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00:06

Good afternoon ladies and gentlemen. It's now four o'clock, and this is the resumed. session of open floor hearing eight.

00:17

The next person on my list speak is Mr. Klaus foresman on behalf of Campsie ash, parish council you them for Yes, good afternoon. I'm here. Good afternoon to you. Thank you very much. You are speaking for the campus. Yes parish Council. I'd like to introduce yourself, please, and you have 15 minutes. Thank you. My name is Klaus Fordham, and I'm the clerk of Cambria parish Council. Before I start our statement, I would like to say that county ash has over the past two years worked with closely with numerous other pieces to assess and discuss local impacts of the application. And we therefore will focus on the issues immediately affecting concierge as partnering PCs will have made or have made statements that include our position. Thank you.

01:10

In the words of a local county Councillor, tsunami of traffic is coming our way. Those words sum up campsite grave concern about the current proposals in front of us the traffic impact on our community, especially with regards to the eastern part of the V one and seven, eight. If it's tsunami disperses freely, it doesn't create problems. But the already busy a toilet corridor with only one minor parallel wrote the B 11. Five to which the B one was seven eight is one of two feeder routes from the air trough into does not allow for such dispersion. These anticipated volumes of traffic literally enter a funnel from Woodbridge to the actual site. These roads are ready at times and in key locations barely coping with current volumes, but certainly not be capable to cope safely with those anticipated future levels of traffic. And it's not just a sizable related impact. The examining authority needs to look in detail at the complete potential influx

02:15

in other large energy and housing projects, some of which are already progressing various stages in the planning process. I will elaborate on our main concerns within the current application. Firstly, the general traffic impact on local residents in our village compounded by the southern parking light. Secondly, the actual location of the Southern parking light. Thirdly, we prepare increasing nighttime. And

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finally fourth the cumulative impact of traffic in the area.

02:51

First traffic impact cam stations located on the B 1078. Leading East which from the a 12 to Townsville and as an alternative route or rat from to snake lace and Oprah.

03:06

Why cycle see signage might restrict official contractor track site it will increasingly become an alternative route for local users to avoid the 12 and not just when actually congested. The be 1078 has over seven width restricted pinch points in our area where passing is difficult if two cars meet each other, and often impossible and attractors or hgvs meet oncoming traffic or each other will now raise a few specific issues relating to local traffic concerns. A local road users

03:42

local road users avoiding the heavy daily congestion at Nelson's Wilford bridge wrote the a 11 five to becoming ob 11. Five to link predominantly to a 12 related usage has over the past five years increasingly resulted in heavy peak time commuting traffic through concierge via the beam 178. This is likely to get worse not a subject acknowledged by the proposal. B. The B 1078 is also a main artery for farm distribution traffic linked to the bentwater spaceport with those traffic levels already regularly exceeding limits at at the application stage for that too. But what's the official size we're contracting for might be subject to monitoring as indicated earlier, we are also gravely concerned about subcontracting companies most likely locating the bentwaters and debit areas and with that generated traffic affecting several villages along the P 1078. And the B 11. Five to those not being subjected to any official control measures. cancellations roaming parishes have for years racist huge subject of rising unsafe traffic levels.

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In the area with the Salford District Council, yet have been totally ignored. See, they be 1078 is also an official diversion route in case of closure of the a 12. North of wicker market Tattras which, considering its width limitation seems a rather surreal or rather impossible choice. This is something we won't be examining authority to have a look at. When for example, building work starts for the a 12 to village bypass closure or reduced capacity of the atrium will inevitably lead to a major increase of traffic on this actually helps you to convert the inevitable increase of instances of closure or congestion on the a twirl will lead to increased traffic levels. I state again, around over eight locations on this alternative route where two hgvs cannot pass is therefore no feasible alternative road in the app applicants proposal to cope if the a trough is closed. It fundamentally underlines the region's in adequate infrastructure provision for project of such scale, the additional impact of Cypher related traffic and the B 1078. Combined with a set of subcontractors and potentially other major developments will create at the very least an unacceptable and unsafe level for residents and lead to worse repeated actual blockages. Those earlier referenced pinch points See, we agree with our neighbouring PCs and regard the substantially increased level of vehicles going through we can market on sustainable the one of the rare occasions of EDF engagement proposed designed to mitigate it will in our opinion, not create a substantial benefit or alleviation of already existing problems. Most boringly the cumulative traffic impact of other commercial and residential developments in the area will add to sites weather related traffic volumes in the area have so far in totally ignored.

07:09

He let us consider our children 90% of which go to falling gain Kyson schools, both of which sit within 10s of metres from the main HGV route your child or children will be poisoned by diesel particulates at home and at school. Some of them for the duration of the development This is morally indefensible. Secondly, the location of the Southern parking right. The location of a southern Park and Ride will not only add significantly to the pressures on to the de Bono's seven eight as outlined above, but also to the northwestern a tall stretch around footbridge we regard the location of the Southern parking riders on suitable especially as it is located on the most elevated part of the landscape in the area. It will cause a major visual impacts on a rural landscape. we regard mitigation mitigation measures regarding been tied and planting it's not sufficient to shield the neighbouring villages from noise and nighttime light pollution. We strongly disagree with zoning and subsequent impact level assessments was in the applicants documentation. camps. Yes, PCs work together with neighbouring parishes and responding to the consultation and his partner in the commission landscape review of the southern part and right mouse for PC will be elaborating on might have already elaborated on shared concern regarding the impact of the parking light in the rural environment. Thirdly, nighttime room you can see our favourite a rail based strategy based on increasing the daytime capacity of the Suffolk line. Additionally creating a potential long term sustainability lead legacy, we do favour an approach that would maximise daytime use for deliveries Via Rail. However, as 70% of our residents live within 300 yards of the line, we regard the impact nighttime freight movement would have on the residents as unacceptable. In our quiet room location, noise and air pollution as well as vibration impacts will be felt by a majority of our residents. And we have not seen acceptable mitigation measures to alleviate those concerns. Again, we are puzzled by inadequate zoning and impact assessments or cumulative impact. As mentioned before, we're gravely concerned that the cumulative impact of other large potential projects, some of them are already in the pipeline has not been taken adequately into the account. We stated earlier the unsuitable road infrastructure north of Woodbridge with a minor B road the only alternative from North Woods should congestion or closure occur

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On the

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road set at specific location to not even a lot cast safely past each other. All those proposed projects together will have massive impacts on all our and other communities around us and threatened to rip rockabilly changed our area, recreational destination within 90 minutes of London, a unique rural and coastal area of outstanding natural beauty. One of the last remaining relatively quiet coastal and countryside environments so close to London.

10:34

to finalise our submission today, come see ash remains opposed to the prearest application not only on the few selected local issues raised here today, but also multiple other issues raised by other countries during the hearing so far, we are disappointed with the lack of meaningful engagement by EDF, two fundamental issues affecting our residents disappointed that nearly a decade of engage, but after nearly a decade of engagement, so much detail remains opaque or missing. We join other PCs in expressing disbelief at the last minute final consultation offering multiple choice options rather than carefully examined and reasoned possible prepositions.

