

TEXT_OFH9_Session2_21052021

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00:06

Good morning, everyone. I just now 1135 will resume this session of the open floor hearings.

00:15

Can I just check with the case team that the recording is running? the live stream is backup please.

00:28

Yes, that's a walker. Mr. Mark. Thank you.

00:33

So, my first speaker, it's counsellor Andy Smith from Felixstowe Town Council of castle Smith, you can switch on your camera and unmute yourself.

00:48

My camera icon has gone missing. I have un-muted myself. Can you hear me? I can hear you. But at the moment, I can't see you. I think it's now returned.

01:00

Okay. Yes, that's fine. If you want to introduce yourself, and let us know what you wish to say. Thank you very much so and your pat your colleague members for your time today.

01:14

My name is Andy Smith, and I speak today on behalf of Felixstowe town council, of which I have been a member for 38 years. But the panel members may be interested to know that for 28 years, until 2019, I was also a member of Suffolk coastal District Council, the for four on a V suffer Council. I was a cabinet member for 20 years, most of that, or much of that time for planning. So I have been involved with sizewell right back to the nuclear review in 2007. I chaired the first period of the district and county Council's joint local authority group. So I've been involved in detail with sides real issues for 15 years. However, today I talk about the concerns of Felixstowe town council,

01:57

in view of the tone of the many of the contributions so far this morning. Now, I first emphasise that the town council takes no stance of principle in relation to nuclear power generally, or whether the coastal site at sizewell may be an appropriate location. However, the town council has fundamental reservations in regard to the inadequacy of the transport assessment or TA, so far as it affects both road and rail capacity in the southern part of the county. And in the case of rail, the National shortage of

network freight capacity. We have made some detailed comments in regard to those. But I wish to use today's opportunity to put those in a wider and more strategic context

02:40

are three concerns from a local perspective around the proposals for freight movements, namely, the rail strategy, the potential negative effects on available rail capacity from the port of Felixstowe to the Western South switch, which is currently fully utilised. The significant increases predicted during the construction phase in both LGB and HCV traffic volumes at a number of pressure points on the main road network in the wider vicinity of Felixstowe, and the potential effects on local traffic safety amenity arising from the proposed freight management facility and actor. However, those alongside many others from parties further north who are much more seriously affected by road and rail impacts derive from the minimal information on and justification for the various proposals and the so called freight strategy the FS contained in the TA. That omission has made the literal meaningful debate has been possible around the basics of the impacts of freight suppliers to the size of our site.

03:38

We will suggest that the FMS is not really a strategy at all, but rather a range of outcomes and some potential mitigations of those arising from a wholly undefined range of requirements for servicing the construction for which minimal information is available, by implication, which has been given relative attention by the applicant. This applies equally to the original TA and to the limited changes in the revised TA.

04:05

Section 4.5 of the TA mentioned only the project will quote require large volumes of freight to be transported to the main development site.

04:15

An aim quote to reduce the volume of materials that require movement off site by reuse of materials where possible,

04:22

quote, to seek to move bulk materials and containerized goods by sea or rail where this is practical or cost effective, and quote, were movements of materials by road remains necessary to manage this to manage local impacts.

04:39

The passenger traffic aspects are analysed in detail as to their geography, scale and timing during the construction phases, which has allowed a constructive educated public debate on those issues. However, there is no such analysis of what freight types and volumes are required, which would enable interested parties to understand

05:00

And we'll make comments on how those can be better managed, and especially how the modal split could be optimised or for interested parties to judge the validity of the many assumptions made.

05:10

The effective assumption throughout is that only bulk materials such as aggregates and similar are candidates for rail or sea delivery, or that all other goods must go via road on HGVs. We submit that that is a deeply flawed misconception.

05:26

Critically, while the above mentioned is made of containerized goods, that remains the only reference to containers throughout the range of documents as far as we can identify, we suggest that this is a fundamental flaw in the so called freight strategy. It's self evident that a wide range of goods are routinely moved very efficiently in containers, which lend themselves flexibly to all modes of transport be that road, rail or sea.

05:52

This summation mission came into focus much more prominently when the proposed changes were published. With the option of the temporary beach Landing Facility the VLF becoming a jetty of 400 metres or more into significantly deeper water. We suggest that this does give a practical option for some modifications of that jetty to allow for birthing of small container ships. Similarly, no data is given unlikely sources materials were the bulk or manufactured items. For aggregates in particular the source locations whether from Marine sources or from land, whether from Somerset Dorset or elsewhere, are fundamental the traffic patterns certainly for rail. In the latter case, the town council will mentioned containerization only very briefly and our response to EDS consultation. However, with more time available after the deadline, I separately personally submitted a document under the heading, transport strategy and additional mean marine dimension question about the town council will submit an enhanced version of that as part of our comments on the proposed changes. That document seeks to address issues such as the type of small container vessel which can be accommodated and the depth of water available. The practicalities of unloading and move moving containers on the BLF required shoring facility for ongoing container movements into the construction site.

07:09

The feasibility in regard to potential sea and weather conditions. And the conclusion that such a facility if implemented, imagined to re could make could allow a major reduction in both HGV and rail movements required throughout the construction period.

07:26

Given Felixstowe situation as the largest container and container port in the UK, there is of course a large and thriving local business infrastructure in the area to support a container based strategy, which could be very flexible and very cost effective, including not only the availability of the port itself, but all of the wide range of skills and resources in the local logistics economy.

07:47

It's not for the town council to be specific about detail aspects of that. But we commend to the ad to ATF and hence to the panel, the advantage to be gained from an energy of use of those resources. We therefore request that the examiner authority request EDF to fully examine this possibility for

incorporation to the final order to the benefit of many communities in the area that would necessarily involve the suppliers and their current significantly more detailed information on the profile of freight types, volumes sources

08:20

have been constantly traded my main comments today primarily on the fundamentals of transport surgery. I'd like also briefly to make a couple of more specific comments. Firstly, in regard to the proposed freight management facility at nachten. There is provisionally scheduled and accompanied site visit to the site to that site on Thursday the 10th of June, which the town council rep requested to be represented. And also that the scope of that element of the visit be slightly widened to investigate what we believe to be a much superior access route to the freight management facility site for HTTPS and currently proposed. So I would like to take this opportunity for that request to be simply sympathetically considered by the panel.

