

TEXT_OFH7_Session1_20052021

Thu, 5/20 11:20AM • 1:10:53

00:03

Good morning, 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, acid c limited. For an order for development consent for the construction, operation and maintenance of the size we'll see project. Before I go further. Can I confirm that everyone can hear me? And that my camera is working? Yes, I confirm. I can hear and see you. Thank you. Can I also confirm with the case team that the recording and live streaming of this event has begun. Just checking now Mr. McKay. Yes, that started now. Thank you. For those people watching the live stream. Let me explain that if the proceedings that are adjourned at any point, we will have to stop the live stream in order to give us clear recording files. When the meeting is resumed. You need to refresh your browser page to view the restarted live stream. I remind you again of this should we need to adjourn. I'd also mentioned that feedback and experience from an open flow hearing held earlier in the week indicates that there have been some problems with the live stream. Apologies in advance should this occur today. But be reassured that this does not affect the recording of the hearing that will be made available as soon as possible after the event on the national infrastructure planning website. Now let me introduce myself and my colleagues. My name is went to MCI I have been appointed by the Secretary of State, as lead member of the panel of examining inspectors that together comprise the examining authority for this application. The other members of the panel, Edwin mourned David Brock, Neil Humphrey, and Helen Cassini will now introduce themselves to you. Firstly, Mr. mourned.

02:33

Sorry, Mr.

02:34

Morrow. Can I just interrupt you there we have a Mr. Brett in the lobby on telephone. Would you like me just to let him in now?

02:40

He has been having some difficulties.

02:44

Yes, please, if you would let him in.

02:46

Thank you.

02:50

Okay, good morning, everyone. My name is Edwin Nanda. I'm a chartered town planner. I've been appointed by the Secretary of State to be a member of this panel. Now pass over to you now

03:03
joining

03:04
Mr. Brock.

03:07
Good morning, everybody.

03:07
I am David Brock. And I also have been appointed by Secretary state to be a member of the examining authority.

03:20
Good morning, everyone.

03:21
My name is Neil Humphrey. I'm a chartered civil engineer, and I've been appointed to be a member of the panel. I'll now hand back to Mrs. Cassini.

03:32
Good morning. My name is Helen Cassini. I'm a chartered town planner, a member of the examining authority. I'll now hand back to my colleague, Mr. Chi.

03:41
Thank you. Now we're assisted at this hearing by the planning Inspectorate case team. Today, we have the planning Inspectorate case manager, Michelle Gregory and her deputy Sean Evans. The other colleagues from the planning Inspectorate who will assist us today are Georgianna Hannigan, Jake Stephenson and Delvin Obinze. If you have any questions or queries about the examination, or the technology we're using for virtual events, they should be your first point of contact. That contact details can be found at the top of any letter you have received from us or on the project page of the national infrastructure planning website. Before we get onto the main part of this hearing, I'll ask my colleague Mrs. Cassini to highlight a few housekeeping and background matters to note for today.

04:37
As explained in the examining authorities will eight letter annex D The open floor hearings will be live streamed and recorded. Recordings will be published on the project page of the national infrastructure planning website as soon as possible after each hearing closes. To assist viewers and listeners anyone speaking should introduce themselves each time they speak as a record returned and published, they form a public record that can contain personal information to which your general data protection regulation applies. The rule eight letter includes a link to the planning inspectorates privacy notice,

which provides further information on this topic. If there is a need to refer to information that participants would otherwise wish to be kept private and confidential, it should be in written form which can be redacted before being published. If you prefer not to have your image recorded, you can switch your camera off. I will repeat the requests 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 are speaking. During a physical hearing, we would normally have breaks to avoid fatigue. 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 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. Moreland, to outline the purpose and conduct of this open floor hearing.

06:10

Good morning, The open floor hearing provides an opportunity for interested parties to make their oral submissions about the application to the examining authority. It also gives us an opportunity to ask speakers questions about the evidence that they have presented. Today, we will hear first from interested parties who have notified us in advance of the hearing that they wish to speak and have completed the participation for there'll be followed by non interested parties who will be heard at the discretion of the examining authority. All speakers will be heard in accordance with the running order set out in the detailed agenda for this hearing. To make best use of the available time, the detailed agenda sets out the maximum speaking time that each speaker listed on the road running order has been allocated. One of my colleagues will be timekeeping and will indicate to you when you have one minute left of your allotted time by appearing on screen. If you've not concluded all that you wish to say within that time, then you are invited to include the remainder within your written summary of your oral submission deadline to which is Wednesday the second to June 2021. Once you spoken, the panel may wish to ask you questions. This will not of course intrude upon your speaking time. Finally, the applicant will be given an opportunity to briefly respond to any matters raised after all the speakers have been heard either orally before the close of the hearing, or to submit a written response to a deadline to Wednesday the second of June. Please can I check who will be speaking for the applicant today?

08:00

Good morning.

08:02

I'm Karl events. I'm their chief planning officer for EDF energy and I'll be speaking on behalf of the applicant today. I'm also joined by my colleague Tom McGarry.

08:18

Good morning. I'm talking to Gary

08:20

as part of the applicants team. I head up the local communications for the size we'll see project.

08:34

Richard bill

08:38

Morning everybody my name is Richard ball and on behalf of the applicant as transport lead, thank you.

08:44

Thank you.