11:18

We have not been presented with feasible or acceptable mitigation to the numerous impacts in our area. Fundamentally, because it is impossible to mitigate the issues raised earlier, it is impossible to mitigate traffic impacts when the infrastructure is basically not there to contact.

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That tsunami effect of trip traffic hitting is suffered will be felt strongly and directly and not only by county residents, whether it is cars, vans or HTTPS or nighttime reading movement, the subsequent pollution of our air, the noise and the illumination of our dark skies, but fundamentally the destruction of our unique area of outstanding natural beauty, the impact will be profound in many instances irreversible. We're disappointed by local district council which is basically putting financial short term health over serious long term environmental health damage that will become irreversible. We would also like to echo the near unanimous sentiment of participants in this hearing. The current paradigm climate change and environmental awareness makes us a totally flawed project, not just because of its location on the fragile, shingle beach subject to rising sea levels. sighs we'll see we'll increase energy costs for the entire population of this country. nuclear waste is a pernicious threat of the next future generations and the building of a reactor will react to us will produce vast levels of climate destroying pollution during the precise 20 year window, where the climate scientists say we must be reducing our impact. It makes a mockery of any government claim to be serious about leading the global response to climate change. Thank you for allowing us to make this representative.

13:10

Thank you very

13:13

grateful to us. If you would mind switching off your camera and your microphone now. Close like this for I call the next speaker. It sounds sounds to me it's a right is there somebody somewhere has got a microphone on because we can pick up the sound of occasional breathing. If you have by some chance backstage or left your microphone on. Please, could you switch it off unless you're the person addressing us? And if you just check to make sure that that's that is not you? Thank you very much.

13:47

I'm now going to ask Mr. David John Gordon, if he would come to the camera and the microphone.

13:55

will often afternoon, I hope you can hear me, you won't be able to see me because I find that my camera is not compatible with Microsoft Teams. Oh, I'm sorry about that. But I can hear you loud and clear, Mr. Gordon. So please like to introduce yourself for the for the record. And please do address us. You have five minutes. All right. Thank you very much.

14:19

Good afternoon. My name is David Gordon. I live in all abre. I'm in my ages. And so I'm speaking on behalf of future generations who will suffer the consequences of size we'll see should it be given permission to proceed.

14:34

The world is currently in a biodiversity crisis. Over exploitation of the Earth's resources by an ever increasing human population has destroyed vast areas of natural habitat, with the result that the population of the majority of species of all kinds is in decline. This matters to humans because humans need the services above diversity to survive.

15:01

governments around the world are now becoming increasingly alarmed at where we are heading. And the United Nations Convention on Biological Diversity is meeting in China in October, with the aim of adopting a strategy that all nations will be urged to adopt as a matter of urgency. Prime Minister recognises this and said that with the natural world under threat, we must act now to protect our precious wildlife and biodiversity.

15:31

Our own government has us anticipated the outcome of this un meeting. Just as the open floor hearing started on Tuesday, the environment Secretary announced the establishment of the ambitious nature Recovery Network. This includes the adoption of a strategy to give strict protection to 30% of both the land and sea area of the UK by 2030. In order to assist the recovery of biodiversity, currently, only 10% has protection. So that is an ambitious target. That emphasises the urgency.

16:09

The size will see proposal impacts upon areas that already have protection, not just the site itself, but the adjoining areas of land and sea that will be impacted by noise and light pollution.

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The site is on the heritage coast. Most of the area is AONB, parts sssi and internationally important conservation protected sites to

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how can it possibly make sense to permit EDF to ignore existing protections and destroy areas of anb? How can it possibly make sense to permit EDF to ignore just announced new governmental nature Recovery Network that plans a big crease in protected areas? Indeed, one would think that the government will write these protections into the legislation so that destroying or damaging a protected area will become a criminal offence.

17:08

And I haven't been it's not just about beauty. It's a statutory designation to protect biodiversity. It should be unthinkable to even consider a major development that will damage the AONB.

17:22

RSPB reserve minsmere immediately adjoining the proposed development sub prime example of the consequential damage that would be caused by sizable sea. This is one of the major wildlife rich nature reserves in the UK, with more than 6000 species recorded and the vital refuge for migrating birds is sloughing off points on their journey to rest and feed. Destruction of such sites around the world is already driving some species close to extinction.

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In the summer, birds migrate north from Africa to breed at minsmere. In the winter ducks and geese migrate south and their optic breeding grounds, defeated and rested minsmere. Other species past migration, like the 307, which turns I saw at minsmere in April, these spaces minsmere is an essential refuelling stop.

18:16

But the construction work at site as well, we'll cause light air and noise pollution that will potentially drive these sensitive birds away. While damaged the fish populations caused by size well, will impact on food resources, both for the birds and for humans.

18:34

We're in isolation began as a world we have a biodiversity crisis. sizewell is quite simply not the right place for developers of this June. In a crisis, we must defend those places that are vital for biodiversity. to permit their destruction simply leads further down the road to extinction. sighs it must be refused. Thank you.

19:07

Mr. Brock, you're muted.

19:11

It always happens. Thank you very much, Mr. Morgan. Thank you very much, Mr. Gordon for your evidence. I'm now going to ask Jennifer curtly. Thank you, you're on screen. Please introduce yourself and address us. Thank you, Jenny, currently speaking on behalf of myself and my family.

19:33

Good afternoon, everyone. And thank you for allowing me to speak. I believe we have all welcome the day when we can voice our concerns to you the planning and spectrum as we don't believe after many years that we have been listened to by EDF and I'm sure you can tell that feelings are running high in the area. And understandably folks are very upset and concerned. I've lived around here on and off for most of my life. My family and I are totally against the proposed building of size. We'll see

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Firstly, I would like to voice my horror that the entrance to size we'll see is to be cited of the ba 1122 almost two miles inland from the site itself, and the introduction of an roundabout accommodation block stockpiles, and borrow pits all to be cited along one of the prettiest country lines in the area. It's an absolute travesty licence, an important part of the local landscape and the lowest stablish Pro quarter music school will be heavily impacted. Plus a road cutting the AONB in half alongside RSPB minsmere

is difficult to contemplate. If this isn't a crime against the local landscape and environment, I don't know what is. I will listen cope with such a huge influx of workers. One hotel two pubs a sports bar and a social club club will not accommodate an ever increasing workforce of 1000s and EDF promises of onsite facilities at the campus will not suffice. Basten does not have the amenities of Bridgewater as it's roughly a quarter of the size. It will not cope as struggle 30 years ago on the build half the size. I would like to remind everyone that in 1983, after size will be was built in size we'll see was first mooted over 50,000 people registered their opposition to another build, then or in the future. Local accommodation to rent will prove difficult, currently in a 10 mile radius of listen. There are 12 properties available on Rightmove where will locals live if all the available accommodation is taken up by workers. We struggled round here before and we will struggle again. I know for a fact that the size will be outage workers are having difficulty in finding places to stay right now. And there are only 700 of them live along the 1120 a designated tourist route, which will be heavily impacted by traffic travelling to the northern Park and Ride when the a 14 to the west. And we are all incredibly worried about the rat runs on local often single track lanes leading to the park and ride.