09:01

I would also like to drag panel members attention to the major issues unaddressed by the TA in regard to the absence of any spare capacity on the natural national freight network rail freight network. To the western south of Ipswich. A simple assumption is made that additional capacity for either two, three or four trains daily beyond the currently unused, one train path dedicated to servicing. decommissioning the size of a site can be simply acquired, that could we believe only be at the expense of reducing the capacity fully used by the port of Felixstowe 36 per train 36 trains per day currently, to the detriment of the competitive position of the port, and indeed, the detriment of the national economy. We're in Felixstowe is provision of 40% or more of total UK container movement is highly significant. It's disturbing that after years of this issue being raised the attendance the TA still leaves this matter undefined as the number of trains and the and the resulting issues are answered. Network right

10:00

I have been talking about a significant project in the elior to increase capacity. But that remains eight years off at the most optimistic beyond the size of our peak years.

10:10

In the meantime, I asked the panel members carefully consider the fundamental mission of containerization. From the TA, thank you for your time. And of course, I'd be happy to answer any questions you may have.

10:24

Thank you very much counsellor. And I don't have any questions. I don't believe any of my colleagues do. Either. They don't know. Western

10:34

calculus Smith. I wonder you mentioned an alternative access arrangement that a freight management facility. Will you be submitting details of your alternative deadline to? Yes, we will. As good thank you included that in our relevant representation briefly. But yes, it'll be very clear what we make. Okay. Thank you very much.

11:00

Okay, thank you very much castle Smith. If you know able to switch your camera and microphone off. I will move on to the next speaker. And that's Simon Island.

11:22

Good afternoon, sir.

11:24

Good morning. It's been a long day.

11:28

I'd like to introduce yourself and and then let us

11:33

know what you want to say.

11:36

Yes, sir. My name is Simon islet, I'm churchwarden of St. Peter's Church, Everton haven't been reelected just yesterday for my 21st year, I speak on behalf of the parochial church council PCC and concerned parishioners of saboten and eastbridge. St Peter's Church have written is a grade one listed building standing on a bank some 20 metres from the edge of the B 1122. On the bend adjacent to pretty road. St. Peters is one of just 38 Round Tower churches alive in Suffolk. The Norman tower is constructed of Flint, probably originally built for Defence as well as worship. It has an excellent pail of six bells which are wrong every Sunday service and practice nights during the week, a quintessentially English village sound. gargoyles green down from the mediaeval South aisle, and the whole church is protected by a thatched roof. It has been integral to the community for 1000 years. It is a place of peace and tranquillity. Despite its proximity to the B 1122. We received many visits from around the world and country, fair Britain being twinned with avartan in Australia. The visitors book is full of comments on the wonder and beauty of what we have around us. Christian lives have begun here with baptisms, New Beginnings together at weddings, and life celebrated at funerals. All these services fill the church with hope and renewal. The Christmas Eve crib service packs the church and we have outside services during the year celebrating animals, harvest festivals and Remembrance Day services when we remember those who gave their lives from the villages into World Wars. This service is held around the listed War Memorial on the junction of Church Road and a B 1122. And their congregation spill out onto Church Road Stand around them all Memorial. I'm not sure how we are going to keep the dignity of the two minutes silence or maintain safety with EDS transports policy thundering past. St. Peter's is part of the ultimate benefits which come up comprises of eight parishes. We are on the southern edge of the benefits which includes Middleton wesselton damage to the east dartium and in three parishes to the west and the a 12. The Oxford septum and PS no

13:54

services are held at most of the churches every Sunday and on the first Sunday of each month. We have a benefit service at one church and this rotates around all eight join this course of the year. This

service entails those who wish to attend travelling to Harris Parish, a majority of the congregation has senior citizens and the start of construction will have to travel with the construction traffic to and from church having to cross the a 12 at Oxford depending which side of it they live. If the SLR is built, then this will sever our parishes and what was a pleasant short walk or cycle ride to church will become a tortures car journey having to join the SLR and come off again just to reach the village. Our Rector lives at Darshan. He has passed oral care for all eight parishes travelling to each to take services. attend meetings visit the sick and bereaved. He is assisted by non stipendiary priests essentially volunteers who give up their time for the love of God and parishioners and travelled to all the parishes to take services. Two of these have been retired for many years and are elderly

15:00

with health problems are themselves.

15:02

One travels through less than what had to go past the site entrance along the SLR, turning right across traffic just to reach the benefits at all. It is difficult enough for them during the summer, but during the winter months in freezing conditions, they continue valiantly to do their duty. However, to expect them to travel amongst the mass of extra lorries, buses cars on dark, foggy and sometimes icy mornings may make them decide that they can no longer continue. The result is that services could not be held or churches and parishioners would be forced to travel every week to other churches to celebrate their faith. being the biggest public building in the village. It also hosts major events from concerts complete with a bar in the belfry to meetings regarding the proposal of size or Cmd. These meetings are so important to the church which can hold 180 people as being full to capacity over spilling outside. People come from all over the county to hear the proposals to raise their concerns and utter disbelief at what could happen. When St. Peter's Church was built regular transport was horse and waggon internal combustion engines were centuries away, and foundations were non existent. Without substantial foundations The fabric is vulnerable to disturbance. In the early years the build the all the construction traffic for the past station as well as other major infrastructure projects If approved, will pass within metres of this ancient building. heavily laden lorries will labour around the bend travelling south to the site and empty lorries will bounce back around the band going north in addition to the hundreds of buses, vans and cars daily. vibrations from these vehicles will undoubtedly transmit through the ground, the short distance from road to the church and will affect the stability of the church and its tower, which is at the closest point of the road. The PCC has great concerns that this projects transport policy will negatively impact on the structure of the church and that there will be huge repair bills to put right the damage that would not otherwise have happened.