08:46

Thank you

08:50

for clarity. Can all interested parties please notice second examiner will appear on screen at that point you have a minute remaining the presentation. If you're joining verifone or we know your cameras switched off, we will give you an oral warning with a minute remaining. I'd also like to reassure you that all members of the panel are present and listening carefully to what you have to say. We are not heard the 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 will now start inviting representations from the speakers in running mode before handing over to a modern, another panel member later on. Those listed to speak in session two of this hearing now leave the hearing and rejoin as indicated in the detailed agenda before the start of session two. So if I can come first now to the first speaker, Jeffrey Hallett if you're able to switch on your Or camera.

10:01

And then

10:08

you'd like to introduce yourself and then let us know what you wish to say in your your 15 minutes will commence. Good morning, I'm Jeffrey habit. I'm chairman of pet history parish Council. Pet history is a small village between the B 1078. And the 12 just to the south of Wickham market, which is in turn just south of the Southern park and ride for sizewell c construction workers. The current population is about 180. But this is soon to be almost doubled. When a newly approved newly approved housing development is built against the wishes of the local parish councils are. Our first objection to the current plans for sizewell c involves traffic rat runs. This is why I need to explain more about pet history itself. Pet history is not a holiday or tourist centre but has a residential population rather than holiday homes, whose occupants would only be occasionally affected by the rat rat problems. Our windy lanes are very narrow and mostly single track with only occasional passing places. There are no foot ways along these lanes and there is no street lighting. The street is the principal road and this is lined with very old timber frames listed buildings with only minimal foundations. There is no shop and only one hub. The grey hand which is a narrow point of the street, there is no pub in the much bigger wicker market COVID lockdown has shown just how many people from past history and surrounding villages rely on walking in our network of lanes and footpaths for healthy exercise and mental diversion. That history houses are surrounded by farmland and this means that large farm vehicles have to use our lanes at all times of the year. rats running will develop because traffic on the beat 1078 approaching the southern Park

and Ride will want to avoid the congestion that I'm sure Sonia excellent described, leading to and from the park and ride. When she spoke on behalf of working market parish Council on Tuesday. The traffic will turn off the B 1078 and go along from Hill Road until it reaches pet history village. Village green very well turn left to go up the street until it meets to be 1438. It will then turn right to go south for about half a mile until it can turn left onto the slip road onto the a 12 that will then be a reasonably clear run along the a 12 as it bypasses McCann market. sidewalk construction workers cars and some delivery vans will leave at the next junction to enter the park and ride where occupants will transfer to buses for the onward journey to sizewell see. Workers coming off shift will of course travel the route in reverse, probably with worse congestion as the car park has to accommodate the cars of both starting and finishing shifts. We have welcomed the news that hgvs supplying size will see will be banned from using our small lanes and fitted with trackers to enforce this. However, there will be nothing to stop non sizewell lorries from rats running along our lanes as they try to avoid the congestion in wicker market and thus compound the damage that we expect from the cars and vans to our verges corners, and especially nearby buildings. Our second objection is that the current project plans for size will say do not include any workable solutions of this threat from rat running vehicles. This is despite me and many others pointing out this and similar problems right from the very beginning of the heavily managed community forum part of the public consultation. Even at this late stage size will see as trying to come up with a solution by meeting the working market at neighbouring parishes next Monday to discuss the local congestion and traffic problems. A third objection is that the expected congestion that I again i'm sure Sanya excellent described at the post office in wicker market and in the northern part of the high street will present our easy will prevent our easy access to the shops and services in wicker market upon which we rely. Fourth objection that we have pointed out and so which we have heard no solution is that is that light pollution of the night sky from the lighting up And right,

15:02

the site is fairly high. So even if lights are directed downwards, we expect spillage of lights that will spoil our enjoyment of the night sky. That is one of the joys of living in an otherwise dark village. We note that this is a question to which the planning Inspectorate requires an answer. We share the concerns of other villages near us such as offered milesweb Atchison, county ash, and little lemon, who are all worried about the effects of increased heavy traffic on their roads, buildings and residents. The rejection of the four village bypass has made this worse. We share a general concern about the capacity of the a 12 to cope with the increase in heavy traffic going to and from sighs We'll see. And the way that this will hinder our access to Ipswich for schools, hospital, and other services that are only available in town. We are all familiar with the congestion that already occurs at the roundabouts on the A 12 martlesham and all along the Woodbridge bypass we have learned to live with the large pylons that crossed parts of Petter street that would not want to see more pylons erected at sizewell to further damage the seascape. We are not convinced by the arguments that they cannot be routed underground at the sizewell c site. At each stage of the consultation process, we have said that more use of rail and sea transport should be made to reduce the load on our roads. We were disappointed when we told the plans to upgrade the railway line adjacent to pet history have been cancelled at an early stage, with part of the blame being put on British Rail for saying that it would take too long path history is not itself a tourist attraction. But we are concerned that the reduction in tourism numbers predicted by local experts as a result of the effects of size will see on the local environment and traffic congestion will make it harder for the local attractions that we enjoy to continue as profitable

enterprises. We recognise that there will be some employment opportunities in the construction phase. But many of these will be for relatively unskilled labour, with the long term more professional jobs going to outsiders with higher qualifications. So the mood in our village has moved from acceptance in the early planning stages to concern as the plans developed. And now to objection to what we fear will be an expensive project that will be obsolescence before it is completed in at least 12 years time. Those are the comments which I wish to put before the meeting. Thank you very

18:06
much.

18:07
We just got one question. You made reference to a new housing scheme. That's gone. been granted permission in the village. I think it would be helpful when you submit your written submission if you're able to provide us a plan locating where that is. And if you also have the planning reference from the council that would also be beneficial to us. Thank you. Certainly. So when you're ready if you can switch your camera microphone off and then I will move on to our next speaker.

