

TEXT_OFH7_Session2_20052021

Thu, 5/20 12:29PM • 50:47

00:09

Good morning everyone. The hearing is resumed. I'd like to hear from Graham Murray of Anglian energy planning first. Mr. Mehra if you're here, if you could switch your microphone and camera on. Yeah, I'm here and ready to go, shall we go? If yes, if you say who you are for the record, do you representing and then begin and you have 15 minutes. Thank you. Thank you very much. Good morning everybody. My name is Graham Murray. And just before I start, I'd just like to say I've not actually been able to follow the hearings so far. So if I repeat some stuff others have already covered, I apologise in advance. Also, if I do go slightly off piste. Please bear with me.

00:56

I represent the Anglian energy planning Alliance which was created some two and a half years ago to work with and try to support the various campaign groups which existed then in respect of EDF sizable C, and Scottish power projects. Our main focus has always been to try and raise awareness of the devastating cumulative impact this region faces from these two projects. And the next one's now starting to show in the energy pipeline, which some six or seven more are showing at this stage. Therefore, whilst excuse me, whilst today's hearing is about size, we'll see by default, it must logically be about the whole combination of energy infrastructure being pointed at East Suffolk, which would see this area become a major industrial energy hub.

01:41

In true British fashion. Here, we are now commonly discussing the CDM proposal under an N sub structure, which means that in reality, the inspectors are less likely to offer an opinion as to the merits of the project, and rather examine whether the application form has been correctly filled in. And yet all around there is a resounding voice from people clamouring for government to look again,

02:04

this is a bad project, the applicant seems likely to be unable to finance it alone. The design is still unproven. The location by the day becomes more eroded. And and and we are not hysterical NIMBYs we are sensible people from all walks of life knowledgeable and passionate about the beautiful county in which we live. When you truly love something, it's worth fighting for, as I'm sure you will agree, sizable amb happened. They shouldn't have done but they are here. sizable city would be the third big mistake literally in a row.

02:44

I used to be a ship broker for 42 years. And when I retired, I was happy to be leaving behind a world where in spite of rules, regulations and governing bodies, there was plenty of room for spin, subterfuge, and the like. I thought I'd seen the last that sort of thing. But these n sip applications are brought me back to Earth with a bump. And I just like to share with you one or two observations which have caught

my eye pertaining to this sizable project. For example, I found it rather surprising to hear a senior planning officer of the council extolling the virtues of signs we'll see in public some two years ago when the application has not even been filed.

03:27

Likewise, I found it surprising that at a coronation wood public meeting, which we were able to attend, but not to speak at, there was my mind significant coercion placed on some members by the chair when it came to vote on whether to permit failing or not cast her vote first before anyone else. This seemed to be significant as the motion was passed by one vote. And in my experience, a casting vote normally succeeds the main vote, but whatever. Suffice it to say that a lot of people are feeling let down by our merged District Council.

04:03

As a Scottish power sponsor tutorial in 2019. That was it was explained very clearly that and said planning permission cannot be bought. It is, however, perfectly acceptable that any applicant is allowed to invest heavily in county infrastructure.

04:22

Therefore, I am sure that With this in mind, as a matter of good practice, all the parties involved here understand and conform with the requirements of the Bribery Act of 2010.

04:37

This is surely an exercise in common sense. For example, in this area, whichever road you come to talk about come higher season, both tourists and agricultural harvest. Our roads reach saturation point pretty quickly. It only takes one tractor trailer or nowadays a couple of lycra clad cyclists to cause massive tailbacks

05:00

So here is a real question. It is clear to us that if the area's to become saturated by trucks, vans, suppliers, vehicles, private vehicles all related to power projects, when are we the residents allowed to use the roads as there simply isn't room for everyone? The be 1094 just as an example, is on average 18 to 20 foot wide that many pinch points are not constructed to carry HGV traffic. And yet scottishpower who reckon at peak construction that traffic will increase by 70%. maintain that this is not significant. Of course, we're just inconvenient residents so what would we know about anything anyway? We live in a wonderful area of AONB, which is now seriously under threat. One has to question the validity of such conservation areas if these projects are allowed to proceed, or is there a hidden clause summer which allows for the suspension of the AONB during the construction period, as clearly the concept of conservation is at odds with the concept of ansett overload in the same area. Oh, and I almost forgot to mention the extra line of pylons, which have not yet been publicly mentioned, but which it seems are a prerequisite for the extra power which will be produced. As far as regional prosperity and job creation and the spin accompanying the figures. all I can really say is that the figures being bandied around are as solid as a house built on sand, or an eroding coast in this instance.