17:05

We invite EDF to visit the church so that we can agree the current state of good repair of the building and so that they can take responsibility for future repairs should the worst happen. We would like to extend an invitation to the examining authority to visit St. Peter's to see firsthand the beauty, peace and tranquillity that makes this building so special to the many visitors that will be lost should this project proceed. Their comments in the visitors book says it all. The village boasts a recently refurbished village hall that is regularly used for art classes sewing, yoga and line dancing as well as social gatherings. We also have a playing field which just last year received funding to upgrade the play

equipment for our children. parishioners live both sides of the BLM 22 and in particular daddy Wiley Crescent, where there are families with children 17 currently, many residents have grandchildren who regularly visit. Whilst it can be difficult to cross the road at present it will become impossible to do so safely. Particularly with children in tow making a simple trip to the playing field necessitate using the car for safety. People drive to Suffolk and not through it. That is why we have never had a great road network. It is part of the charm of the county. One person I have moved here from Kent told me that he had driven to Saxmundham got his newspaper and returned home without hardly seeing a vehicle and in less time that it would have taken him to get out of his driveway in Kent. His words resonate when I contemplate what might be on the horizon for us. The roads in the area are used by horse riders, cyclists and walkers with no pavements in and in places with steep banks giving no option to get out of harm's way. Most of the times is not a problem as traffic is generally local people that know the roads and I'll consider it many drivers are holiday makers enjoying what we take for granted every day. That is not to say that we do not get incidents or near misses, but these are usually caused by drivers leaving too little time to get to where they need to be. There is a notable increase in volume of traffic and its speed through led through saboten village at turnout time from the existing power station.

19:20

The a 12 North American market is no better than the bleakest road in many other counties. And yet it is the main route up to Norfolk. It beggars belief it is expected to carry substantial amount of material and labour required for this massive build. strings of lorries will cause delays for emergency services coming to the aid of those in need in the parish. The golden hour for treatment is well known and as it is already takes 40 minutes to get to hospital, lives will be lost. Since plans for the power stations were revealed lives have been blighted mental and physical health has been severely affected by the thought or what might come and the helplessness that many people feel at not being able to do anything about it.

20:00

saboten residents will have the impact of traffic pollution and noise, while parishioners of eastbridge will have to endure light noise and dust pollution from the borrow pits, further impacting on our physical and mental health. You've heard much about EDS unwillingness to listen to concerns for years and insisted the LM 22 was quite adequate to take all the traffic with some improvements. The current proposed size will link roads suddenly appeared a couple of years ago, a road that would divide parishioners from church churches and friends from each other. Well, once it was possible to walk to the pub or side could see friends. Now it'll only be possible by getting out the car and doing battle with the link road. The SLR was first of all suggested at consultation three and a consultation for EDF did not even have the courtesy to bring the exhibition to Pemberton or most of the other villages affected. Instead, the whole benefits had just five hours to see all the changes proposed at yakezie village all while visiting this roadshow, I heard a conversation between a concerned resident who is facing across the road on the edge of their property and an EDF representative, the resident remark of the DSLR will ruin the rest of their lives. And the response was, yes, I'm afraid that it probably will. This conversation sticks with me because I cannot believe the lack of empathy that anyone could have for another's distress, particularly someone tasked by EDF to engage with the local population. The majority of materials and workers will come from the south it seems bizarre that the SL route SLR route will force all his traffic to travel north of Cal cell to return south to the site entrance increasing travel miles time and pollution. As I

speak it is a windy day and suffered great for wind generation electricity not so great for the a 14 cross in your well bridge. Right now. It is subject to a 40 mile now. Speed restriction as winds are in excess of 45 miles per hour. Should they reach 60 mph and highways England deems that there is a safety risk it can close the bridge altogether. gridlock in the county town of Ipswich as all traffic including lorries bound for the port of Felixstowe are diverted. EDS lorry facility is north of that bridge, and all traffic bound for the site will either divert through the town or use rat runs elsewhere to get to the site. What arrangements does the applicant have to mitigate for this, and also the subsequent gridlock around February one with a catch up with deliveries that were delayed?

22:33

You've heard much this week about the special qualities that make this area so unique. Residents choose to live here and people visit for the gentle way of life that we are privileged to have whilst walking on one Burfoot pass that will be lost onto the construction. Last week, my wife and I encountered a husband and wife who travelled from Hartford cheer just for the day to unwind and see the wildlife. Join the conversation we were explaining this route will be lost, and that they could not believe the scale of what was proposed for such a peaceful place. I raised this because you will have heard this week from many who are equally concerned, you will not have heard from those who simply don't realise the scale of what could happen to a place that they regularly visit and love for their physical and mental well being. Climate change is nature's covid 19 pandemic. It needs a vaccine now and sighs Aussie is not that vaccine. Indeed, it will only add to the viral load before it can make any contribution to paying back its carbon debt in 20 years time. With enough sun and wind energy in the world to power all that we need. And with technology on storage becoming more viable every day. These are the future technologies to back not more of the same.

23:44

These can make a difference now size will be as currently on an extended outage for additional repairs and safety checks. I have not noticed any power cuts or talk of supply concerns. While this is off grid. We need to get away from fossil fuels to polluting the atmosphere and maybe helping to plug that gap at the moment. technology that we know will leave a massive bill for clearing up for generations to come is not the answer.

24:10

As we come to the end of this process, we are all drained physically and mentally. It has been like David fighting Goliath, the weaker opponent facing a mighty aversary we have arseling resolve and determination which we have been wielding above our head for the last eight years. Plus, when you come to do your decision, we ask that you are our shot to put an end to this project.

24:36

just

24:40

just just take a moment Mr. Allah to compose yourself. Don't worry.