18:50
That's Nathaniel bacon. If you're able to switch your camera on please subrack to you hopefully I'll be able to hear you. You want to introduce yourself.

19:02
Yeah, good morning everybody. My name is not vegan. Firstly, thank you very much for allowing me the time to speak today. My wife and I are farmers living with a young family in saboten. I'm also representing Ward farming limited and nj daikon farms, where producers vegetable crops in Pemberton, Middleton wesselton live bro Stanfield and the surrounding area. We have the following. We have concerns in the following areas. One the impact of rising water levels on marshland grazing and arable land drainage and low lying property to the impact on coastal defence and potentially acceleration of coastal erosion, in particular the impact on the ongoing effectiveness of the minsmere sluice. Three impacts on local journey times and general logistical issues arising from increased traffic and freight on the local road network. I will now expand further on each of these areas. inland water. The mins menu cut carries water from aspiring lander, symptom and seasonal. It is fed by a network of ditches, drainage channels and small rivers, including the minsmere that takes this water out to sea at the minsmere sluice. To the east of this bridge. A new cut passes through the minimum levels and as the main channel it's level when it will impact on water levels or marshes and surrounding areas. The increased impermeable areas resulting from construction of roads, compounds, car parks, and the facility at sizewell will all potentially result in water levels in the new cut and minsmere levels drainage system, increasing more rapidly following periods of rainfall. The main means main levels drainage systems is finely balanced and relies on a sluice which lets water through the seawall during low tide to release inland water into the sea. Increased rescue increased pressure on this sluice could increase water levels on the marshes. This could affect our ability to manage the habitat in line with natural England prescriptions for the area, much of which is designated as a site of special scientific interest. Triple si terrible areas also rely on this drainage system to take water away and increased pressure on these systems and increased water levels would impact on their effectiveness. In doing so. There are a

number of low lighthouses and eastbridge debitum. Middleton, the residents of which would also be concerned with negative impacts on this drainage system to coastal impacts. We have major concerns over potential impacts of the project on coastal erosion, and the ensuing impacts of SoCal salt water intrusion onto the midsummer levels if this system was to fail, the triple si marshes providing rare habitat and use for grazing livestock, which are not only part of our farming enterprise, but also the central to the ongoing management of this avatar would be lost. The new cut, which is the largest drainage channel, is also an essential source of water used for irrigation. In line with the environmental Environment Agency guidance. We have built winter storage facilities to harvest peak flows and winter water which flows through them in so many levels. It is absolutely essential to the ongoing viability of our farming business that we are able to abstract fresh water from the midst of a new car. It is also possible that salt intrusion into the marshes would impact on groundwater, also used for irrigation and again a central to the business. Three transport and logistics. I think I have concerns over the impact of the increased traffic volumes on the local area. This will inevitably affect businesses including ours, we rely on being able to move fresh produce such as salad potatoes, peas for freezing, baby leaf salads around in a timely manner. East of these cases have suffered as a great tourist me and I'm very concerned that logistical issues and traffic chaos could do real long term damage to this sector. If not properly managed, we can visit this and day visitors are attracted to the Suffolk coast in part because of its accessibility. And this is very important that the area does not become strangled in traffic chaos. These effects should be carefully considered and mitigated to preserve the important long term part of sofix economy. I'm now going to talk specifically about the size while link rate for rizek. In an effort to reduce the impact of road freight and construction traffic on the local area to a level of Central for their operations, EDF have proposed to construct the size or link road SLR of the four routes considered prior to the release of consultation three, EDF have chosen to proceed with roset known as the SLR having lived in South all my life and knowing and understanding how people live and operate in the area. I still believe route w provides a better option for road freight and transport access access to size We'll see. I'll speak more on this option in a moment. But first I would like to discuss my concerns and the existing proposals for revisit.

23:58

The BLM 25 B 1122 LEC, I have seriously I have serious concerns over EDS proposal to directly connect the BLM 25 with the SLR the LM 25 is a local road link in the a 12 applies but to the point where it joins up with the B 1122. Just the northeast of Everton Village. This route is already highly heavily constrained through the villages of blind bruh Weston and Middleton are currently wait restrictions in place accepting local traffic. as farmers we operate to the north apply with vibra and as far north as beckles. We do not permit our machine operators to use the B 1125. To cut through to off from our farm ferritin to blys. For the car to produce. The road is simply too narrow and interacts heavily in the villages wesselton. Middleton, where pubs and shops open out onto narrow pavements adjacent to the carriageway. Existing sidewalk traffic is already locally known to be a problem on this route. We now have a situation where the applicant plans to create a new direct connection from the BLM 25 to the SLR with the realignment of the current v 1120. Do making the BLM 25 the priority route to join the SLR. The applicants own traffic numbers suggest more sizeable traffic on the BLM 25 than the SLR itself during specific periods of the construction and operational phase. This shows either a lack of understanding of these of these local roads. sizewell traffic should be positively encouraged to make use of the new SLR from the Oxford. As such, it seems crazy to effectively improve access onto the