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These roads are often are used by cyclist walkers and farm machinery. When I asked at consultation for what measures would be put in place to stop the rat runs an EDF official with a stretch shrug of his shoulders said very little could be done. And to please point out the roads I was concerned about. I felt EDF should have done this themselves before choosing the site of the park and right after the lake and read a map as well as I can. This area does not have the infrastructure and building new roads to include six roundabouts in a 10 mile radius of size we'll see we'll have a devastating effect on the landscape alone. size will amb needed one new road lovers lane to avoid traffic going through listen on a visit to Bridgewater and Hinkley 18 months ago. We were snarled up in a traffic jam for over three hours. The road literally came to a standstill with hgvs EDF buses and holiday traffic or belching out knots foods.

23:16

The majority of speakers over the last few days have stated huge concerns about the local flora and fauna. EDF chopped down your 100 year old coronation wood without the necessary bat licences from natural England How can we trust them? This was not a good start. So hence there are great concerns that they will not treat the local often rare wildlife with care and attention and respect. There's so many concerns about transport including road and rail and the worrying effects of on efficient treatment. It is vitally important that the inspector allow plenty of time in the issue specific hearings for these issues to be rigorously examined. Before I finish I would like to endorse together against size we'll see stop size we'll see perfect friends the RSPB minsmere and Suffolk Wildlife Trust for their unwavering opposition to the project. And we're begged the inspectors to recommend turning down the proposed size with Betsy bailed and to save this very special part of England from industrial ECOSOC. Thank you, Mr. Shroff. Thank you. Thank you.

24:30

And now I would like to ask Mr. David Lambert, to address us.

24:38

Good afternoon, Miss Lambert. Good afternoon. Yes, thank you for giving me the opportunity to talk today. So my name is Dr. David Lambert. I'm an environmental scientist, a chartered water and environmental manager and the managing director of fish guidance systems. A company that has been designing manufacturing and installing fish deterrents around the world for 27 years. I realised that a number of

25:00

previous speakers including Dr. Coffee who was MP and the former government Environment Minister have urged the panel to minimise the environmental impact of the plants. Now speaking today to highlight the issue that EDF has removed the plan to restore the acoustic fish deterrent known as an AfD. From the mitigation measures originally proposed for the site, the need to install AfD systems on cooling water intakes of nuclear power plants to protect the fish has been highlighted by a number of independent experts and organisations, including the Hinkley Point C expert advisory group to the Welsh Government.

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The UK environment agencies best practice guides state that in order to protect fish from being drawn into these cooling water systems, and being damaged or killed, an AfD should be installed in combination with a fish return. And in the case of the new nuclear sites, in combination with low velocity intake heads.

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The implementation of all of these techniques is fundamental to the principle of best practice, and is the basis for accepting direct sea water cooling as best practice available technology for the new nuclear bills around our coast.

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However, EDF is proposing that low velocity intake heads and the fish return will be sufficient. But no examples of low velocity intake heads have ever been built, and their effectiveness is unproven. And see fast, who advised EDF has concluded in their own reports I quote, any mitigating effect of the low velocity intake is only likely to be realised if it is combined with some form of artificial stimulus.

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The document goes on to say low velocity intake and AfD need to be considered as a combined mitigation measure.

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So apart from the basic principle of following best practice guidelines, and that EDF is ignoring the recommendation of C fats. Failing to install an AfD means there's an increased risk to the site due to the potential for an inundation of fish. The sea around Sizewell is known for its large shoals of sprat, and herring, and these can be drawn into the intakes of power stations along the east coast and overwhelm the cooling water system, as has previously happened at a number of sites, including the Sizewell station.

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But even without an inundation, sea fasten EDF estimates that 75% of the fish drawn into the intake will be these fragile fish and sea fasten EDF except that they will all die.

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And yet this is not necessary, an fd can be installed, it has been independently proven to deflect the vast majority of these fish from the intake.

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So while we can currently debate a killing millions of fish is morally wrong. The introduction of the animal welfare sentence bill in the Queen's speech last week will mean that the government departments will need to consider the welfare of animals, including fish in their future measures and policies. Here we have the opportunity to lead the way and demonstrate that science will see not only adheres to best practice, but actively promotes it.

28:05

I think we can all agree that five minutes is not sufficient time to properly review the benefits of the AfD. And we've therefore previously submitted a document to the inspector that outlines in detail why an fd should be installed the size we'll see. We've also provided the inspector with a presentation to accompany today's statement. And that document and the presentation are available on our website [www.fges dot world](http://www.fgesdotworld.com).

28:32

I would add now that the reason why an FDA needs to be included in the requirements for the decio is that the attachment points for the system need to be designed into the intake heads during the pre construction phase. Without them it'll be nearly impossible to add in AfD later.

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So today we're asking you to give the requirement for an fd a full and fair independent review, rather than being dismissed as unwarranted by the developer who will financially profit from the failure to follow best practice here, and other nuclear sites around the UK. If you'd like to review the requirement for an fd in more detail, we'd be pleased to discuss this further with you as an issue specific hearing.

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But I want to conclude by highlighting your decision to include or exclude in AfD from the mitigation measures specified in decio will directly dictate the impact the new station has on the marine environments for at least the next 60 years. And I urge you to do the right thing.

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I'd like to thank you for hearing me on this subject today and are pleased to answer any questions you may have.

29:35

Thank you very much Dr. Lauer. They do have just one or two questions for you. I'm grateful to you for coming today.

29:42

To help me here.

29:44

Where else are acoustic fish guidance systems installed further on a lot of the coastal stations what the largest one, I suppose it's a Pembroke power station

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but we have them installed other stations

30:00

On the south coast, I suppose mostly around here in the UK. They're also installed on a nuclear plant over in Belgium that got installed in 1996. So the system has been operating for the last 25 years. Thank you.

30:15

I guess there are statistics and measurements in relation to those, their effectiveness. And competency is obviously going to be difficult because you, you either install it and use it or you don't? Yeah, I mean, every site is different. So, you know, we design systems to actually meet individual sites, we've obviously done a certain amount of work with EDF, ready for the Hinkley system. And we know that's undergoing a different,

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different way at the moment. But now they have, you know, one of the I think one of the key things is that we're a company of scientists really. And so we do believe in independent validation of the systems and they have been, so there are papers available, which I'm more than happy to send through to you, which demonstrate that specifically hearing in sprat, but will be deflected by that by the system, and we're talking about 88% of sprat 95% of the hearing. And overall, I'll have to go away, and I can't remember off the top of my head, but I think it's around 60% of all fish species will be deflected. So you stop them even having to go into the cooling water system, without having to then rely on a fish return to try to obviously collect them and return them back to the sea. Okay, thank you. Thank you for your offer of papers.

31:29

In case I forget, if you do want to submit some papers to us, and of course you can do, I'm sure you'll be aware of the fact that we have quite a lot of electronic paper already. So by all means, submit, but please do point us clearly to the relevant parts and summarise it for the benefit of those who are not fish guidances. Yeah, no, I realise it is a very niche market. I mean, we are the world leaders. So this is British technology, which we you know, we are expected exporting around the rest of the world. Okay, thank you. All right. A couple other questions, in that case, low velocity side entry systems.