24:46

If you want to come back in, I'll be fine.

24:53

When you come to our decision

24:57

we asked for you our shot

25:01

To put an end to this project, which is

25:07

money for so long, and we're destroying completely

25:13

stupid.

25:15

Thank you. That's all I have to say. And I apologise not

25:20

only to apologise, it's it's helpful to

25:25

understand how much it how strongly you feel.

25:32

Now,

25:33

I know one of my colleagues was hoping to ask you a question, do you feel that?

25:45

You

25:49

think he's

25:51

changed his mind, so don't Don't worry. Thank you. Well, thank you very much listening to me today. Thank you very much for your time.

26:00

If you're able now to switch the camera off, thank you very much.

26:06

Right now, if I can come to Adrian reveal, please

26:16

is Mr. reveller with us.

26:20

Hello there, we'd like to introduce yourself and let us know what you wish to say. Thank you. Thank you very much. My name is Adrian roval. And I'm representing Hutchison parish Council.

26:35

This presentation will deal exclusively with the issues associated with the southern Park and Ride facility the SPR. The other areas of concern to hogestyn will be covered in our recent written submission for the June deadline,

26:51

purchased in parish council reflecting the views of the majority of residents, as consistently opposed the southern park and ride, which would bring no benefits to the village. And in a number of ways we'd have a damaging effect on the community. What is the news of small live ages about 350 people and it's 14 miles from the site of size will see the proposed site of the Southern Park and Ride facility is almost wholly within our parish, it's just to the east of the eight Well, most of the villages one mile to the north of that is a linear development along the B 116. While smilla hatches stone which is part of the parish is close to the SPR site on the V 1078.

27:38

h DC that's Hutchison parish Council. We agree that the park and ride facility would reduce the number of workforce vehicles in the area near the main construction site, but it would considerably increase the impact of traffic on hatches.

27:54

We don't agree with the proposed location, the visual impact of the site and the noise and air pollution would have an adverse impact on the lives of local residents. And light pollution is likely to have a serious detrimental effect on the dark skies of the surrounding area. The combined effect the impact of over 1000 additional vehicles seven days a week on local road, plus a large increase in hgvs on the a 12 which seriously affect the daily lives of artists and residents.

28:30

The location I just in has always been naturally opposed to being there are rational reasons for doing so because we're convinced that the seven parking Lloyd should be situated further south on the a 12. On the basis that one bus could replace up to 50 private cars. This location could remove hundreds of cars from the busiest section of the a 12 which is around Woodbridge. And part of that is a single carriageway is anticipated that there will be delays there.

29:05

But that Southern location would also remove the congestion which is anticipated in the village of weaker market. And despite a good many meetings,

29:15

it's not been possible so far to find a satisfactory solution to the problem of traffic in weaker market satisfaction mitigation measures are proving elusive. We recommend that the developer investigate the park and ride facility which exists some of you to Albert martlesham, which many people point out appears to have unused capacity.

29:41

The visual and environmental impact of the proposed parking or the SPRI is the best PR is worth mentioning. Because the proposed site for the SPL, we think is inappropriate. It's an elevated site. It's an especial landscape between

30:00

To protected river valleys. The proposal is for 26 and a half hectares of parking and infrastructure, plus a postal consolidation facility and a traffic Incident Management facility. There will be parking for 1250 calls at motorcycles, many buses, bicycles. an addition, without a lot of detail being given, there are a number of buildings to be built. We don't think that the developer has sufficiently considered the adverse landscape and visual impact of this industrial development. In the rural setting. The elevated site would be visible for many properties in the area, both during the day, and especially that noise. We do not agree with the applicant's assessment of the visual impact to nearby residents of hydrogen and lower hergestellt. And we like to bring to the attention of the examining authority. The report of the landscape partnership, that's a consultancy, which was commissioned by an artist and three other neighbouring parish councils to look into the detail of the landscape impact, and I think that's been lodged with you.

31:16

We don't agree with the measures proposed by the applicant to mitigate the impact of the environment may impact on the environment and ecology the site, we wish to see the bonding which was proposed at stage four and has disappeared from the last proposal reinstated, and the planting and conservation of trees and hedgerows, given more careful consideration.

31:42

Light pollution is going to be a big issue.

31:46

The parish council does not agree with the applicants assessment of the impact of lighting. The proposed facility would operate 20 hours in 24. And then it would be illuminated by lighting columns six metres high on the side and 10 metres high on the access roads.

32:06

To set the scene Hutchison has no street lighting, and residents value the dark skies. And we think that at night the SPL would be visible over a wide area, the lights bill will considerably detract from the rural character of the village.

32:24

noise can be an issue, and telcel does not agree that the noise during the construction of the SBR would have negligible impact on the neighbourhood. Outside rush hour, this is a very quiet location. Indeed,

32:40

air pollution we don't agree to the air pollution caused by the construction and operation of the SP I will be homeless.

32:48

We've had been involved in consultation with them and we expect them to set up air quality monitoring. The five ways round about where traffic will be heavy, and the bus shelters in daily use by schoolchildren. And we'd like to see a commitment to sustainable forms of transport, such as churches, electric vehicles, buses using other fuels and the provision on the side for charging points.

33:16

Traffic impact is one of the perhaps the biggest issues to our residents. Because the operations of the proposed SPL we generate 1784 vehicle movements in the day in addition to 900 at night, with a piece coinciding with the busiest times of normal traffic.

33:39

Since there's very little public transport serving the village, all the residents rely on cars to travel to work, to school to shops and to medical treatment. We do not agree that the impact of the SPR local traffic would be negligible. In addition to congestion and road traffic incidents, and increasing the volume of traffic will raise levels of pollution and noise. We do accept the Df has carried out detailed traffic Monday.

34:08

But with limited resources available to a small parish Council and with the continued impact of COVID on working hours, we're unable to produce evidence to challenge the predictions in the dcl application.

