once we find between Brussels and Middleton.

15:11

We've also consulted residents on the proposed B one once we find extension onto the SLR. Many are concerned that this will simply generate additional traffic along that road sensitive that this routes risk outweighs any benefit.

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To summarise, in talking to our residents about the link road, we've encountered denial, disbelief and real distress that we're being asked to make impossible judgments about how to deal with a severance or perish by a major new road. emotions have run high, and it has been at times difficult to reconcile different opinions on some issues.

15:49

There is strong empathy with those who live along the B one one c two will be worst affected if there is no relief road. Many think the solution is to build the road elsewhere. Others ask whether this isn't just exporting the problem to somewhere else, where it may cause just as much upset.

16:08

Most are unkind events that there is a strong case for a new nuclear power station that size well, and resent that for being asked to make impossible choices about how best to mitigate the effects on our residents, foreign businesses and our valued landscapes. Thank you very much.

16:33

You're muted.

16:38

Sorry about that. Thank you very much, Mr. kousaka. There's no questions at the moment. So if you'd like to switch camera off and

16:46

and your microphone off. Thank you. No, no here for from Steven top please.

16:58

Yes, hello. Hello, Mr. Thorpe. You have five minutes Mr. Thorpe.

17:03

Thank you. My name is Steve Thorpe and I'm a resident Middleton come forwardly. I do not agree with the concept of nuclear power that is proposed besides we'll see by the French own company, EDF. I think that the technology of a pressurised reactor for this project proposed by EDF is even now outdated, let alone when it finally comes online in 15 to 20 years, if not longer, given the output of every time which is borne out by other side bills both here in the UK at Hinkley Point and on the continent, the so called flagship being brought his own farm bill, the same pressurised reactor the cost of the finished delay of almost a decade does not bode well. It completion time delay, not just in months, but years at build cost has spiralled The end result being that EDF are expecting the consumer to pay a higher premium for electricity, basically, subsidising EDF for its own inadequacies, in the accuracies

18:00

and let us consider business funding the potential or the latest pension fund, not supporting nuclear investment because of the growing swell of unease and distrust of nuclear power.

18:11

alternative energy technologies evolving, we are seeing this with wind farms, wind farms that generate electricity a lower premium for consumers and wind farms Do not leave a radioactive legacy for our children's children, not just in spent fuel rods, but a nuclear plant or the eroding coastline.

18:29

Our home is on the B 1125 is the road that connects to the B 1122. at the junction historically known as you tree corner, the land the hedge rows, the trees around we live here for that very reason. Middleton comm forwardly is a quiet village surrounded by countryside criss crossed with footpaths that allow free access walking or cycling from village to village or village to town is an open countryside hedge the Hawthorne dog rose down and slow of the mature trees oak spread the canopies out that have done so for hundreds of years. What we term is a and OB is actually all around us. It is here in Middleton come forwardly. It is in the field the headstones, the bank, the banks that bank the B 1125 and the B 1122. And what do EDF proposed to destroy this and what and what Ddf proposed to destroy this beauty is tranquillity and our way of life and for what? It's not for the benefit of local residents, that's for sure. It's purely monetary profit, monetary profit for a French own company, EDF do not care for the environment. Yes, they pay lip service and are able to take the appropriate environmental checklist which they termed mitigation. But in real terms, the countryside around this area will be devastated beyond recognition, and they will never recover. Adding insult to injury history injury. The proposed route for build traffic has taken so long to be presented stage three consultation, but follows a disruptive route for residents along the way one to two from the Oxford

20:00

I suppose sides. Why EDF chose to ignore the detail or w south.

20:07

Route when they claim to listen to local residents makes a mockery of a company who claimed to listen through consultation for EDF care for is their monetary profit and be down for the people who live in the vicinity of size we'll see project its vast sprawling workers village storage compounds spoil heaps and the delivery road that cuts countryside in half, destroying mature trees at root and ancient Hydros. displacing wildlife that will not recover and the newly planted so called mitigated area for a quarter to half a century. East Berlin had a wall of divide he suffered will have a wall of hdb's to divide. And finally, let's not forget us the villagers the breadwinners retired the widows and widowers, the young, the old we who make that the village community we who hold dear this part of the Suffolk those that live on the B 1122 will literally feel HDB traffic and those who will be sandwiched between the SLR and the B 1122.

21:05

And those will no longer be able to walk

21:10

across footpaths that will be served in half by a fast HDTV track that scars across our countryside. The be 1125 that will become a rat round for size will probably be a 12 or brighter. I say let us not forget because I feel EDF have we are not a commodity. We are flesh and blood. And we all have a collective voice. So please listen to us. Thank you. Thank you very much Mr. Thorpe.

21:38

Could I get Mr. Top? Could you turn your camera microphone offers now please?

21:45

Could I now hear from Tina? Go doin apologies about the pronunciation if that's not correct.