06:30

And to conclude, and Fred, here is another of my analogies, not an Indiana Jones one. This time, you'll be relieved to hear. Imagine if you can, the fabled Emperor holding court in his new clothes, discussing a new nuclear power station he wishes to build on a holiday beach in His Kingdom.

06:51

All around, the coaches are nodding and agreeing. Except for one child whose ambition is clearly to become a planning inspector. This child is brave enough to stand up and say, but why destroy is such a beautiful place. It's all wrong. Oh, and by the way, your minimalist wardrobe is too.

07:13

We live in hope that that child grew up to become one of this panel. Thank you.

07:21

Thank you very much. Mr. Murray. Thank you.

07:25

If you could turn your camera off.

07:31

Excellent. And the speaker is low and going.

07:35

Thanks very much. You're welcome to stay with Yeah. Now. The next person on the list there are a few together it would be helpful Tim beach, if you could confirm who you're representing. And if you could say whether it is only Snape parish council or are you in fact representing to other parish councils as well?

08:01

Thank you chair. Yeah, I am representing botley Capel St. Andrew chillers fit Snape. So I've been in one system. And we did agree to do that. Yes, yes. Sometime at the end, they may want to follow through but at the minute, we prepared it together. And I

08:19

drew the short straw in terms of the presentation. So if you're happy Oh,

08:24

no, I am indeed and I believe you've been allocated 20 minutes for the joint representation in the first instance, we have. Yeah. On Tim beach. I am actually the chair of snow parish council but represent the other parishes as well or can represent their comments. Just a bit of background, the parishes have a combined population of over 1000 people and cover over 6000 Hectors and the villages all lie within an area referred to locally as the peninsula adjacent to these coasts and bounded by local rivers. All have got pretty high levels of tourism and mixed, mixed vibrant communities. I guess everybody says that. We can and will provide additional background information about the communities in the written submission. And the summary which we'll go through has been divided into topic areas and I have to

say again, having listened already a good many of these have been covered, some of them less so I will plough on through traffic and transport is probably one of the big issues and as combined parishes, we did welcome the recognition by EDF for the impact of traffic on the existing on the developed road systems and the proposals submitted in January 2021. Revise those submitted in 20 May 2020 and recognise the need for additional and alternative solutions to the road led freight strategy. However, the report is noted that the amount of material needs to be brought us to the site has increased by 20%. And there

10:00

By adding further demand on whatever the methodology is for transporting, and in our view the new integrated fruit management strategy, incorporating real and sea fruit still remains unclear as to its implementation. The parishes are concerned that the latest proposals are highly complex with the delivery dependent on many other key parties outside of the control of EDF, and we question whether the proposals are realistic and deliverable within the tight timescales. The proposals need to make a material impact on the level of traffic in the area early. And in the construction period. You've heard that play many many times and the parishes not that should either the beach landing option or the real proposals be delayed or be deemed on viable, then the results can only be significant additional increase on the road traffic.

10:52

As parishes we wanted to highlight is not just the volume and frequency of the hgv's that are that are of concern, but also the high volume of light good vehicles, buses, cars, and based on the current and probably clear available information. The parishes have no clear picture of how these will be effectively managed, both to the size we'll see side, but also on the return. accessing a Suffolk by Rotem the rest of the country lies largely on two main roads, the A14 and A12. These have all been referenced. And I have got a list here of all those bottlenecks and junctions which are difficult all the way into the county. And I don't propose to run through them again. And you'll be well aware of them all the way up to 12, including

11:39

to the single stretch carriageway areas at milesplit and north to Friday street, and beyond that all of which are highly problematic for that level of traffic. And whilst the parish is located away from the 12, largely under proposed new access road, we've justified concern about how this significant volume of additional traffic will impact on the day to day lives of people who are already living in the parishes.