34:23

One of the issues will be rerouting to avoid the anticipated serious congestion on the eatwell drivers would seek alternative routes, which will be along unsuitable narrow lanes in the district and they could be tempted to speed through the village where the road is fairly straight in part. Most of the housing in Houston is on either the B one bum six or the B 1078. footpaths are narrow or non existent and speeding traffic is has ease and has been for a while an important issue for residents

35:01

Five Ways round about that five ways is the name of that roundabout which is at the junction of the B 116 and the 1078 with the a 12 slip road to the proposed side. This roundabout would carry all the SPR traffic from both directions, including buses, and the vehicles serving the postal consolidation facility.

35:27

Hi, Justin Parrish, Carol from does not agree that the extra vehicle movements will have negligible impact on traffic flow. This roundabout is likely to be a pinch point and hazard this for walkers and cyclists. And we should like to see mitigation measures proposed for that.

35:45

So in conclusion, I should like to say that her she's in parish council does not support the proposal for a park and ride facility in Hutchison. The construction and the operation of the SPR would be an unwelcome industrial development in a village which cherishes its rural setting and character.

36:06

Thank you very much.

36:12

Thank you very much, Mr. Ravel. I wonder if I might just

36:17

ask you to check the landscape partnership report you made reference to if it's not already been submitted as part of your contributions in previous representations. can you ensure it's provided as part of

36:35

your written representation in summary for deadline to please?

36:41

Yes, I can certainly do that. Thank you very much.

36:48

Okay, if you'd like to switch your camera off, Mr. Ravel and your microphone, and I shall move on to Paul Collins.

36:58

Mr. Collins, you're able to

37:02

say hello. Can you hear me? Yes, I can if you'd like to introduce yourself, and let us know what you wish to say. Good morning, and thank you for giving me the opportunity to address you this morning. minsmere level stakeholder group is concerned with both the inland hydrology and maintenance of the mentimeter Valley. Its designated habitats and various farm activities mainly as Marsh grazing in the summer months. We also work with various statutory agencies on coastal protection drainage

rudimentary us loose and contribute to the Suffolk wild coastal group Suffolk coast as the acting for resilience.

37:40

minsmere level stakeholder group main concerns are regarding the size we'll see development proposals as follows the hard and cut soft coastal defence, the permanent and temporary beach landing facilities and the impacts on the inland hydrology of both sides on Marsh and minsmere South levels as a result of the loss of sight on Mars triple si land redirection of the size will drain the triple si crossing the impacts of the borrow pits and spoil heaps.

38:11

Firstly, the design of the hard coastal defence and soft coastal defence should be one of the primary inputs to the design of an effective coastal process monitoring and mitigation plan. The absence of a design for the art coastal defence and soft coastal defence can only result in a coastal process and monitoring and mitigation plan that is long on hope and short on practical reality. This approach is effectively putting the cart before the horse. I have stated during the preliminary meeting that cross sectional figures in the environmental statement addendum alongside the main site parameter plan are insufficient to define the construction of of the combined defence as opposed to EDS insistence that that is the case. However, the three cross sections provided do not indicate within the frontage the where these are located. And there are in consistencies between the figures with no consistent reference points to the cut off wall, which is also the border between the parameter zones one a cut off war and one see the hard coastal defence and soft coastal defence. One of the figures has no room to allow for the adaptation increase in height of the hard coastal defence. And there is an inconsistency between the figures regarding the toe of the adapted part coastal defence and statements in the environmental statement agenda.

39:41

Whilst we await the do sale plans for the art coast defence that deadline too. We are concerned that unless cross sections are given for the interface with size one B defences, the frontage at several locations and one through the reconstructed northern mound and VLF access road roadway, a fall evaluated

40:00

will not be possible.

40:02

The latest iteration of the permanent beach Landing Facility with its removable roadway platform has a considerably different look and feel to those shoring jerk challenge during consultation three, the original DCR submission and now accepted the accepted changes to the development consent order. Originally when not in use no cross beams were evident in the design presented for consultation three, implying minimal impact on the coastal landscape and for users of the beach and Suffolk coastal footpath which is to become part of the newly designated England coastal coastal footpath. We are now presented with a longer BLF structure, with piles and permanent crossings

marching all the way to the BLF access road termination atop the so soft coastal defence feature at approximately six metres above ordnance data according to the ESA, then,

41:01

this new permanent structure will be very detrimental to the character of the beach from all viewpoints, including from the sea, and will be in place for the duration of the construction, the operational lifetime of sysvol See, and more likely through the look through the dip throughout the decommissioning stages to remove many of the abnormal indivisible loads that will be brought to the site using this facility. This structure is incompatible with the suffered coast in his area of outstanding natural beauty and the Suffolk heritage coast designations. It is also unclear how the hard coastal defence will incorporate and wrap around the access roadway given the position of the landward end of the BLF access roadway, the removable roadway and the piles and crossbeams progressing towards the barge mooring and the structure 100 metres from the coast. During coast consultations the slope of rock armour at the end of the permanent roadway was given as one in four as the roadway is given at being six metres above ordnance datum. This will also require at least 24 metres of rock armour to reach zero metres ordnance datum the same level as the initial term of the hard coastal defence. This implies a significant incursion into the beach itself. This is especially important as it is this part of the SARS all sea coastal development that will be the primary hardpoint associated with any coastal impacts and it appears to be significantly seaward of the main pod coastal defence structure.

42:40

Given the current lack of detail, an inconsistency is present regarding all of the coastal infrastructure in the original decio and subsequent changes documentation. It is difficult to see how any coastal process monitoring and mitigation plan can be developed in the absence of such critical detail. It is simply beyond belief that EDF in the 10 years of consultations that are design of coastal defence is only just becoming available. Given EDF knowledge of the size will be installation that EDF have managed for several decades. We are also unhappy that EDF have divided the zone of influence as three kilometres coastal strip centred on size well see when the original jetty proposal was removed during consultation three. One of the reason given one of the reasons given was the impacts of the size well v jetty thought NASA obrah we're, we're we're What? Those were the reasons there were impacts that thought lesson over both well outside the three kilometre zone of influence, eds attempt to secure this x aspect of the decio through the monitoring and mitigation plan. And do you see our requirements simply conveys the continuing lack of openness and consultation, but has been characteristic of the process from the first consultation to this day.