21:59

Whoa, hi. Oh, do you want to introduce yourself? In five minutes? Yes. Thank you for allotting me the time to speak today. My name is Tina go to. My father came here to East Anglia, from India as an immigrant in 1951. And I grew up both in Suffolk and along the coast in Norfolk. So many people who live in this part of the country do I left here in my late teens, and returned about 20 years ago, having lived overseas for a long time. The reasons I wanted to speak today are some of the same reasons that I had for returning to live in Suffolk. When I was living in working in New York, I think often of my childhood spent here on this coast of its beauty and of its nature and its wildlife. We're fortunate enough to live here in this era of outstanding natural beauty with sites of special scientific interest, and minsmere Nature Reserve on our doorsteps. But these things actually don't belong to us. They belong to the people of the United Kingdom, and to the amazingly diverse wildlife and nature that thrives around us here. The Suffolk coast is actually in everyone's backyard. And it needs preserving not just for us, but for our children's children and beyond. The government acknowledges that there's a need to protect our increasingly threatened green spaces, nature and wildlife. Last year, the Prime Minister committed to protecting 30% of UK land in a bid for biodiversity. The government's environment bill currently in its third reading, specifically commits to improving and protecting the natural environment. Just yesterday, George eustice, the environment Secretary committed to what he called a net zero for nature. I mentioned these commitments because I fail to see her building a site the equivalent size of 900 football pitches, and an area of outstanding natural beauty on a notoriously unstable coast is in any way commensurate with the government's pledges.

24:02

No matter what EDF says, you simply cannot build nature back better. There's no clear evidence to suggest we need more nuclear power. other alternatives descending in cost and ascending in availability and efficiency include large scale solar, onshore wind and offshore wind. In Scotland, renewables were the single largest contributor to electricity generation in 2019. And in 2020, when generated 73% of all renewable electricity output in Scotland, there is no reason for us to think that England couldn't do the same or better. Despite what terez Coffee said sizewell c won't actually help us get to net zero because it won't pay back the carbon from building it until 2014.

24:52

EDF have spent a considerable time amount of time and money persuading local businesses, schools and colleges that size. We'll see what

25:00

Bring vast amounts of local jobs to the area. But EDF also say they need accommodation for 5880 people out of a total construction workforce of 7900. This means that roughly 76% of those jobs will be non local

25:19

sites, we'll see workers who are commuting or park their cars to huge Park and Ride parks with capacity for 1200 vehicles each, which EDF plans to build at dartium and wicker market, causing even greater traffic congestion, pollution and light spill into designated dark areas.

25:40

Now this brings me to the a 12, which everyone who wants to get anywhere in the coastal region of Suffolk must travel along the A 12 is a notoriously crowded, inefficient artery, and in some years, it has gained the dubious distinction as one of the most dangerous roads in England. At best progress along it is slow. At worst it is the scene of countless accidents, many of them fatal and hours of endless traffic holdups. It is already not fit for purpose, and it simply will not bear the extra 12,000 vehicles predicted daily in the building of sizewell See, the ensuing chaos caused by the congestion on the a 12 will undoubtedly decimate Suffolk most vital of industries tourism, which could according to one survey, lose upwards of 40 million every year during the building of sizewell See, the Suffolk coast has some of the fastest levels of erosion in Europe. EDF says it wants to build extra defences to protect sighs We'll see. There are two problems with this. Firstly, there's no failsafe method of protecting anywhere from the strength of the North Sea, which has been known to move fast deposits in the single storm surge. Secondly, any building of defences will almost certainly cause greater erosion further up the coast and into Norfolk. One only need view the radical erosion of thorpness, which is just four miles from sizewell to understand the clear and present danger presented by coastal erosion and subsequent flooding in Suffolk if sighs we'll see goes ahead. I want to close by talking about the disposal of the 3900 tonnes of radioactive nuclear waste which will be created by sizewell C. And this is on top of the 1000 tonnes already stored at site as well be EDA, EDF. Sorry to interrupt you've reached the end of your five minutes, if you could just draw to summary anything that you haven't said. I'm going to say it right now, EDF don't have any valid solutions to the problem of radioactive waste. And the reason for that is no one in the world has any solution to the problems for red getting rid of radioactive waste, and it's radioactive for 100,000 years. That's pretty much all I want to say. Except imagine explaining to your children's children that you gave the go ahead for something and allowed yet more radioactive waste to litter are already heavily polluted planet. Thank you. Thank you very much.

28:03

Okay.

28:05

Could you now turn your camera off, please?

28:10

At this stage, could we hear from the applicant whether they may want to make any response?

28:16

Good morning, I'm sorry. Good afternoon. I'm Callie Vinson, the chief planning officer speaking on behalf of the applicant. And thank you ever so much. And we're very much here to listen to the views of the community as we have done through all stages of consultation. I feel our submissions are better made in writing principally in relation to the questions already posed, including in relation to the implementation plan and the timing of the key environmental mitigation. The alternatives to this size will

link road carbon and drainage and lighting will also be providing updates regarding the land status. Some landowners have spoken today. But there are also some matters that have been raised, which are beyond what's already been requested of us at deadline to including some context around their Hinkley Point hgvs and sort of the Read Across and dare I say it into sighs also we'll be making our submissions in writing, but very happy to take questions if that's helpful. Well, I have no questions, but I'll just check any of the panel have any questions?

29:26

No, thank you.

29:29

Thank you. Thank you very much.

29:36

Now return to miss MCI to close the hearing.

29:54

Thank you, Mr. Humphrey. Now, just before I close the hearing, let me remind you that any post

30:00

Hearing submissions, including written summaries of the cases you've made orally at this hearing, should be submitted a deadline to Wednesday the second of June 2021.

30:12

Now, if there are no other matters that anyone wishes to raise,

30:18

and I don't see any hands up the case team can perhaps confirm.

30:27

No, no hands up. Thank you. So I'll now close the hearing. Thank you all for your attendance and participation. Thank you.