12:06

The parishes in the peninsula rely on the limited that limited network of narrow roads and the main access to the 12 to travel south to Melton and North Friday Street. And the residents and visitors to the area are almost totally dependent on their cars. And there is no real alternative. There is a tiny amount of bus provision but that is limited and probably going to be even more limited.

12:32

In addition, the parishes are concerned that this late stage in the process, there were still issues and you've heard them today outstanding about the two or four village bypass and the new access roads.

We previously made the point here and particularly in smoke that without a four village bypass then the B 1069, running north from near Woodbridge to Snake will become de facto the bypass at times of heavy congestion or serious accident which is not infrequent. That congestion on the road and pollution is not uncommon now and will impact on all of our communities to a far greater level if the project is approved. There are particular concerns around

13:13

the ability of the emergency services to access the area and in particular getting to and from Ipswich hospital and attending life threatening incidents. The ease of access to routine medical needs Ipswich hospital from outreach support such as district nurses, the ability to move north to Dunne Southwold Norwich, Lowestoft, etc etc. Without the being involved in the lengthy delays due to size or trunacy size, we'll see traffic

13:43

access onto the 12 Melton which is integral to access to the area with the in combination effects of the railway crossing traffic lights, new container storage Depo Melton and then the act the access issues at the a 12. At Friday Street The a 1094.

14:00

Access to local schools is another concern Snape primary school and offered primary schools which serve a really wide catchment area and are both thriving. Similarly, with the secondary skills of farming game Woodbridge, Thomas mills in Framingham, and the secondary skills is sex mondam in laced in where children travel by car and bus to the schools from a really wide catchment area.

14:24

The use by size will see workforce or local residents looking to avoid congestion on the 12 and using the road network of our parishes. As an alternative route. You've already heard the food, the phrase where it runs, and which will impact does impact currently on the quality of life of the residents. There are also worries about fly parking by members of EDF. As this happened apparently in include

14:50

the prevalent use of Sat Nav may also mean that roads which were previously remarked quiet and little used, may have significant increases in traffic volume volume is the algorithm

15:00

Through calculate the fastest route, the area is increasingly popular for recreational cyclists. If you visit you will see them.

15:09

There is already concern that cyclists narrow windy roads and speeding traffic or lethal combination and that additional traffic will exacerbate the risks.

15:19

congestion in the area may have other intended consequences for local businesses, increased travel times and therefore costs especially for local workforce and agricultural and agency workers. Animal Welfare with increased on reliability of travel times when transporting livestock and increased congestion.

15:38

The parishes are particularly concerned about the impact of this congestion on the area's tourist sector. This is a popular tourist destination and other people have covered this largely so I don't, I don't want to extend the argument totally but it is an area of outstanding natural beauty and there is plenty of evidence that the tourism industry would be impacted by the congestion if nothing else. The integrated freight management proposals from EDF in January 2021 and put through was as a village in sight. put forward an aspirational proposal for extra rail for transportation, especially at night. And whilst the parishes with the exception of snap don't have a rail network passing directly adjacent. Our residents do make use of local branch line services. And we're concerned about the impact on that on businesses,

16:30

residents and tourists.

16:33

We did not get the results, the results in the relevant impact assessments are yet to be made public, which will in effect still leads to proposals as an aspiration rather than reality.

16:47

parishes are concerned and currently there's a lack of clarity but how the increased in considerable freight service and worker traffic to and from the site will be monitored and what level of control the developer can have to ensure the impacts and inconvenience are minimised to existing local residents and businesses. The applicants have stated in the documents we've been through that they can manage traffic through the use of vehicle monitoring systems, anpr technology and strict contractual conditions. Given the volume of traffic movements daily, it's difficult to see how these could be monitored and effectively policed. And we have consistently raised that has parishes all the way through a particular concern will be the cumulative impact on both this the extended and both this extended contract construction project. And the parallel one Friston, which is subject of the separate DCR and which again, you've heard about a particular concern as well to many people is the impact in terms of public health with the particulars.

17:52

Public Services if I could.