44:05

Thirdly, the proposed beach town beach landing temporary beach Landing Facility actually a light jetty was not consulted upon in November and December 2020. It adds yet another structure that completely incompatible with the AONB and heritage coast designations. Whilst we recognise the fact that this part of the proposal is for a light jetty, which will only support a conveyor for aggregates and reduce the need for transportation by hgvs, which in principle we support, it will still have an impact on coastal shingle transport across the frontage noise from the conveyer system that will travel deep within the very long and narrow site footprint. footprint will add further to the construction noise and may also

create additional problems with fugitive dust from the finer accurate grits, including sand or other possible materials such as the powders that were in

45:00

advertently released from a collapse silo at Hinkley Point C construction site.

45:05

The latest iteration of the triple si crossing provides proposes a wider culvert, which still does not provide an open environment for wildlife to transit between the minsmere seven levels and the size or Marsh, there is effectively a dead zone inside the culvert structure that will be totally dark. The applicant is still not given a valid reason why the three section bridge structure initially proposed in the earliest consultations, which would allow natural light below the roadway has been rejected. This despite the fact that natural England and the Environment Agency continue to object to the culvert design. The result of the power station platform on Crossing is a loss of sizable Marsh triple si designated land and unavoidable impacts on invertebrates which will not traverse the COVID structure. This structure will sever the connection between sidewalk seismometer, triple si and the mens via walbro boulders which he smashes triple si with its associated special area of concentrated special protection area and ramseur designations. The triple si crossing structure which is piled will also interfere with the ground and surface water hydrology features of these connected areas. And we do not agree with the assessment that the effects will be minor, especially given the applicants suggestion that water levels in the minsmere Valley could be raised, implying some level of increased drainage from sizable Marsh and the site in general.

46:36

invertebrates in the coastal fan Meadow that is being lost at size while Marsh is one of the special features that it is listed for. None of the compensator II habitats are for coastal fan matter. They are for inland femme meadow, which is also incredibly difficult to establish. So even that inappropriate compensation is at risk. We have been working with suffered coastal Friends of the Earth and the size or Marsh assessments and we support their conclusions. Lastly, spoil heaps and borrow pits situated to the western side of the area of the outstanding area of outstanding natural beauty pose several potential problems for the men's near Valley as well as being completely out of place and character from a landscape and visual impact point of view within the AONB. The borrow pits where the EDF hope to extract crag sand and other materials suitable as backfill for the nuclear platform. We'll be back filled with a mixture of excavated materials from the platform, some of which will be lime treated and then mixed with small quantities of highly acidic peat. These materials will become permanent features within the ground, and we will evidently change the drainage characteristics and leech eight into the minsmere into the minsmere Valley. The long term effects of these processes are not well researched, and EDF consultants could not find any study of such environments in the literature. In terms of the conclusion that no evidence or research reports indicates there is no problem. Lack of research evidence cannot be assumed to be an indicator of support for no problem confirm conclusion, spoil heaps of sandy soils reaching 35 min metres and more. Hinkley Point C's spoil heaps have recently had their maximum heights raised to 45 metres also prevent present a significant dust hazard to eastbridge and minsmere in the summer and autumn months when prevailing winds are from the south and southwest during winter and spring months. predominant winds from the northwest through to the

east, and the campus laced in unlace, Naboo Abby will be most affected. the stability of these spoil heaps along with runoff during wet weather is also a concern, given our experience that such runoff from nearby flat fields during a heavy rain. There are still questions regarding the availability of non potable water for dust suppression, as there is no definitive source close quoted in the application for maintenance of the proposed reservoir, and some options suggested are highly impractical, such as a pipeline from the NHS looms over 25 kilometres.

49:18

The oft used phrase that size we'll see development will be a clone of the Hinkley Point development is nonsense. Whilst we will not deny that the reactor and the various engineering components is approved through the generic design assessment of the EPR Raptor will be the same. That is not the same as the geography and geology of the site's being so one of the reasons that the Hinkley Point C development is falling behind its construction schedules is that unforeseen problems with ground conditions were encountered. The franchise ground conditions at size well with sand shingle alluvium Pete and Caroline crab at the size of C platform site compared to the limestone

50:00

in mud rock environmental pinkley points are much more likely to provide a very different very difficult environment and a more complex ground construction project in comparison. At the simplest level, the fact that the end excavations tanky point reached the depth of 35 metres and we're reached without prior country piling whereas the current wallet size will will have to reach the depth of 60 metres to embed itself in in the London clay layer, followed by excavation and ground stabilisation is an end indicated in indicative of the clear difference between these two projects. Our discussions about the coastal defences are also a clear example of this, with a simple concrete defence wall on limestone bedrock at Hinkley Point versus this combination of curtain wall, stabilised rock armour defence at size while resting on gingerly on eroding sand and shingle. In conclusion, this proposal, proposed development has too many risks and impacts that cannot be mitigated or compensated, and it's the wrong project in the wrong place, and should not be given consent. I thank you for listening to me this morning.

51:17

Thank you very much, Mr. coins. My colleague, Mr. Brock, I think has a question for you. So numerous scholars, thank you very much for what you have been saying and for taking the time to come and say it.

51:30

I want to

51:33

Well, I've noticed what you're saying about the water levels in the minsmere level. And I'm interested about that. And particularly,

51:43

us tell us that you don't agree the water levels will not be lowered. Now this is emerging. As a matter of of some contention. What I would like you would like to suggest to you and ask you to do is that when you submit your details.