SLR from the BLM and 25. Encouraging road users to cut through this already heavily constrained route. EDF have argued that this link is to discourage the BLM 25 traffic from cutting three to seven on the BLM and 22. This would not be an issue if this traffic was encouraged to use the SLR. I believe local traders would also like to see local traffic continuing to use the BLM 22. The link from the BLM 25 on to the SLR should be removed from the scheme, presumably providing a cost saving some of which can be put towards highway intervention schemes to slow reduce and make the BLM 25 as attractive as possible for all construction, construction and operational traffic. This will force sizeable traffic to use the a 12 strategic network and the SLR as designed for the ride. I believe the purpose of the SLR should be to carry sizable traffic and freight directly to the site whilst avoiding interaction with local communities and transport links. The proposed developments of pretty road were the option to remove the proposed junction with a SLR and instead instal a bridge over the SLR is very welcome. This will allow traffic to continue to enjoy that court use a pretty road and essential link to Saxmundham and beyond. I believe for the road would benefit from the same type of interaction with the SLR, it is not desirable to link for the road to the SLR. This will encourage sizeable traffic to cut through on the route. But it is desirable to maintain local access from Middleton three to six months and beyond a lot for the road. As such, it is necessary to instal a way for for the road to pass over or under the SLR. This is essential in allowing communities to continue to function around the development of sizewell route w between stages two and three of the consultation process, EDF considered for it for a link road from the a 12 to the main development site. I spent a lot of time considering these proposals because as far as we started to lose land under both of these alignments of the four routes originally proposed by EDF Suffolk County Council has stated that it would prefer a W because it provides significantly more tangible legacy benefits in comparison to reset. Importantly, it would reduce the distance travelled for traffic from itself approximately 80% according to EDF, by six kilometres for each vehicle each way, given the volumes of HCV LGB and bust movements projected by Yeah, this extra distance become significant.

28:25

Route w would also be of true value to the local communities providing an improved route between the eatwell lased and Friston, Audrina and thorpeness. The new route will also offer relief to congestion in Saxmundham arising from traffic associated with to supermarkets and new housing developments in the east of the town. Route w could also provide access from the a 12 to the proposed Saxmundham garden village development of over 800 houses to the south of Saxmundham town. The alignment of red w would provide Scottish power with a safer and more efficient means to access their proposed site Friston an example of the benefits of shared infrastructure proposed in the Joint Chiefs dangling MPs response for the National Grid consultation in October 2020. The reason stated above the legacy benefits to the local community tourism the wider economy and access to Scottish power provided by route w significantly outweigh those associated with ruzek. I still don't feel that any real reason to choose reset over root who has been given in their assessment of options that consultation three EDF have cited engineering challenges along the framus Valley, as well as the presence of heritage assets along with w as the reasons not to choose this alignment. I struggled to see any great engineering challenges along this route, the natural route Zed, certainly none of which prohibited further investigation into this option. heritage in part refers specifically to hertz all, which EDF described as a designated heritage asset. No other listed buildings on either an either routes w or Zed have been given this designation. In reviewing EDF assessment of the heritage impacts Dr. Richard Howard, the

former Suffolk County Council archaeologist, assessed the relative impacts on heritage assets and both routes and prepared his heritage assessment report of March 2019. Dr. hoggett analyse the number of listed buildings within a distance of 375 metres of the two routes. He found that there are nine listed properties on Route W, and 18 properties on the SLR ruzek. This would indicate that the heritage impacts of roset artefact greater than that regarding the transport and logistics of this project are a major concern locally. And this sound justified plan is essential in minimising local impact at all levels during the construction process and beyond. We look forward to working with EDF and achieving the most desirable solutions to the issues which I've raised. Thank you, again for allowing me the time to speak here today.

31:17

Thank you very much.

31:19

Before you

31:22

seem to be getting there, I wonder if you could when you submit your written representation providers a copy or a link to the heritage report that you've referred to, so that we can understand the relationship that you've mentioned. Indeed, thank you. And also, my colleague, Mr. Brock, I think would also like to ask you a question. In fact, sir, okay. Good morning, Mr.

31:52

Bacon. Come on. Can I just take you back to what you were saying about the Triple S eyes? in your opening? Do I understand it? I do understand that part of your land contains or there are SSIS on your land. Right. Okay, so you therefore have some management responsibilities under the SS triple si designations?

32:17

Breck fine.

32:21

It would help if you can do this, would you be able to submit plans which show the overlap? which parts of your holdings are also within a triple si and which the triple si is actually our please? Yeah. Thank you very much. Indeed. Thank you. You can pop those in with your with your D two deadline to submissions. That will be very convenient. Yeah. Much of light.

32:56

Okay.

32:58

I now turn to Sarah Morgan. You're able to switch your camera. I think at the moment you're muted. Wondering. Nope. Still muted, I'm afraid that. Yes. If you want to introduce yourself, hopefully I'll be able to hear you.

33:25

Can you hear me? No,

33:26

I can not super. So if you want to introduce yourself to say what you wish to say.

33:33

Good morning.