17:55

Throughout the consultation, our parishes have raised issues around the increased demand on all public services that will come with a major influx of workers in the area. The Community Impact Assessment Report, pins referenced e n 010012 gives an assessment by the EDF of these impacts on our communities in the surrounding area and reflects in edfu that there'll be minimal impact on health

service provision and community safety and appears to reflect a view that the educational provision will have the capacity to respond to the increased workforce and the additional family members our parishes remain concerned. To put it politely however, and in our view the demand on already overstretched primary and secondary health providers. The East of England ambulance service in particular, educational provision, and policing resources will be significant as not and has not been addressed in any detail. The overall review reflected in the reports have a minimal impact, or even beneficial impact does not appear to be evidenced in any of the DCR material.

19:02

we've noted that the DCM documentation, the forecast pink of employees working at size was increased from five and a half to 8000. And there are concerns that this will increase further and exacerbate that heavy load on those public services.

19:20

This aspect of the potential impact on the area needs much more focus given the complexity of the issues and the potential detrimental impact on communities. It was noted that the recent preliminary hearings both Suffolk Constabulary and the East of England Ambulance Service pointedly reflected concerns about the impact of the development on demand for their services. And that appears still unresolved. Given the period of consultation that has already passed. It's surprising that there still appears no concrete proposals to deal with the entirely predictable demand is also significant in our view that over the period of consultation, the large policing presence in Alaska

20:00

has been reduced to the police station closed and sold. Similarly, many of our public services have had even recently locally embedded bases in Suffolk much of that infrastructure has been closed and caught rationalised. And that makes the public services delivery more reliant on the road network and more vulnerable to the congestion and potential gridlock.

20:26

The parishes noticed that there was referent noted there was reference to ongoing work in this area with partners but again was a lack of detail

20:34

if occurred on the environment,

20:37

involving environment has been reflected on already but it's crucially important for the residents the area and the mainstay of our tourism businesses. There are a number of outstanding natural habitats within the area. minsmere means me level and we know that the organisations responsible for these have wanted the detrimental impact of their habitats from the construction. It's accepted that coastal erosion will be exacerbated by global warming, resulting in increased sea levels in crochet encroaching on the landmass size will see us close to sea level so particularly sensitive to changing sea levels which enhance the risk of the development, again, an issue that has been referenced lots and lots of times by lots and lots others.

21:18

nuclear waste is another concern in itself. It's currently stored on site despite a number of attempts by the government to find alternative storage arrangements and the waste from the proposed size we'll see reactor will be stored on site for 140 years, a period for which estimates of sea level rises are very imprecise. Apart from the fact that they will increase

21:41

by how much is inserted, which means on site storage is a significant risk given where it is again a point made lots of times

21:52

the other environmental risks from the development air pollution being one which I've touched on already, and I therefore will leave alone I school this habit as well.

22:04

I point already made as well is about the light pollution reports from Hinkley Point

22:10

reflect that is a huge issue and it is a concern across our parishes. The tourism elements is a key. It's a key element of the Suffolk economy. Again, you've heard that the Suffolk destination management organisation

22:25

report is being referenced. I think Harry young spoke yesterday for that organisation noted 15% of people locally,

22:34

directly sorry employees 15% of people locally and accounts annually for a substantial figure just under 700 million within the local economy a huge huge impact and would really be at risk. Most visitors cited natural nature related activities is the main reason for the visit.

22:55

The same study question of visitors about the impact of site or see construction and it found the detrimental impact of the construction period that at least 10 years would significantly reduce tourism could be a loss of 40,000,400 jobs. Apologies if our young gave you that information yesterday.

23:18

Through the main drivers to the impact on tourism are the direct effect effects of the construction on major tourist destinations in the area. Again, minsmere Nature Reserve adjacent to the main construction site,

23:33

admins metre levels. Both of these will suffer significant reduction in visitors as well as disturbance to wildlife damage. Another popular destination is a lot is in line of sight and again likely to suffer.