52:06

When you submit your D to

52:10

a written statement. Could you explain to us why it is you don't accept those and put the evidence I appreciate that a mere assertion that you don't agree with it is something which needs to be fleshed out. Yeah, I think I think I actually said that there's an issue with water levels rising. I didn't say it was actually water levels reducing, but yes, an impact on the water levels. And certainly we will put it what we have in that respect. Because obviously if you flood the fields, then that will have an effect on what is what is there at the moment.

52:49

Thank you very much.

52:51

Thank you.

52:57

Okay, thank you. And now come to Bill Turnbull, please, you're able to switch your camera on. And

53:07

thank you. If you'd like to introduce yourself, Mr. Turnbull. And let us know what you wish to say.

53:14

Good afternoon. My name is Bill tumble. I live in saboten. And I'm deeply opposed to the plans to build sizewell C. But I'm speaking to you today more in sorrow than protest for I fear, this beautiful precious corner of Suffolk will fall victim to the most awful devastation that is what is promised by the development of sizewell C.

53:38

You've been hearing a great deal about the enormous disruption to businesses and livelihoods posed by EDS plans and they are surely reason enough to stop the project going ahead. But I want to talk to you about the devastation faced by those who have no voice and who can reap no benefit whatsoever, only danger and destruction, the rare and abundant wildlife that inhabits the land around sizewell.

54:06

My wife and I live two and a half miles from the construction site as the crow flies. And even here, the wildlife is extraordinary. We hear the song of skylarks from early spring onwards, we are blessed to see Marsh Harriers flying over the fields next to us and sometimes even over our garden. owls roost in the

trees next to our house, and even on it a bitter set up camp for a while across the road from us last year. It is wonderful.

54:34

So what will happen if the decio is granted? Well, when they build the size will link road with its bypass around Hampton village in the fields adjacent to our property, the marsh Harriers are not going to hang around. I'm not sure the hours will bear all the construction noise either. And the same will go for the skylarks and possibly the bats. Repeat this picture along the route of the link road and you have

55:00

A highway of destruction. And that's before we even get to the main site. If you were to take a walk today from the eels foot pub in East bridge to the sluice on the beach, you'll be almost guaranteed to hear one if not two cuckoos. They won't be their size we'll see is built because the spots where they make their home every year is just a few 100 yards from the proposed reservoir, and the borrow pits.

55:27

Down Sandy lane, there's a lovely quiet walk in the woods around the back of the current power station, which is just beautiful in the field in front of keeper's cottage. You can hear nightingales at the moment. Imagine how precious that is. But that spot where they are now is within the perimeter of the constructions. nightingales will be no more.

55:51

I know you've heard a lot already about the threat to our national treasure RSPB minsmere. But let me just say this,

55:58

possibly the largest construction site in Europe, with lights visible for miles around next door to Britain's best known and best loved nature reserve. Has the world gone that mad? I'd like to say a word or two also about the behaviour of EDF.

56:18

I was disappointed to discover that on June the 26th. Last year, they included me on what you might call a naughty list on Twitter, a collection of what they termed prominent anti groups to be aware of. I know this because they accidentally published it on Twitter. It was reported in the times.

56:40

Then it's a Westminster energy environment and transport forum in January this year. Julia Pike, Sizewell sees director of financing gave a presentation to an online audience from private industry and several government departments. One of her slides was a photograph of a stop Sizewell C poster in Surbiton defaced with the slogan jobs, not snobs.

57:06

This is what Miss Paik had to say about it.

57:09

A lot of the debate about size we'll see is encapsulated in that poster. I think this particular one is outside Bill Tumbled House on his fence. And you can see that a group of people who are pro Sizewell see her put a piece of quite nicely rhyming graffiti, on top of the poster, that nicely rhyming graffiti, jobs, not snubs.

57:34

This was completely untrue for two reasons. It totally misrepresents a campaign which has been conducted by local people calmly and with dignity. And on a personal level, I've never had a poster of any kind outside my house. Miss Pike chose to single me out in front of an audience of high powered influential people, some of them in government. Why would she do that? Why does EDF allow these things to happen?

58:04

One more point,

58:06

EDF want to build Sizewell C in an area of outstanding natural beauty one of just 34 in England.

58:14

Two years ago, the Glover inquiry recommended strengthening AONBs with a greater voice on development. So what messages is an actual match up? So if you could wrap one what sentence if I may?

58:26

one message would it send to build a twin nuclear reactor in the middle of one? It would be simply this, you can forget about the protection of areas of outstanding natural beauty. Perhaps sighs We'll see. Yes, the Go ahead, then Nowhere is safe. Thank you.

58:45

Thank you very much.

58:47

My colleague who's just warning you about the time now I think he may have a question for you. Okay.

58:57

So no, that was my last question to this.

59:05

Okay, thank you very much. Thank you.

59:11

Okay, and I think I have Mr. Paul Collins again, but I assume in a personal capacity on this occasion.

59:19

That's right. Thank you very much. Thank you. Yes. Good morning. Once again.

59:26

Thank you for giving me the opportunity to address you. And speaking on behalf this time on behalf of my wife, myself and my wife. We are residents of East bridge and I've lived here since September 2011. I'm a retired chemist who was a manager in the nuclear biomedical sector for 15 years. And I'm disappointed at the country's in ability for over 40 years, years to build a geological disposable facility for nuclear wastes. However, this is not what I want to talk to you about today.

1:00:00

You've heard that East bridge is situated about 250 metres from the closest borrow pit and various water management areas at the northwestern end of the construction side, and my house is about 500 metres away metres away from those areas. We moved here to enjoy the beautiful landscapes, the many protected areas such as minsmere, wonderful walks and cycling in and around the saplings, the AONB and the railo and heats and habitat from this area.