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completely new. You're telling you're telling me I think I read elsewhere?

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I suspect you might want to comment on the effectiveness of those as well, not now, but in what you what you submit at a deadline to replace. Yep. Thank you. And lastly, I'm curious. Are you the only supplier in the world of fish guidance systems? Or do you have competitors?

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Who stick systems? Yeah, there are other companies who do behavioural systems we are the world's experts in and leaders in acoustic systems. And I think the key bit is that because we've had systems installed, let's say a dual over in Belgium and other stations for so long that we are probably the company which has got the experience and the proven

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systems already installed to demonstrate that we can instal them and operate them. But you know, I'm, I'm an environmental scientists at heart. So let's just make sure that you understand that, yes, there's a benefit for fish guidance. But fundamentally, the system should have an acoustic fish deterrent, I would love it to be fish guidance to actually instal it. But that's not what's important. Fundamentally, we need to make sure there's an there's an acoustic Pfister, Karen, on that intake to actually protect all those fish. Okay, thank you. And just just lastly,

33:27

the applicant's response to you thus far has been that the maintenance of acoustic fish guidance systems, three kilometres out to sea in Roseville, deep water is impractical. So it will be important that you address that in your D two submission as well. Yeah, yeah, I mean, I think okay, I would just say that the key to that, I think the way we perceive it and and and engineers I've spoken to is using remote operated vehicles are IVs, they get used across the rest of the North Sea. I'm not, I'm not an expert in our OBS, but I am told that there are units which should be able to do the job. And if not, let's be frank, there's 10 years until there's intakes actually going to be getting in place. It's obviously very easy to be able to develop something in that time, if there's something specific which is actually required, which someone doesn't already have available. That's brilliant. Thank you very much for coming. It's very interesting, as well, as well as helpful to tourists. All right. Thank you very much. Thank you. You're not going if you can switch off your microphone and your camera. You're welcome to stay for the rest of the afternoon. I'm going to hand over now to my colleague, Mrs. Cassini, who is going to look after the rest of the afternoon speakers. Thank you, Mr. Bach.

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Mr. streeton, you've actually beaten me to it. Thank you very much. If you'd like to introduce yourself and

35:00

You have five minutes? Yes, good afternoon my mind can sell on behalf of the happening and Hall estate. The estate owns and has restored more than two and a half 1000 hectares of suffix Parkland, farmland and woodland with no fewer than 32 designated house two jets, of which 10 are in the Oxford. It's a significant local employer and conservation is a core principle which underpins its ethos, its reputation for stewardship, protecting and enhancing the local landscape. Its unique habitats, ancient buildings and dark skies has contributed to its reputation as a paradigm for modern estate management. And as a world class travel destination, it'll submit detailed written representations and intends to attend relevant issue specific hearings. But for the purpose of today I'll focus on associated development at the northern park and ride and the Oxford roundabouts addressing transport, ecology and heritage, dealing first with transport and turning to the northern park and ride. Firstly, the site selection is poor, the applicant is not justified at selection of darphin as the location for the Northern park and ride, and in particular, neither the transport assessment nor the attendant consider the risks associated with the increased use of the darsham level crossing, which is an issue of particular concern given the level of crossing already carries a very high Network Rail risk rating of f2. And traffic at the level crossing is predicted to rise 10 and a half percent, with notable increases in ATVs and buses. Nevertheless, no improvements have been proposed to it. Secondly, the size of the Northern park and ride is unjustified it's unnecessarily large. Firstly, there are serious doubts regarding the predictions relating to the use of the Northern park and ride. So for example, the modelling appears to assume that residents living west of Saxmundham who live closer to the southern Park and Ride will use the northern one that makes no sense. Secondly, the northern Park and Ride has 1250 spaces, but their transport agenda and assessment suggests that only 1054 actually necessary so it's 200 more than required. And thirdly so as far as the estates are where the promoter hasn't published any plan to ensure the effective management of the Northern Park and Ride once it becomes operational. That's an issue of considerable concern. Getting Ahead if it's not properly managed, there'll be a serious impact on local residential amenity dealing with the Oxford roundabout. Even on the promoter zone modelling the roundabouts been significantly over engineered. The evidence simply doesn't support the need for 55 metre inscribed circle diameter around about and in fact that modelling itself appears to underestimate capacity on the highway network and therefore overestimate the impact of the development on traffic flows. Turning to ecology and it's written representations you'll state we will deal with wider issues around air quality recreation impacts and Marsh areas. And but for now, firstly looking at the northern park and ride, the survey data relied upon is manifestly inadequate in adequate and out of date, the baseline survey data is mostly more than five years old, and there's considerable scope for things to change since then, especially in relation to mobile species, like bats and birds. In terms of the detail of those assessment again, there are considerable issues. Firstly, great crested newts are known to be on site but have been scoped out of eight water bodies on the basis that the a 12 presents a barrier to their movement. ecology solutions and market leaders on ecological assessment suggest that that's incorrect and that great crested newts have been under assessed. Secondly, there's been no proper consideration given to the little nursery waters ancient woodland, despite the fact that it supports indicator species and is described in size was around 2011 phase one survey as a remnant of ancient semi natural woodland. And thirdly, there's been no consideration of bats and reptiles potentially present on site. Regarding the Oxford roundabout Firstly, size was essentially ignore the fact that the roundabout is adjacent to roadside nature's of 197. That's a designated site of national importance. because of the presence of the sandy silt portable fungus. The air within the site is suitable for that fungus, and yet there's been no assessment of the penitential impact on it. Instead, the applicants dust

risk assessment wrongly says there's no sensitive habitat within 500 metres of development. And finally, again, potential significance of roosting bats and reptiles has been ignored, dealing with heritage cockfield holes being ignored. That's a great one listed building with an associative complex of nine or the grade two star and grade two listed buildings. So as well as inappropriately scoped it out from assessment notwithstanding that it's located within 500 metres of the Oxford roundabout study area near the boundary of the Northern Park and Ride which is a one kilometre study area. That's especially inappropriate and surprising given its high status. The fact it's within that 500 metre area and the fact that curtilage listed buildings from the whole fall within the northern park and ride one kilometre zone and the interrelationship between the two contributes material to the whole significance. Finally, the Yorkshire conservation area the suggestion by size well that the A 12 is a positive contribution to the conservation area is a surprising as it is erroneous it's directly contributed contrary to the Conservation Area appraisal, and that should be preferred. Overall, the impact of the conservation is underestimated, and in particular, there's no assessment of the impact of increases in construction traffic. To conclude the state reiterate its request that the northern park and ride and the Oxford roundabout are considered a tissue specific hearings. It knows that at least some of these issues are in your state.

40:00

is readily capable of resolution and it publicly asked the applicant and its agents to engage with it to find solutions to those issues as part of this examination process.

40:09

Thank you very much. If you'd like to turn off your camera and microphone, I'd be grateful.

40:16

Thank you. If I could have Stuart checkley. Next, please, if you could turn on your camera and microphone.

40:25

Good afternoon. Hello, can you can you hear me? I can. I could see you and then you've just disappeared.