23:46

Another important point, the second driver, we think is the reduction of holiday accommodation. And the example of Hinkley Point is that rather than usual official worker accommodation, many workers rented holiday accommodation as multi occupation dwellings as a group to reduce costs and consequences, a reduction in the availability of accommodation generally. But also the related problem with parking was rather than just one car that the accommodation that will be several vehicles creating parking problems. Finally, there's the increase in traffic as the industrial workers drive to work and also to the park and ride sites themselves.

24:26

The overall increase in traffic making visiting the area on attractive and if the principal reason for visiting a sofic. is peace and tranquillity as cited in the dmo report, then being stuck in a traffic jam due to construction traffic is hardly conducive economic benefits.

24:44

We would argue that it is a joint view that there been significant reductions in the cost of renewable sources of energy particularly when fans in your recent years and the UK is already benefiting from the success of these large scale offshore wind farms.

25:01

These operations arguably provide greener electricity. without creating the legacy impacts of co2 emissions and waste disposal that size we'll see brings with it. Every pound invested in size we'll see could be spent on cheaper, faster renewables with investment in energy efficiency storage, solar and tidal power adaptations to the grid, and even energy changes in our home.

25:24

And the proposed cost of nuclear power is high, especially when the cost overruns clearly demonstrated from Hinkley Point to combined with a serious adverse legacy to the area. The average life of nuclear power station is only 56 years and currently point made earlier. All the similar nuclear projects are running behind schedule and all the cost and subject to say, subject to some scepticism to put it at least about their completion. It's possible therefore that this project represents yesterday's technology never.

25:59

But additionally, the plant will at some point have to be mothballed. and future generations will have to fund the completely unknown, clearer cost of spent nuclear fuel given all of that is difficult to quantify any significant economic or the benefits for our communities. The final point I just wanted to touch on was the cumulative cumulative impact of sizewell and SPR and the previous speaker Graham Murray, made that reference but we as parishes have consistently raised this issue.

26:32

The priorities remain concerned that despite specifically and from a really early it early stage asking for consideration of the potential cumulative impact on size, we'll see proposals staying together with the SPR DCR. Now we did additional national grid, and it would seem many more for infrastructure developments, that the sections on cumulative impact within the DC are documents both for sidelined SPO or minimal detail on the potential impact on the concurrent developments, even something as obvious as traffic. It's striking that there's a frequent reference to ongoing work on this particular issue and has been throughout the consultation and the need to continue. But the issue remains unaddressed in any detail.

27:16

And the potential damaging cumulative impact could destroy, or at the very least, significantly, denude the vital tourist and farming industries. That the area depends on currently for employment. Again, given the lead in times, and the consistency of communities and others raising the issue. It's concerning that we remain at this point. Still,

27:41

as a final comments, but we all feel that supposedly green energy cannot be a free pass.

27:52

And that applies equally to sidewalk C and SPR. Thank you.

28:01

Thank you, Mr. beech. Could I just ask whether with your written submission, you could show you could also submit a plan showing the local wrote local schools that you are concerned about having access to you did mention access to local schools earlier in what you've said today. I can and we can probably supplement that with the

28:31

routes that the buses take as well. All right, that would be helpful. And then just secondly, on cumulative impact that you've just touched on. And can I ask is your main concern? You did mention farming and tourism issues being affected by cumulative impact? But the in terms of the actual cumulative impacts that you're particularly concerned about? Is it mainly traffic? Or are there other concerns? There are all of those concerns? Jen, thank you. It is largely traffic. And we have a detailed study that went to SPR showing, as an example, the 1894 literally at its peak, based on figures that we provided from our own speed indicator devices.

29:23

So if there's any additional traffic from sizewell or any other projects, then that will tip over into gridlock and those were happy to forward that report to if it helps, now that Thank you, we'd be interested seeing that. Well, thank you very much. And we appreciate your making a representation on behalf of the others. So thank you indeed.

29:49

I've no more questions. So if you'd like to turn your camera off

29:55

and leave we have Stephen Brett

30:00

Next, he may be joining us by phone. Can I just check with the case team? What the position is?

30:14

Yes, we have Mr. Brett joined by phone, but he may not yet have unmuted his phone.

30:21

All right, Mr. Brett, I believe you have to press star six to unmute your phone. If you could do that now and introduce yourself.