33:34

My name is Sarah Morgan. I'm speaking on behalf of Fern, an association of people living in the southeast of Farnum. We are a body of 11 residences that include three tourism businesses. We have many concerns about the size we'll see project but only have the resources and scope to deal with our imminent issues which are the details of the two village bypass. As a matter of principle, we support it to village bypass. The A12 is already full of thunders lorries, which is obviously going to become much worse with all the proposed energy projects, fewer or opposing the principle of a bypass what we in our parish Council of Farnum and Stratford St. Andrews are opposing is the chosen route. During EDS consultations, our parish council put forward a better route. Neither EDF nor the council engage well enough with local people or our parish Council, and it remains a mystery why they dismiss people with intimate knowledge of this area when they have none. The locally supported route moves the central section East rather than west of a wood called Foxburwood. It was a route considered by the highways edge agencies, so it's clearly possible technically, and is far less detrimental on many levels. EDS documents state that Suffolk County Council were responsible for the bypass alignment and reverted to a former consultation called AIG. From 2013. When we questioned some of the reasoning behind their route, the counsellors came back with changing answers. They continually took and take a defensive position as if the fall was sharp and they didn't really think through the detail. I'm talking to us the examining authority to ask some penetrating questions of Suffolk County Council and EDF on how this route can possibly be viewed as the least worst option. Conclusion conclusions in the decio are also based on flawed facts, as there are too many of them to list here. They are further discussed in written representations. But here are some of the reasons why this bypass should not be allowed. If Suffolk County Council believe it is best for ecology, this doesn't square with the a con report that they relied on which concludes that this route is the least favourable for ecology. Additionally, the DCA decio contains an inaccurate picture of our environment and ecology. We had to ask the woodland trust and natural England to get our ancient trees and woodland properly assess. Now these are mapped and listed with governing bodies. They are mentioned properly for the first time in Suffolk Council's submission to pins this month. They now agree it is regrettable that their route results in the loss of a number of veteran trees and say it is potentially contrary to nppf paragraph 175 C and must be avoided where possible. They also acknowledge that EDF had not recognised the value of these trees at last. All of EDS D series assessments of our trees and Woodlands were underestimated or incorrect as a cue trained horticulture is I find this inexplicable. Some of these trees are over 600 years old and support immense biodiversity. nppf paragraph 175 must be further considered in the light that there is an alternative which reduces significant harm to biodiversity. Despite requests there proved nothing we could do about the Phantom border state being totally scoped out entirely from the decio ecological

studies. Everyone locally knows it carries the most wildlife as it has a range of bio diverse habitats. Surely these environments should have been included into assessments. Another example of misrepresentation in the DTO is on a pond word that is just 40 metres from the current route. This is an ash woodland ash trees are on the red list as near threatened. I don't think EDF can have visited this word as it's described in the decio as a maple oak and beech woodland, not a mention of ash trees when it's clearly cited as an ash woodland. It's also not mapped as either ancient or county wildlife site. No proper hydrology studies have been undertaken on the effect of a deep cutting alongside ancient woodland. Despite concerns raised by the council's in Suffolk we are now experiencing extended droughts. We are therefore very concerned about hydrological damage to Foxborough word in particular, already suffering from acute stress. I need to mention bats. As another example, reports. Listed maternity routes on the farm and Hall estate are mentioned in the decio. One is a declining species on the UK biodiversity action plan. Our ancient trees and Todd Roos homes to many species of bats you can commute between our hedges and woodlands, resulting in great backed activity across the EDF alignment. The Council's confirm now in their may 2021 report that nothing can directly replace this connectivity which should be lost and admit this is significant. They also reveal the EDS mitigation proposals are not practical. So why would this be acceptable when there is a better route alternative?

39:10

I move on to heritage, the council's in their recent decio submission finally admit the ADF route will have a significant adverse effect on that farnum all estate, which is contrary to the applicants assessment that there will be no significant effect. The farnum whole estate area consists of a manor dateien part that to 1604. It's an evocative group of buildings walkers always stop and stare at it as it speaks volumes about our heritage and history. And it should be protected not harm. It sits in a wonderful Parkland setting with many beautiful world trees and ponds. Even the council now say there is no adequate mitigation to offset this harm. So why should EDF be allowed to do it? I now turn to tourism, which EDF and the council's haven't considered adequately, more It's far whose livelihoods will be severely damaged is a thriving tourism business with 1000 guests they each year, they have had to fight to have the existence even acknowledge the great personal stress. One other tourism business will also become environment and viable. None of these have been featured in assessments. or other major concern for our neighbours and and our neighbours and friends is that of the four village bypass. It is more than unfortunate for people have mastered and it'll blame and not to get relief. The county council seem to be dangling something that promise for the future. county officials have quite thoroughly recognised that EDS alignments probably mean that the hope is gone for these communities. This is a very short term approach by EDF for not proper strategic transport planning to vintage pipes required for the sizeable project should not be allowed to bridges much needed relief for other communities. The alternative route is to Foxborough word offers a better choice for the future because it will enable a route to be continued to the south more easily at a later date. In some summary, we have had to extend an awful lot of time and having to try to adjust inaccurate reporting. We believe the applicants route is so detrimental that it cannot be said to me to proper planning, planning balance. It is not in the public interest as it causes too much harm. It certainly shouldn't be accepted when there is an alternative that is by far the much better option. This further includes reducing landscape damage by not needing a staggering amount of cotton fill no new access road nor staggered junction at a point where there is serious flooding. It also maintains the tranquillity of the most popular village walk. Finally, it is crucial for the examining authority to understand that the original

approach of EDF and the council's was based on a fundamental mistake. The alternative route proposed by the parish council does not repeat not go through ancient woodland. The area between parents Grove and Foxborough word is 110 metres wide yet very narrow. It was quoted in a former ecological report commissioned by Suffolk County Council by Anthony Walker and partners as denuded and of literal value. I endorsed this it is largely self sewn scrub growth with a public footpath, which is a remnant of an old roadway and it never was an is contiguous. Our cases that EDS route is so bad that it cannot be accepted. The alternative that goes to the east is at least worth option and we ask the examining authority to please consider that issue thorty. We will be submitting our further views in the next round of written representations. Thank you very much for your time.

42:57

Thank you very much. If you ready, you're able to switch your camera off. I'll move on to the next speaker. So is Brenda Pauline.

43:13

Lavender?