40:34

I

40:36

think you might be Yeah, you're back again.

40:39

Carnegie.

40:43

Mr. chalky. I can see you now. Brian. Thank you. I can't see myself but that's okay. Do you want to introduce yourself? And wait minutes? Yes, thank you Miss Cassini. I'm Stuart checkley. And I'm going

40:57

to focus on the effects of the proposed construction of size we'll see on the midsumma nature reserve. I've visited means me regularly for 49 years. And I've also been able to visit exotic wildlife sites overseas such as mins such as Antarctica, but each time I come back to minsmere, I realise how amazing it is. It's very soft. It's very beautiful. And as we've heard, it has an extraordinary an extraordinary, biodiverse wildlife. If I can never make another trip overseas, I'll be perfectly happy, so long as I can enjoy minsmere. But will I actually be able to enjoy menswear in the future? And will the other 104,000 the signed intimate petition be able to do so? Or the 120,000 visitors who expected at minsmere in future years?

41:50

I've been asking this question throughout the consultation process that I know be able to find a scientific answers to this question. Until last November when the Environment Agency published its relevant representation. there for the first time I could find proper

42:07

peer review of relevant scientific data. Thanks to the Environment Agency. I now know Firstly, that there are some areas where the agency is content with the applicants answers to its questions. But there are many a great many areas where the agency is not contained.

42:29

And and is waiting for information that's been requested in some cases a long while ago.

42:35

Also, the agency draws attention to some very obvious problems with some of the studies that they've been sent. I will describe two examples to give you some idea of the quality of some of the applicants data.

42:50

My first example concerns the entrapment of fish. In the new reactors of proposed new reactors cooling system, the Africans tried to model the effect of fish being sucked through the cooling system. And by studying the passage of fish a fish through a tube of similar dimensions. How are the applicants experiment neglected to replicate the chemical environment of the cooling system and also the pressure changes through which fish have exposed as they pass through it? Now I find those omissions quite shocking. Why would someone goes to the trouble of conducting that experiment and not control for all the experimental variables. The applicant seems to be sabotaging his own experiment.

43:38

In a different study, the applicant collected baseline measures of the population of glass seals. This was to provide a baseline against which follow up measurements could be made once the new actors were working in order to detect any harmful effects on eels. So far, so good.

43:57

But then yet the Environment Agency report that this assessment was made once only and at a time of year when el numbers are known to be low. So why would EDF do that? If they wanted to look out for any subsequent for Indian numbers? Surely they would do it as a time when el numbers were high. Again, they seem to be sabotaging their own experiment.

44:21

So to sum up, there are a large number of areas of outstanding concern and also some problems with some of the information that has been submitted.

44:31

But there's something else that I think is even more worrying in their relevant representation. The Environment Agency said that there's now so much outstanding information that they've not received, that they doubt that they will have the time to assess it when it is finally received. For me this is most worrying of all the Environment Agency is the environmental advisor to the examiner authority. And so if the advisor is not

45:00

People do advise, then the system is in trouble. And no reassurance can be given to the public, that the environment will be protected. If the proposed development goes ahead. You're in your last minute. Mr. checkley. Thank you. Maybe the 140,000 of us who signed that petition will Why isn't when we realised when we made the following request to EDF. Please show me that you love in minsmere too, by providing clear information about how you will avoid any damage to such a world renowned renowned site for wildlife.

45:35

And I'd like to get the last word to the Environment Agency, I quote, we are concerned that there is a substantial amount of information still to be submitted. And as a result of this, we genuinely believe that we may not be able to review this new and amended information to this timescale that will enable us to properly advise the Environment Agency within the deadline sought. Thank you, Miss Cassini. Thank you very much, Miss cecchi I believe. Mrs. checkley is next. You want to

46:07

Good afternoon. Good afternoon. I'm Marilyn checkley. And thank you for letting me speak. I'm representing our families and many visitors who come here and the local community. I want to begin by telling you about the way sites will see would affect our family because of the many NHS patients who would also be impacted in that way.

46:29

I taught as a consultant in infectious diseases. At a large teaching hospital in London, I can't imagine what life's been like for her and her family over the last year. In the first wave of the pandemic, she had to tell her two small children that she might have to stay away from home at night in a hotel near the hospital. She's had to watch countless people dying of COVID and watch many junior colleagues and nurses catch COVID then returned to work in an exhausted state. At the end of the first wave. She was so exhausted that when rules permitted, she asked if she could come to Suffolk with her children and

her husband when he could. She helped clinics over the internet. And when she was not working, working, was able to do walks and take her children to the beach. She only had to go back to London when she was routed on the wards. For her that break in a speech was absolutely life saving. And I reflected at the break had resulted in one member of the NHS who was not demoralised and was able to work with renewed vigour, treating patients with COVID and also doing research on treatments for COVID more effectively than she could have done otherwise. Exactly. The same thing was true for my husband some years ago when he was dean of a hospital in London, which was threatened with closure. And he would come to East ridge and recover when my parents in law live there. He would also say he wouldn't have survived, had you not been able to recuperate and that would have affected his ability to make decisions which ultimately contributed to the survival of a centre of excellence in Treatment and Research.

48:03

This is the wildest part of Southeast England and the degree to which were healed by nature is proportionate to its wildness. The same benefits are also experienced by the 90,000 visitors who come to RSP minsmere every year. We often speak to visitors at the bridge, and they all describe the huge benefits they get from being in an unspoiled natural environment. Some come from a long way away and have been coming for years. So this flagship preserve minsmere has taken almost 80 years to reach Council of Europe protected status, and that will not be renewed unless the natural area is adequately protected. By contrast, when I look at pictures of Hinkley C, I can only describe it as a hellhole. It's all again got all the ingredients that cause stress and physical and mental ill health, noise pollution, ugliness and the total degradation of the natural environment. in size. We'll see it goes ahead, there'll be traffic conditions gestion we'll be hearing about noise and light pollution and dust. And the tiny hamlet of eastbridge will be dwarfed by the accommodation brought for 2400 workers a couple of fields away. The workers will dominate the village in its pub, which is at the moment very child friendly and they are trample the local footpaths which were intended for small groups.

49:23

As a result of all this safeguarding will become a nightmare. The director of procodeer list and Abbey talked about how fears for the safety or safety of vulnerable autistic children are likely to put off the heads to send them on their courses. They're right to be concerned.

49:39

According to drug rehab.com, the construction industry employs more workers with substance abuse disorders than any other profession.

49:51

The only heritage left to left and by size will be was a drugs club or a problem that blights it to this day and its size. We'll see went ahead then we in a

50:00

Speech would feel very unsafe. The moment I take bike rides or walk sometimes on my own, I definitely wouldn't feel safe to do that. And just at the time when our grandchildren and many other peers are becoming teenagers, they'd be prevented from doing anything on their own. They used to camp on the

lawn for fun outside the house, but I wouldn't be happy for them to do that. It says we'll see went ahead. Your last minute.