30:34

Hello, yes, I can hear you. So if you could say who you are, and who you're representing, and then continue. Good morning. My name is Steven Brett, and I'm representing

30:47

this parish Council. I apologise I've had trouble with my computer this morning. So we're doing this by phone.

30:54

When this planning process started about nine years ago, the parish Council's position was to set the guests tried to provide feedback in order to minimise the impact on our parish. However, over nine years, and for consultations, we came to the realisation we had no option but to oppose the building of size we'll see because it is in the role, do the wrong project in the wrong place at the wrong time. And I'll try to explain why we might be against the project but we are not anti nuclear as a parish Council.

31:29

Firstly, transport and freight issues.

31:33

first choice for the relief road is route W, because it is a more direct route

31:40

which is more direct route to site and it affects a lot less properties and provides more of a long term legacy to the area providing better connectivity whereas the new SLR and bypass of saboten just duplicates the V 1122. This law will also sever country lines and wellness for path. If the size will link road is the route that is chosen it needs to be constructed in advance of any construction work on size We'll see. Because if not, it would mean for the early years of the construction, all of the construction traffic would go through the centre of their button, which sits either side of the 1122 with houses seven church, the seven line pub, and while devout birdshop just metres away from the road. Also, there are now a lot numerous amount of children who live in Britain, who mainly live on the other side of the road

to the playing field and to where they regularly catch the school bus on the path right next door to that road.

32:43

There is also a very active community in Tibetan who constantly cross the road for the pub and the village hall and other activities. So if this instruction of the road and personation start at the same time and threats through traffic does go through the village, a pedestrian crossing and adequate pedestrian walkway will be necessary.

33:05

If a social link road goes ahead, the community needs access down the road. So people can access sets Mondrian otherwise saboten these which are seven from the west. Access to amenities like the train station that sets them under the doctor's surgeries will be more difficult. A route down pretty road would also provide a non SLR route into licence

33:32

which would be better for cars travelling on the access road we accept at HTV and buses are going to have their routes controlled. But it is essential that like good vehicles also have the routes and clogged gutter to cut down rat running through many of small lines in the parish.

33:54

That also has to be a system in place to ensure children can get to school safely and properly on their school buses because children have a minimum of two to three miles every day maybe further to go to school.

34:09

The roundabout at the entrance of the main construction site is currently planned to the five exit roundabout. The island in the middle of this roundabout is measuring about 15 metres across being lit in times of darkness

34:24

with two entrances on the site, which should be reduced to one entrance onto the site in an effort to reduce the size of the roundabout and the amount of lights needed to light it.

34:36

In the early years of the build. If traffic goes through turbulence, there needs to be constant checks made on on buildings and houses and the church. Let's start with 1122 for vibration and cracking damage caused by heavy heavy lorries.

34:54

And then if there is any remedial work done done promptly by EDF speeding

35:00

It's nice to be introduced into eastbridge and constant monitoring and prevention of rat running on fly parking is required.

35:08

The cumulative impact of a seven or eight energy project has to be properly assessed so that any

35:17

any holdups are kept to a minimum. The construction of the sysvol link road will divide farms and fields making farming operations more difficult and less viable.

35:30

The construction site

35:33

is right on the boundary of our parish barbets waterways reservoir are within 250 metres of the entrance of this bridge.

35:46

insect's suggests that 30 Hectar's is required for a single reactor, and Hinkley has 45 hectares with double reactor. The post plot platform size here is only 32 hectares

36:03

leading to the impression that it's been crowbarred into the AONB. And when the outset will pump compromises within the LNB have been made to make it fit

36:15

to be a worthwhile habitat replacement for the last reedbed, where the platform is going, OT Hurst reedbed needed to be developed years in advance so that it will become a suitable condition to replace what's been there for decades.

36:33

The digging and filling of the ball pits position next to the main access road in trees bridge approximately 250 metres away from these which will cause noise, dust, air pollution to the residents of the parish,

36:46

the position of the solid shapes is 30 metres above sea level now, so with it being 35 metres on top of that, it will completely overshadow his village, the surrounding losses and the O and B and be clearly visible for less than Abbey which is a sigil Lincoln monument. Sorry, should you ancient monument EGF have recently applied for a new upper limit to this warheads. I think we have 45 litres, which raises the possibility it could happen here and which will even more overshadow everything I've just explained. There will also be noise dust pollution coming from the soil hits borrow pits and spoil heap either inside or adjacent to the AONB.