43:14

You can switch your camera on. Brenda lavender in the meeting. Wonder if the case team could just check to see if

43:40

Yeah, can you hear me now? Yes,

43:43

I can't thank you very much. Okay, if you want to introduce yourself and then let's just say

43:54

Mrs. Brenda Pauline lavender. And I'm speaking on my own behalf I wish to comment on the proposals as they impact upon me and my my community on first of all this very briefly, the sudden pop note and then pedestrian safety on the a 12 more reference to the summer parking lights. I consider that the nature it is in the wrong place. It has a potential to be intrusive on to onto others otherwise overall landscape. I can park with the first speaker Mr. halleck in respects of the problems potential problems with light pollution. And I would like to see rarely sound proposals to prevent this impacts upon our dark skies. Now with reference to the a 12. In this needs to be taken in consideration the impact with not only any topic and size we'll see but the Scottish renewables development with the two appears when wind forms one and two wind forms on an already congested road. Narrow carriageway road already not fit for purpose. stretch of road which I'm particularly concerned with is a mile from the park and right between the junctions of the B one a seven eight, a Mel name. My residence is in the middle of this the problem here, I think is one of speed. With vehicles the the two junctures of problems are problematic to pedestrians and drivers alike. A problem here is one of speed, possibly from late certainly from northbound traffic, not adjusting to the speed limit as they come off the with more occupied posts. Similarly, traffic travelling, travelling south, often experienced tailbacks further down further down the road, which pauses in traffic to bunch the fear of traffic is variable from in say 70 or more woods, mid

morning and then into the afternoon. it poses problems supposing I have to cross this I was this road on on May most days, and I'm okay on most days and the crossing to the cross from north to the south side, I have to access a field opposite I frequently crossing have to stand come into the layby in order to get a clear view of traffic approaching traffic. And I have served with lead cause quite often I'm driving through that knee by in order to understate cause attempted to turn right. I've taken to wearing high visibility clothing, regardless of time of day just not a gliding up time. I've observed people trying to pull off road which weekends with them. Children sometimes sometimes you push chairs, and I think it presents a danger to particularly people who have visual impairment or mobility problems enforcing this verdict regarded as a public health issue. It's it is by the grace of God that there has actually not been an accident. The dangerous of the road has actually is substantiated in a letter from the Police and Crime Commissioner to suffer

48:13

it to our to our parish council does it does indeed pose a danger to to all road users. I appreciate the the moves that have been taken by our own my own parish council together with a hook lemon in in conjunction with Suffolk County Council for for mitigation proposals for mitigation on this stretch of road. And I look, I really anticipate a lot with pleasure. I looked in anticipation to see what these will be. I want to record these really, as a short term measure, even with the building of the to the construction of a two village bypass, taken in long term every 10 to 12 years tell when we're actually looking at this.

49:15

I'm afraid that your five minutes is

49:17

up now.

49:20

Thank you.

49:22

If there is more that you wish to say if you can include it in writing as part of your written submission, and then we'll have the full content of the concerns that you wish to raise.

49:33

Thank you very much.

49:34

Thank you.

49:37

You're able to switch your camera off now and then move on to our next speaker.

49:50

I think I'll just leave probably have said sorry.

49:53

Don't worry

50:02

Okay, I come now to India bacon please, you can switch your camera on. And when you're ready if you want to introduce yourself, and let us know what you'd wish to say.

50:18

My name is India bacon. And we live and farm and saboten. And I thank you for this opportunity to express my concerns regarding the proposed size or seed project. My major concerns regarding the project centre around the following factors pollution, health and social care, the effect of this development on the internationally designated and protected habitats along this coast, negative impacts on our local economy and finally emerged so as a mother with a family growing up in this area, I would like to raise my concerns over the increased levels of pollution that will occur as a result of this development, primarily the dust from the various elements of the construction both on the main site and on the ancillary projects, such as the various new roads being proposed, and fumes arising from the increased traffic movements. I appreciate that there are areas along the a 12 that currently have poor air quality that have the potential to be improved through proposed amends to the road layout. But we must consider the Kim the overall cumulative impacts of the increased traffic volumes, particularly through areas with low levels of traffic and associated pollution as a base level. News noise and light pollution are also a great concerns given how quiet the area currently is, and how dark skies remain at this current time. This is obviously all set to change. Secondly, health and social care facilities as I would not wish anyone to receive added as I would not wish anyone not to receive adequate health and social care. It is important that the temporary population associated with construction project do not overburden our local facilities. As with many healthcare providers, surgeries and larger facilities are generally operating close to capacity. And it's absolutely essential that it extremely robust and detailed plan is well prepared and executed in this regard prior to commencement of any project works. effect of this development on the internationally designated and protected habitats along this coast. Whilst I will leave the experts such as separate Wildlife Trust, natural England, the EAA and the RSPB to detail as to why this area is so sensitive and so important. I would just like to highlight that the threat that cybulski poses to these areas on the heritage coast should not be underestimated. And we must all consider the benefits that these areas offer not only to the flora and fauna that inhabit them, but also to our local and national communities. An area of such a large stretch of established habitat simply cannot be easily replicated or placed the negative impact on our local economy as you will have seen during your past visits, and as you've heard from others, we have a strong local economy centred around tourism and agriculture. I have grave concerns at size, we'll see we'll have a very significant detrimental and long lasting impact on our local economy. Once we have seen the claims regarding the creation of local jobs, I believe that the loss of revenue in our tourist economy through the disruption of our area and road network, meaning that significant number of people choose to holiday elsewhere. And the consequential loss of long term jobs will far outweigh those created by size We'll see. The increased volume of traffic on our local roads as a result of the cumulative impacts of the various energy projects currently prepared for this area will potentially have a huge impact on our local on all other businesses operating within a Suffolk we are concerned that the ability of s Zed c Ltd to pay higher rates for local

trades, albeit in the short term will adversely affect other local businesses and host households who are forced to pay more for trades such as plumbers and electricians. The impact of this should not be underestimated. In addition, we're concerned that rental properties will be affected in the same way as it has been in Hinkley, where local rents have risen dramatically. This will make it difficult for people to find a chord affordable rental properties locally. We believe that this has already been experienced at Hinkley and this is a situation that should be avoided if at all possible, particularly given the proposed investment in the accommodation block.