50:26

Thank you, lights would put people off coming to this area. If EDF admits that there be a 29% drop in visitors, you can be quite sure that the real figures a lot higher and existing tourist accommodation would also be reduced by the importation of 1000s of Hinkley Point C workers. So local businesses that depend on the tourist trade would be catastrophic Lee damaged and what's most galling, I find is the fact that this build is totally unnecessary, not only as wind and solar vastly cheaper, the EPR technology of size we'll see is out of date and impossible to control strapped witness or killed water in Finland and clamavi. In France, it's clear that size we'll see won't even start to contribute to zero carbon until 2040. And that's without mentioning the problems of waste disposal. The thought of nuclear waste buried underground in soft sandstone, eroded by the sea compounded by rising sea levels in a sinking coastline is almost unbelievable. If Wilbur Grove was granted a reprieve on the grounds of its pristine ecology then surely, RSPB reserve the In DNS SS eyes and this area should be spared as well. Thank you. Thank you very much, Mrs. checkley. If I could ask you when you've got a moment to turn off your camera and microphone. Be very grateful. Thank you. Thank you.

51:49

Did I ask john Sidwell pleased. Good afternoon.

51:56

Good afternoon. Good afternoon, Miss Cassini. Thank you very much for the opportunity to speak. My name is john soveral. I am a resident of the Oxford a church Warden and parish Councillor. I'm speaking as an individual, although I endorse strongly the comments made by our Rector Tim Rogers, especially on mental health concerns. My my counsellor, fellow Councillor Paul Ashton, and Charles McDowell of the B 1122. Action Group.

52:28

I have listened so far to 116 presentations, and we're not repeat. There are many excellent points. Josie bassinette. In her comments covered eloquently the points I would have made, as did the old society. I will speak more generally.

52:47

We came to Oxford in 1992. Towards the end of the eight year construction phase of size will be the negative impacts were highlighted to us by many people who lived through that experience.

53:02

their experience and complaints had presumably been forgotten, by the time that a different administration sold British energy to electricity defrost in February 2009. As was the 1987 recommendation of Sir Frank les fields inquiry with a bypass road D two now known as route w was essential if the size war site was to be developed further.

53:32

However, since we as a family recognise the need for a nuclear component in our national energy strategy. When EDF launched this consultation, we approached the project with an open mind and engaged in the process.

53:49

We responded in detail to phases 234 and five, with copies of all correspondence sent at the time to you, the planning Inspectorate, as well as to our MP and local authorities.

54:05

Our involvement has convinced us that this project is seriously flawed and will not only have a devastating negative effect on the environment and communities of Suffolk but it will not ultimately deliver the national objective.

54:24

Following the twists and turns of the consultation process, it is clear that EDF is intent is attempting to square a circle forcing the Hinkley c model onto a vulnerable site that is much too small in a district that simply does not have the infrastructure to support this project.

54:44

While trying to deny or obfuscate the devastating damage it will cause the off then on nature of sea rail and road options, none of which have been presented in convincing detail is symptomatic as is the

55:00

emphasis on litigation, which claims to reduce damage, but in many cases is arguable. The prolonged extensive publicity in lobbying campaign, emphasising questionable promises of green job and of contributing to carbon neutral has served to distract from the damage that will be caused to existing jobs, which are much more green having been developed over time and in tune with the environment.

55:29

And the fact that construction will not itself contribute to carbon neutral until 2040.

55:37

EDS approach to consultation has appeared less than transparent, and timing often unhelpful. Submitting the decio during the pandemic, and is locked down made it much more difficult for interested individuals to collaborate in responding, or indeed to hold local government representatives to account.

55:57

The information provided for these consultations has been incomplete, difficult to find, or sometimes entirely lacking.

56:06

The extensive comments delivered as a result of these consultations appear largely to have been ignored. The impression derived from this processes of an organisation hell bent on delivery no matter what the consequences for the many communities affected and the vulnerable environment. Driving

through the destruction of the 110 year old coronation wood as a size will be submission, as highlighted by highlighted by Marian fellows reinforce this impression.

56:37

I endorsed the recommendation of Ian Brown the inspector should visit or should view the French film the nuclear trap for a different perspective on EDF and the increased size will project which might will prompt additional questions, especially on the very concerning nature, matter of governance, ownership and responsibility. The sudden haste with which EDF is trying to drive through this project starts to see something like a Ponzi scheme, starting new projects but before others have been delivered. EDS lack of success so far on these projects does not augur well for their capability of delivering effectively on size we'll see where our fragile significantly increases to protect almost their potential for organisational friction, leading to progressive delays and rising costs in what Mr. Phil bought. EDS earned barrister on the 26th of March highlighted as an unusually large and complex project of vast scale. The landscape of power delivery is changing rapidly. The attendant thought processes need to catch up. I asked the expectorate to reject this project. Thank you very much. Thank you very much.

57:57

Turn your camera and microphone off. Thank you.

58:03

Thank you. Could we have Tom Langton. Next please.

58:11

Good afternoon. Good afternoon. Good afternoon, if you'd like to introduce yourself and then start. Thank you. Good afternoon. Thank you to the examining Inspectorate and team, I'm local resident Tom Langton, representing myself I also endorsed the representations of RSPB Suffolk Wildlife Trust Friends of the Earth and task on these ecological matters. I am a specialist in species protection, habitat restoration, development, planning and law. With this application, the intensity and permanence of landscape and biodiversity damage is an overarching major concern. In my view, the application fails to uphold biodiversity protection standards embedded in wildlife protection.

58:57

Planning requirements on multiple grounds. It is notable how many people in these hearings so far have have commented upon lack of transparency. This week, the environment secretary said much of the UK is wildlife rich habitat has been lost or degraded and many of our wants come and spaces are in long term decline to actually reverse the downward trend we have seen in recent decades. We need to change our approach. And we need to change it right now. That's what he said. Well, the EDF sizewell website states EDF wants sizewell C, to be an exemplar of how industry and environment can coexist peacefully when sensitively sensitively developed and managed but to achieve that would need a planning application with clarity, the right data and coherent answers.

59:49

Firstly, missing essential information in the application as required basics, such as the death from matrix 2.0 biodiversity net

1:00:00

Gain calculation tables 12 weeks are needed check and test these details and these are needed. straightaway please.

1:00:10

There is missing information on permanent roadway in the Airbnb and elsewhere including at Farnham. These will bring permanent fumes particulates noise, light aquatic pollution, visual blight and wildlife kill to the road. But barn owls and deer for example will be hit by lorries and cars. There should be five underpasses and extensive wildlife barriers along the nine kilometres of road. Why is such detail absent? Ugly bonding is planned completely out of character in the soft landscape of this part of the Suffolk secondly, lack of evidence. One example is construction of a large car park to the north of the main platform. This will be Oh, will this be open to the public spending hundreds of people daily into this remote area? Why is the carpark not a closed operation with no access to the beach. Thirdly, poor evidence in several areas for example, changes to coastal habitats and species including the dramatic expanse of sand and shingle beach and Dune, with its large and significant populations of plants and animals that need to be removed and a steeper profile reformed. Not like the extensive insensitive University led operation made precise will be

1:01:26

fourthly, in respect of misconstrued evidence. fen moto loss in the size or marshes ssss sssi is a confused planning matter. The tiny and remote Ben Holland hails with water Meadow sights are all next to sewage works and nutrient rich catchment as all the pond digging attempts at old house to farm. The late plans try to ship the problem to pay Khanum near bury St. Edmunds a different geographic administration which is bad planning practice. There is a precedent for blind planning practice. I visited Pakenham and found many issues with that choice.