37:39

There is very little evidence of where possible and nonpotable water supplies needed for the build coming from without affecting local supplies, portable supplies of water needed for farmers.

37:56

And water needed for farmers irrigation

38:00

is also an issue of light and dark pollution coming from the main development site.

38:08

The accommodations, we have proposed a split approach of a smaller campus at its present location and a larger side nearer and now a large community which is more equipped for such a large amount of workers with more infrastructure to accommodate

38:27

such a large amount of workers which could leave a long term legacy for affordable housing after the building's being completed. This has been rejected without valid justification, and should be re examined. This model has already been used thankfully with 500 workers on site than the rest of Bridgewater.

38:47

The original campus size was designed for that total workforce of 5400 people. The workforce has now been increased to 7900 people and ADF rely on available available local rental accommodation and tourist accommodation, which will probably mean an increase in houses of multiple occupancy, which will lead to less family rental accommodation, which will lead to higher rents and house prices, potentially forcing families out of the area.

39:21

Environment biodiversity size we'll see sits between multiple international and local designated sites, including offshore designations. The construction site service suffered ghost and he's our AONB the 10 to 12 years after construction the access road to the platform will continue to sever the connection between minsmere and sizeable losses forever. We support there are plenty of people who know their site more than I do. So we support submissions and support Wildlife Trust. RSPB suffered close friends of the event agency

40:00

acronym and

40:02

socio economics. The two problems in the parish deals with underlining

40:08

both athletic rooms and have a thriving tourist and local trade and are reliant on visitors to the area of which seven new workers who come year after year, which will be put under threat by the noise and all the dust and all the building on the traffic. Also, that is holiday accommodation, the village which may be severely affected, and including the local campsites in both villages.

40:34

All of this holiday accommodation charges, visitors, visitors from far and wide to enjoy the peace and that guy's

40:42

amazing walks and of course RSPB and then

40:46

all of these visitors who had employment locally that will be put under severe threat solvency was built here.

40:57

There might, there might well be a shortage of local tradesmen due to working at EDF, then there will be inevitable boom and bust. When the building of size we'll see is completed and the tourism tried to not just pop up. Out of nowhere, it will take decades to get back to the incredible level that it is now. And the amount of employment that is

41:20

included in the building size, we'll see we'll have a long term detrimental effect on our parish and surrounding area. So must not be allowed to happen.

41:31

So thank you very much for listening. I hope I made a little bit of sense. Thank you.

41:37

Thank you, Mr. Brett. And thank you very much for persevering in and joining us today, even though we couldn't see you. We heard you very clearly. So thank you for that. Thank you very much.

41:52

Now if I could now hear from Adrian Dickerson.

42:04

So I can

42:07

can't

42:09

put the camera on doesn't seem to want to turn on. Can you hear me? I can hear you clearly. Yes. So don't worry, we've all had that issue at times. So as long as we can hear you that will be fine. So if you could say your name for the record, and then proceed, thank you. Thank you. Amazing dickison speaking on behalf of my wife and myself.

42:34

I agree with most matters broached by previous speakers this morning. And in particular, for those relating to carbon emission pollution and radioactive waste,

42:45

being classed as a non interested party, I should say in my defence that it was not so much your lack of interest, I missed the notification date, that more incredulous incredulity following EDS various announcements leading up to it. Indeed, there were several regarding the difficulty it would have in meeting its financial obligations for the project. One even suggesting that voluntary public subscription might assist in making it a viable proposition.

43:14

Before suggested to me they were not really serious in following the application through a Mr date. My wife Greta and I live in Felixstowe some 20 miles south along the coast from the proposed site. So not affected to the extent of those living in the immediate area, however, are very concerned by the prospect of global warming,

43:37

the effects of which are becoming increasingly apparent, just as scientists suggested they might,

43:44

these are likely to become more severe if we do not reduce the emissions drastically in the future.