54:46

Finally, I'd like to add my concern regarding a few specific junctions on a proposed sizable link road. I know that others have already spoken in more detail about these, but I'd like to add my voice to the police to reconsider the current proposals that The decio regarding pretty road for the road and the junction the B 1125. With the SLR, I have particular safety concerns regarding the B 1125 junction with the SLR, as I strongly believe that any size while traffic should be heavily discouraged from using this route. With the current road alignment, this will not be the case. Thank you for allowing me to speak today. I appreciate the time given to me to voice my concerns with the aim of developing this project in the best way possible.

55:30

Thank you very much.

55:35

When you're ready, you can switch your camera super. I now come to I've got two people from the opera society. So I don't know which of you wishes to speak first, Paul bonkers to wrath or Catherine Mackey.

55:51

Oh, good morning. I'm Katherine Mackey. I will lead off here I Mrs. Catherine Mackey, chair of the opera society. I'm joined this morning by the Secretary Mr. Paul bond Mr. Rath, we will speak each for approximately seven minutes. Thank you for inviting us to speak first of all a bit about the opera society. The opposite side he is the civic society for the historic coastal town and cultural centre of obrah. We have over 200 members and work closely with the Oba town council, on all matters to do with all bruh all bruh lies south of sizewell along the coast beyond Thorpe ness. It is a seaside town of approximately 3000 full time residents and a considerable number of second homeowners and a busy tourist trait. The objects of the society are to encourage public interest in and care for the distinctive character of the town and its surroundings and the preservation, development and improvement of general public immunity in the area. So we comment on planning applications. We follow up on planning enforcement when we can and take a keen interest in the built environment as well as the natural environment. EDS proposals for size will see conflict with the fulfilment of our objectives. The society is not opposed to nuclear power, and it supports the government netzero target for energy production. But this is my point too. It's simply the wrong location. This coast cannot take another power station. The society views with great concern the damage to the Suffolk heritage coast, including the important nationally and internationally protected sites RSPB minsmere Nature Reserve and done it sheath and the AONB generally, which the construction of this very large industrial project would entail. If there were no

existing nuclear power station on this coast, the proposal to develop one here would be unthinkable in today's heightened awareness of environmental issues. Imagine for a moment what the reaction will be to put an application for such a size we'll see project at cows in the Isle of Wight, or at St. Ives in Cornwall, were at Dartmouth in Devon, surely completely unthinkable. My third point is the cumulative impact of these projects we ask you at all times, please to focus on this factor the commutative effect of the many energy projects being considered for our coast, the impact that would have on our town of Orah. Besides we'll see examination is inevitably complicated by the simultaneous and regrettably recently extended examination of the decio applications by scottishpower renewables for two offshore wind farms, which would involve major industrial development in this same area of rural Suffolk to link the offshore power to the National Grid. The opera society the Orah Town Council, and the opera Business Association, together with many other local organisations have emphasised to the planning and spectral examination of those projects that the community of impact of all these major energy projects with their converging timelines would simply be too hard for our fragile area to bear. Climate change coastal erosion, the possibility of numerous more natural National Grid projects in the area, only add to the spectre of devastation this application would unleash it needs to be said in addition, that EDF have underestimated the construction phase impacts on the AONB and the enduring harm to the special qualities of tranquillity scenic beauty, cultural heritage, relative wildness and dark sides that would ensue disguise now I come to tourism and the local economy both the prospective industrialization of the area to the north of all brought that this project would bring and the process of construction of these facilities risk damaging the whole economy and social fabric of our town.

59:58

Orah relies heavily upon Visitors for the vitality of its high street. A recent study estimated there to have been over 4 million trips per year per year to the area, creating a spend in excess of 160 million pounds. Another study states the value of the tourism industry in the AONB, generally at 228 million in 2019, supporting over 5000 jobs. This will be significantly impacted due to the loss of defined AONB characteristics that provide the canvas for much of the tourism industry in the Suffolk coast to thrive. You heard yesterday from Harry young of the disk of the dmo of their concerns about the impact of these projects on tourism in the area. Research by the Suffolk coast destination management organisation on the impact of energy projects on the Suffolk coast revealed that a net 17% that's one seven decrease in visitors likely to visit the Suffolk coast. Now visitors come to the Orah in the AONB, not only for the beach. They come for the birds to walk to pursue a wide variety of interest, and they come not only in the summer peak, but at all times of the year. To yacht clubs. A notable golf course also attract visitors. The recently upgraded moot Hall Museum, and the Red House long term home and archive of Benjamin Britten and Peter piers are also important destinations for visitors. Visitors site the beach in the sea, the town's special atmosphere, the character of the high street, and the quality of the surrounding countryside as the major reasons for their visit. The value of peace and quiet dark skies and a desire for minimal change are real draws. Now to the natural capital of the area, we have to talk about its cultural draw. All Orah hosts a significant number of special events during the year. These include genuine February chamber music series of weekly concerts at our Jubilee Hall in March the ultra Literary Festival staged by the bookshop In June, the world famous opera festival, founded by Benjamin Britten and now in its 74th year if you count last year, based at Snape Maltings, but with many concerts held in Orah itself. In August we have the Snape proms a month long series of highly diverse concerts. In August the Orah regatta and Carnival started in 1927 and attracting large crowds