1:02:02

The applicant has missed the point in any case, please note it is the matrix of coastal Fenland habitats in the sizeable marshes sssi of which fen Meadow wet woodland clean water at very depth and other habitats together provide the sssi exceptional interest. The sssi citation gives these as coastal Fenland invertebrates. In September 2019. The applicant refused to let me survey for the coastal Fenland invertebrates across the habitats of the sssi targeted to investigate just this point, EDF mistaken both the need and the process in mitigating biodiversity loss of studio fields and elsewhere farmlands have been sown with wildlife wildflower mix, but it should have been nutrient stripped and de compacted first. Efforts to provide for Marsh area and the huge reptile populations on and around the development platform are compromised and capacity to provide for these species highly limited as a result. Finally, with respect to flawed evidence. Last year despite incomplete surveys. The Suffolk council permitted the felling of coronation wood within which is an enabling project to this development. Last winter. The wood was felled prior to normal pattern reptile protection measures natural England refused the bat licence but EDF went ahead anyway. He suffered council withdrew normal public communication on the matter request to EDF by Suffolk Constabulary

1:03:30

to communicate with myself and to inspect the site with me to to in respect of potential ongoing wildlife crime was refused and police investigations continue. So is this the way things are going to be? Is this the exemplar approach to planning we now expect Thank you.

1:03:49

Thank you very much. Mr. Langton.

1:03:53

If I could ask you to turn off your camera and microphone, please.

1:03:57

Thank you. Could I ask Alison Andrews. Next, please do come on the screen.

1:04:05

Yes, hello. Can you hear me? All right. I can't see you yet.

1:04:12

Oh, there you are. I can see you. Now. If you'd like to introduce yourself, and you have five minutes. Thank you very much. I'm Allison Andrews, and I'm a permanent resident of all breaths. For a number of years I've accepted that size we'll see would come to the area.

1:04:27

It has come and my efforts in relation to participating in consultation apart from my particular interest in the code. I'm focused on trying to see how the most injurious impact of the project might be mitigated. Because, for example, the heritage the housing eastbridge is going to has formers more people in the census population of obrah. So there's a disproportionate effect. But as time has gone on, it's become increasingly imperative that the project is growing in size and impact and will take longer than originally foreseen.

1:05:00

I'm not going to strain to arguing the National Energy Policy needs coherence, that for all we can understand, there's no surety that once built this past station will actually produce power. But it will not be completed probably until some years after the real national deficit of energy has passed. I'll focus on a few other things. First, has there been a genuine consultation of the public meriting the new streamlined six months examination process, which I thought was designed, should arrive at reasonably defined proposals. The hurried consultation at the end of last year, presented not plans, but unassessed options affecting the coast that themselves had several variations such as the beach landing facilities. Despite attending a workshop on the coastal changes, it was only possible to respond to the consultation that was not possible to construct comment constructively, as there were too many unknowns and undefined. Similarly, from what I've heard this week, the proposals for railway plans seeking to mitigate the traffic rip by rail have been barely thought through. Next is this fragile and dynamic coastline against a background of climate change, an adequate basis for not one or two nuclear plants where the security of the material is contains is paramount. There might seem to be a logic superficially in putting sighs we'll see with sizewell nB, a next to already installed power lines,

except we hear that there are now going to have to be more power lines. But it's going to be on a space it has to be squeezed into an unlike the third surface and be the foundation's need to be built by excavating out huge volumes of underlying material and encroaching on the Martian West grassland, which is the essence of minsmere reserve. And I hesitate, I hesitate to when I worry about what it's going to do for the hydrology of that very sensitive area.

1:07:01

And then in passing, for the, for at least probably eight to eight years or more, these excavations will necessitate the spoil heaps of over 30 metres. That's over the size of three houses far taller than any of the surrounding land for miles around. Anyone who has stood near Sandy or open soul in this part of the world. In a high wind, which we have many, particularly in winter, they will know that such relatively mountainous heaps of loose soil can only lead to massive Earth blow far across the countryside. And I can see no reference as to how that's going to be dealt with. Then there's the question is the local infrastructure the local traffic infrastructure, up to bearing 10 to 12 years of in 10 to 12 years of intensive heavy traffic, serious investment is needed for wider roads with good foundations and good camber. I give you one particular example because people have been saying it's bad, the roads are bad. But it really is bad. Only yesterday, I was driving along the a 1094 from all bruh in a heavy thunderstorm. And in four miles I had to pass through three large lagoons of trapped water lying across what is an A road obviously had to slow down. But even so, a car coming the other way with a few following it did not slow. And the consequential splash on my windscreen meant I was completely blinded. And I just had to hope and pray that if I went very slowly in straight I would be safe what would happen if it was a succession of hgvs.

1:08:35

That Stratford son Andrew on the a 12 itself, which is a kind of pinch one of the pinch points on the 812 nitrogen oxide levels already exceed annual mean air quality objectives. And that is with the current level of traffic. These two small examples are not atypical, they're very you're confined very similar examples. And yet, this area's traffic. This is the limit. The limit this limited road infrastructure is proposed to be used for the timely and efficient delivery for the largest building site in Europe.

1:09:12

Further against

1:09:14

limited infrastructure, there will be a negative impact on the local economy and daily life of all of us who live around here. Whether we're shopping in local towns, we have many carers here visiting people two or three times a day is we have an average or higher than the national average number of people have the old agenda of older generations. And this will struggle at best now we have to wait there is an hour and 20 minute return journey to the nearest hospital in Ipswich. What if the traffic 70% more heavy goods etc. Get so snarled up. There will be delays and getting someone to hospital in time with serious consequences. Also being a rural area children have to travel by car and particularly for secondary school.

1:10:00

on long bus journeys, through the cut roads around the country around size will inevitably there's normal and proper traffic will clash with the construction traffic. And that will delay children going to school. If the project were only six months in length, that would be one thing.

1:10:17

Sorry to interrupt. I think you've come to the end of your time. If you've got a couple of sentences that you didn't give me a minute. Sorry, you didn't tell me a minute. I think my colleague did. I think he's on mute. I apologise on news. All right, well, I'll just do two. But what I'm saying is, for the project last six months is one thing, but to last for 10 to 12 years will be a blight on a whole lot of school lives. I was going to mention like pollution, I won't. I just want to say it'll be like Bill living on the building site for 12 or more years. It's not going to bring much joy to anybody. I seriously wonder whether with an infrastructure like this, there can be a streamlined and efficient and efficient

1:10:58

site going on as size We'll see. And so there must be other areas where the coast is less fragile, whether a proper access roads, real trunk roads, and a stronger railways, not something which barely escaped the beaching acts. Thank you. Thank you very much.

1:11:15

If you could turn your camera mic.

1:11:18

Thank you.

1:11:22

I think we have an Mitchum on the phone next.

1:11:34

Case team do we have Miss Mitchum on the phone?