43:50

Being of a certain age, and it is not so much a concern for ourselves, I speak but for our children, grandchildren, and the generations that follow who will have to endure the consequences if no actions taken by our generation today.

44:06

Considering that carbon emission emissions are probably the greatest cause of global warming today, then the building of size will see will only serve to ask excavate the matter in the decades ahead. By the time is actually producing energy than the grid will be the cleanest as been in history.

44:26

With the few carbon emissions left being generated, I failed to see how sighs we'll see could ever claim to repay the huge debt that we owe the emissions generated during its construction.

44:39

As a couple we have committed to reducing our own co2 emissions to as close to zero as we possibly can.

44:47

We no longer rely on fossil fuels for transportation, heating or cooking.

44:53

The energy we consume domestically is from that generated by the solar panels on our roof.

45:00

With additional supplies in winter arrival from renewable sources through the grid to make up any shortfall,

45:08

you have excess generation in the summer.

45:12

Over the last 12 month period, we exported more energy than we received. Even though we rely on electricity for all our energy needs.

45:24

I am no academic, but for over three years now have been studying renewable energy generation and storage in order to get a better understanding of their capabilities and limitations.

45:37

The limitations are very well documented.

45:41

But it is the former over which ions use as their combination contributes to a growing proportion of the world's energy requirements and grid balancing mechanisms.

45:53

As each year passes, price reductions for renewable energy continues to surpass those of previous government forecasts and expectations that the storage is now the preferred means of rebalancing over gas peaker plants, due to its faster response times lower costs than zero emissions.

46:20

In the decade plus they will take size we'll see to approach completion, technology will have continued at a pace with the prospect of several alternative means of energy storage, maturing to support the grid when generation from renewable sources cannot fully meet demand.

46:38

In the last month, it was announced that UK based ex Lynx is planning to build a 10.5 gigawatt renewable energy complex linked to a five gigawatt 20 gigawatt hour of storage in Morocco, and connect it to the power network in the United Kingdom by a 3.6 gigawatt submarine cable.

47:01

So not too dissimilar output to that of size, we'll see

47:07

the cost of this energy arriving on our shores projected to be 5.5 pence per kilowatt hour,

47:14

or approximately half the cost of that from Hinkley Point.

47:19

All aspects of the excellence project being current and well practised technologies in use today is just a scale and distance travelled which stretches the imagination. Mr. Dickerson, your time is up now. So could you wind up please? Okay. But it is all achievable with a completion plan for 2029. Should it be given the go ahead? This is some prior some five years prior to the completion of sighs We'll see.

47:48

According to a new report by the Carbon Tracker initiative, it has been calculated that Australia itself could generate sufficient power through PV and wind to meet global energy demand 100 times over.

48:02

If you could just bear with me, please. As with the COVID, as with the vaccine for COVID, if mankind would show a similar focus upon advantage of just a proportion of the energy generation on offer globally, then in the coming few years, the total available could extend beyond the known demands of today and those of the foreseeable future, the requirement for a new mortgage.

48:30

I'm afraid we have to respect the time limits. And you were aware that there was a time the metal? Certainly. So if you have anything else that you haven't had time to explain to us this morning, if you could include that in your written submission that deadline to that will be great. Yes, I'll certainly do that. Thank you very much for

48:54

joining us. Thank you.

49:00

Right, that brings us to the end, I believe of our participants for this morning.

49:08

If I could now turn to the applicant and their representative Karl events, just to check whether the applicant has any response they wish to make at this stage. Thank you very much. And we've been

listening to the oral submissions today. And I feel that all of the matters raised will be covered within our written submissions that deadline to principally in relation to the questions around lighting size will encourage alternatives, tourism, the campus alternatives, I just wonder whether it might be helpful to the examining authority, whether we make some written submissions around learnings from Hinkley from an accommodation perspective.

49:51

I believe that that would certainly be most helpful if you could put that all in. Thank you. Thank you. Thank you.

50:00

All

50:09

right, it just leaves for me to close this hearing. But before I do, let me remind you that any post 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. Now if there are no other matters that anyone wishes to raise,

50:32

then I shall now close the hearing. Thank you all for your attendance and participation this morning. The hearing is now closed.