September Don't worry, we're getting there. The old bro food and drink festival held at Snape Maltings in November, the old obrah documentary festival I think you're getting the message right in November the Albright festa a poetry festival not to forget in December the Boxing Day swim. So in addition, the Jubilee Hall hosts numerous theatre and musical events. Now, most of these events many of these events involve significant numbers of predominantly young professional artists and performers, as well as diverse audiences drawn from all parts of the UK obrah and the surrounding area provide accommodation through three large hotels, numerous bnbs and letting properties in a large caravan park quality restaurants, pubs to renowned fish and chip shops. Let's not forget various cafes and tea shops, and three supermarkets as well as a clutch of specialist food outlets. Keep the performances the audience's and generally tourists fed and watered the disruption. This as we'll see, construction would cause to all brand its activities is unimaginable. And the social disruption that might ensue is not too difficult to fathom. Now, with thanks, I hand you over to Paul.

1:03:45

Thank you.

1:03:59

If you'd like to introduce yourself and then carry on.

1:04:03

Good morning, I'm Paul bonkers to RAF and I'm secretary of the obrah Society. We really wish circumstances allowed you the examiners to spend more time in obrah and around in this area. To appreciate the quality of life here. Your short site visits will be essential and valuable, but they won't give you the full atmosphere of this special area. We see enormous risks of pressures of on accommodation, which Catherine just mentioned. Large numbers of visiting staff will be trying to bid for accommodation in the same places as holidaymakers and visitors to our various events through the air and their cars will no doubt congest the roads and occupied parking spaces and there is inevitably a fear of Possible social disruption. Other speakers have persuasively referred to all the nuisances that may come from construction of this very large industrial site. Air Quality would be prejudiced, there would be visual pollution, light pollution, air and noise pollution. traffic problems mean referred to many times, and on site pollution from the movements of construction vehicles over long periods of time. We are very concerned about these dimensions and we would like to take part in issue specific hearings on this matters when the time comes. We're also very concerned about the impact on the sea and the beach and the river old. This plan cuts the AONB in half itself a very shocking thing to do and the nationally and internationally protected area, and it could gravely affect the geography around. This is a fragile coast as others have said, with periodic TIFF collapses. The proposed beach Landing Facility could impact upon the coast at thorpeness and obrah. And eastern North Eastern bank of the river old, which runs parallel to the coast to the south of obrah. We're also concerned about the longer term risks to safety from proposed nuclear power station. We're aware everybody of the rise in sea levels, the impact of global warming, which have a much we all try will not be completely contained. And we must remind you that there have been serious flood events in this area in 1953, famously, but also in 2013. And chances are that there will be other sea surges, threatening this area, which could have a bad impact on the sysvol site all together. You don't need reminding of the problems which occurred in Fukushima and Chernobyl. We're not saying the same circumstances obtain. But there is an element of

fear about what happens when a nuclear power station is overtaken by nature. We're also concerned that the untried EPR reactors are giving problems elsewhere. None of them appear to be functioning successfully at the moment. And we wonder whether they will ever do the job that they're supposed to be doing. In short, this is the wrong project. It's an outdated concept designed for circumstances which are now very different. We're not opposed to nuclear power. But we're very concerned over the size of this project. And the unresolved issues, not least, indeed, the problems of the storage of nuclear waste, which is envisaged to continue for a very long period of time, we would much prefer to see greater investment in renewables.

1:08:14

For that we're supporting the wind farms application in terms of the the offshore dimension, we are opposing their onshore proposals for similar reasons to our opposition to sizable, we would like to see more battery storage capacity, and we know that is advancing fast. And we know that small scale nuclear plants are all being developed. So the situation has changed since Sizewell C was first dreamt up. Many people locally seem to think that this is a done deal with the government already totally committed. Our councils feet speak and act as if it's going ahead, focusing on short term employment benefits, and mitigation, environmental improvements. But there seems to be no vision for a long term defence have suffered, which these proposals are threatening. Many speakers this week, while expressing opposition also seem to make the same assumption. We can't do that. We believe in the value of this examination. And we wish it to continue to its conclusion and come to the right view that this is an unsuitable project. Whether or not combined with the cumulative impact of Scottish power's proposals. This project would be excessively damaging to our area, it would wreak damage on the natural and built environment. It would harm our inhabitants. It would threaten our businesses, and it would drive away the visitors our economy relies on. Green Energy cannot be allowed to wreak such seismic trauma in our collective march towards net zero. Thank you very much. Thank you.

1:10:01

Now,

1:10:02

before you depart, there may be I need to speak to your colleague that Catherine Mackey made reference to a couple of documents, tourism studies. And I just wanted to be certain that they would be referenced in your written submissions. So we understand which of those two reports you're referring to.

1:10:24

Yes, certainly, I'll make sure that we do that.

1:10:26

Thank you very much.

1:10:29

Right.

1:10:31

I think we now probably do a break. So if I can just adjourn this hearing and we will resume at 1130.
Thank you very much for your participation this morning.