1:11:46

We do have a phone participant if that is Miss Mitcham. You just need to press star six to unmute yourself.

1:11:59

mismatch him Are you are you there.

1:12:12

Case team was Miss Mitchum she was admitted Wasn't she I can see we have somebody on the phone.

1:12:23

Yes, we have registered Miss which Miss Mitchum. Thank you. Miss Mitchum, if you can hear me it's star six to unmute yourself.

1:12:42

Yeah, I'm case team. I don't think Miss Mitchum is is able to either heroes or join at the moment.

1:12:51

Have you got any other information to the contrary?

1:13:00

Lily has been in communication with her and she's going to try and contact her now. Okay, thank you very much could just sofa delay, everybody would just give case team a couple of minutes to contact the next speaker.

1:13:19

If we could go to the applicant at this moment. If we can just ask misprints for the applicant see if you wish to respond to anything.

1:13:31

Bearing in mind, we may need to go back to that. Miss Mitcham? Yes, I want to say thank you. And we've been listening this afternoon and I believe all of the matters raised can be dealt with in our written submissions. The only thing I would like to just clarify is there is no ongoing police investigation in relation to the felling of coronation wood, that wood was felled legally to the satisfaction of the local planning authority and natural England in accordance with the licences. So I hope that's helpful clarification. Thank you for confirming that. Mr. Humphrey, I think you may have had a question for the applicant. I do miss Vince, that we've heard a few times about people about the routing of the SLR and we heard today about so Frank

1:14:21

layfield report.

1:14:24

What we would like is a copy of that report submitted into the exam if possible, please.

1:14:32

That's fine. We'll also include it as part of our response to the question on the alternative site. Link re Thank you very much. Thank you.

1:14:42

Thank you Miss mins. I don't think we have anything else for you at the main menu to come back to you though.

1:14:49

Thanks.

1:14:51

Case, Tim is Miss Mitchum available

1:15:00

Mitchum Are you are you bad?

1:15:06

We haven't had Miss mentioned join us yet. But Jenny curtly does have her hand up. Okay, sorry this curtly Can I assist? Yes. May I just say in answer to what Parliament's just said, actually, coronation wood was chopped down. Without the bat licences in place. They had to leave a tree up for several weeks until they got the correct licences. They didn't wait until they got the licences and I think this should be cleared up. Thank you. Thank you very much.

1:15:49

On mitchem Are you are you able to hear me? Yes, I am. Can you hear me? I can indeed. Thank you

1:15:57

for the delay. That's absolutely fine. Thank you for your patience. If you'd like to introduce yourself, and then you have five minutes. Thank you. Good afternoon, everyone. My name is Anne Mitchum, and I'm a resident of the spread of the volunteer there. So I'm speaking for myself at the moment. When I've kept down to think about what I wanted to say today regarding the proposed structure, construction of sizewell CD, I couldn't get the old world of simple word, why? You have all the reasons we've been putting forward to try to explain why giving this the go ahead could be a dreadful decision on so many levels. But I suppose if there were no alternative for our energy needs, we wouldn't have much of a case. We all need electricity, we agree, of course. So if it were only going to take two or three years, we might resort to and bear it. If the country was destitute, and this were a very cheap source of electricity, that would get us out of the deep hole. Maybe even then we might shrug our shoulders and say we'll Soviet but there is no alternative. There are plenty new Of course, like turbines which will be even more efficient and cheaper in 12 to 14 years time. There is also though an Excel for example, GSA will source electricity, which eco TriCity one of our great successes as a national green electricity provider. It's even now getting up and running with a company in Cornwall. And it is not going to take only two to three years to build it to be 12 to 14 years. And that's pretty optimistic if other infrastructure projects as EDF own construction, that thermal view or anything to go by 12 to 14 years of misery. Moreover, this will not be a very cheap form of electricity that might get us out of the big hole being created, created by our expanding national debt. Unless the government is asking the Chinese for their support. Is this still a plan? I've lost track. So having presented an argument for the against the need for a nuclear power station, what about the government's other mantra in defence of this project jobs? Well, I imagine all the skills qualified engineers, technicians and scientists are going to be brought in from other EDF nuclear construction sites. Hence the need and accommodation block for 3000 workers at the end of my lane 12 to 14 years. By the way, 12 to 14 years represents our children's entire childhood. It will be the final years of life for 1000s of our older citizens, possibly including me, and how many jobs in this area will already have been lost by them, who will be coming to the Suffolk if they are likely to spend hours in traffic jams caused by 900 low lorry journeys a day as the inevitable continuous roadworks due to this excessive use. There's only one practice in that inevitability to the equation, who will want to come for the peace, the tranquillity the unique nature of this AONB to visit minsmere as all other Triple

S eyes when it's all been damaged beyond repair? One quick quickie impressive and little known fact there are more Golden Eagles in the UK than Marsh Harriers.

1:19:08

After the pandemic pandemic has taught and reminded us all just how much we need nature wildlife the countryside to stay sane in this hectic modern world. It is not just me it devotee of this unique colour of England which we all we all know it now Don't we? Why would anyone want to destroy all we have here and don't forget are in attractive, welcoming towns where visitors downland, old regular interview come to relax, breathe deeply explore and discover what will happen to them as well as our superb natural resources of woodland hills, rivers, sea and sky, if that's what we stone. We have enthusiastically dedicated entrepreneurs like those who set up one of this country's great breweries adnams, what would happen to their pubs with a dearth of visitors. We have seen what the pandemic has done to the brewery industry. What

1:20:00

What happened to our wonderful connections to music? Benjamin Britten and the red house in order for record or at least to Nabil, and of course, make Maltings a truly world class musical venue for history, knowledge and it's fine

1:20:16

thank you so much. And it's finding the museum telling the story of the what fourth largest taught in the country destroyed by what I'll see storms and tablets in the 1200s By the way, and of course Sutton tune

1:20:31

right internationally widely recognised after the release of the film The digue telling it magnificent story. Few visitors for 10 plus years may really mean all this could be lost. All that we want to share with friends and visitors from near and far. All that we want to pass on to future generations. All that we feel a duty of care for that we feel custodians of this

1:20:56

isn't Finally I went for a walk low cycle beach yesterday, the single floor are blooming right now makes the beach look like a wildflower meadow. And the irony of RL is a large area of June in front of sizewell B has been fenced off to protect nesting rings, clovers and digital turns. I quote from the notice is posted by EDF along the fence. The adults eggs and young chicks are welcome across on machines or making them vulnerable. The temporary fence helps to protect these birds from disturbance. You couldn't make it up. Thank you.

1:21:35

You're muted, Mrs. Cassini. I knew I had to do at at one point. Thank you very much mismatch and pre contribution. Could I just turn back to miss Vince for the applicant. Please just see if you have any further comments to make. There. Thank you.

1:21:53

Thank you very much. I will now hand back to Miss mokai.

1:22:05

Thank you, Mrs. casini. Now before I close the hearing, 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 that deadline to Wednesday the second of June. Now if there are no other matters that anyone wishes to raise,

1:22:29

I shall now close the hearing. Thank you all very much for your attendance and participation. The hearing is now closed.