1:00:31

EDF has made much of their claim to increase biodiversity of the area, because the arable and the state that they own will be landscaped. To get rid of the millions of tonnes of excavated materials that cannot be used in the construction and converted to lowland Heath. A significant feature of the hatch sampling is area and AONB the ability of any organisation to create lowland Heath, which elsewhere has had centuries to establish itself in quiet and undisturbed areas to simply not credible in the timeframe of less than decades. We have heard in the past few days that EDF has already felled the 110 year old coronation wood in preparation for sizewell C, and plans to destroy other established woodland on the development side, which oddly enough, was originally planted as mitigation and compensation for the existing two power stations. What cannot be in dispute is that these established areas are returned by a diversity and even if even if some of the forest is old plantation woodland, that destruction cannot be quickly re established, mitigated or compensated for, excuse me, I'll just shut that off.

1:01:48

Some of the hedges and trees are sheduled to be retained within the construction and development envelope. They are likely to be swept, severely denuded of wildlife for the 10 to 12 years of the construction. The proximity of the green rail route to the old oaks and Kenton hills will also disturb known backwards back roosts and foraging areas. planting a 10 fold replacement of trees on the 110 year old coronation would cannot mitigate for the loss of this mature habitat until the new planting has had many decades to establish. And the same applies to other mature woodland that will be lost. Following the end of construction, the access road and carpark for size we'll see we'll see 900 staff and many more during outages going to and from work in multiple shifts. The use of this access road will continue to serve at the AONB can cause significant disturbance to these new landscapes. If we add in the problem whole life extensions of the reactors, the period of severance of the AONB is likely to be well over a century.

1:02:56

It is clear there will be a significant overall loss of biodiversity within this area for decades to come. And that will impact the designated areas at size on Marsh minsmere and well beyond. Whether we consider pillbox field to replace coronation wood. All those farm reed beds replaced sizable Marsh Reed bed or house with Ben Hall and Pakenham inland fen Meadow to replace sizewell Marsh coastal fen meadow. The conclusion is that the compensation either does not compensate light for light is not close enough to the loss and has or will not provide it being provided well in advance as required by legislation.

1:03:41

In my five minutes, there simply isn't enough time to talk about the problems of beach Dune shingle habitat lost impacts on sea life or all of the issues with such a massive development on this eroding coast. Overall, as a community, we cannot continue to destroy what is established and already providing essential environmental services now, with the shaky promise of something to replace it decades away. We have a biodiversity and climate crisis now, not 2030 or 40 years down the line. Essentially EDS claim for biodiversity increase are a poor attempt to what is now termed greenwash. Overall, this project is an ecological disaster with a multi generational price tag for its environmental and toxic waste problems. I trust after examining this rather flimsy, albeit large and complex development, consent order application, and hearing the multiple informed voices of concern, you will come to the same conclusion as we have. This application should be refused. Thank you for listening to me this morning. Thank you.

1:04:54

I'm now going to

1:04:57

ask my colleague Mrs. Cassini to

1:05:00

Take on the next

1:05:04

interesting person. Thank you, Mr. Collins, if you want to switch your camera.

1:05:10

Thank you. Could I ask Diana Marilyn, quick to turn on her camera and microphone please?

1:05:22

Miss quick. Are you available? Yes, I'm trying to switch on my camera. That's fine. No problem taking.

1:05:30

I can indeed I could hear who you'd like to introduce yourself and let us know what you'd like to say. Okay. Good morning, see me. My name is Diana quick. I've been a resident of civitan since 1981. And I

moved to the area from London around the time that all the planning protocols were being planned for Sizewell

1:05:55

B. And I started off thinking that this was a welcome development up because I'm of the generation who was taught at school that nuclear power was clean, safe and modern.

1:06:07

I became involved in the objections to that inquiry and as it proceeded, and as I spent time in America, talking to the lobby there, I became convinced that nuclear was a dubious option, even in a time when there was clearly a need for more power to be generated.

1:06:27

I'd like to say one thing, which is that we should not forget that the nuclear generation of electricity is simply a way of heating water to turn a turbine.

1:06:40

And one can so easily get lost in the technicalities. And as poor my colleague just said, this is a very bulky planning application. But it seems to me too, that actually, the material image is really quite flimsy based. I'd like to go from specific nouns more general and talk first of all about the rail and see options, which seemed to me have been very inadequately discussed by EDF. They now are saying that to bring materials in by sea is not an option in any substantial way because of the danger of erosion.

1:07:21

Well, if that's the case, what does that imply for the site, the size will CMD a site which many agree is inadequate, is too small, something like 43 as big as 65,

1:07:35

which is the dimensions for hinky.

1:07:40

And I feel very scared personally about the proposed defence wall. It feels a bit Knute like to talk about protecting such a large installation from erosion by building a wall, I'd like them to go back and consider the sea option for landing materials, despite what other colleagues have said this morning about the risk and the scale of such learning facilities. And I'd like to go on to a rail

1:08:16

counsellor Lovelock spoke of there being inadequate planning that they didn't start to consider it properly.

1:08:23

And I'd like to know in more detail why that hasn't been considered.

1:08:29

So I just give that to you as a general query about why is the rail option now being sidelined.

1:08:37

So we're currently left with Roche.

1:08:41

And I live very close to the site of the sizewell c link.

1:08:48

I'm very concerned on a personal level about the pollution from many sources from light, from dust from traffic fumes, let alone the consequences, or movement around the area. And a specific concern of mine is mud. During the recent investigations in fields near my house, my lane was flooded with mud and then deep water. I live at the lowest point on that road. And I have twice been flooded in just by circumstances. My house is a bungalow, and it has been under about 2.5 feet of water in the past. So I'm very concerned about the damage to my personal quality of life.

1:09:40

And I I'd like to talk about the fact that this new neighbourhood does not seem to provide any long term benefits on the proposed site. The site was c Zed, I think it's called.

1:09:58

We have been offered the option of those

1:10:00

To have it removed at the end of its a construction period. What on earth is the point in investing so much money, so much disruption, so much destruction of wildlife and natural resources, that something which is not in the end going to give us any long term benefits, it seems to me protocol, there was a lot of discussion about an alternative route W, which would be left at least as a legacy for local communities at least and, and the surrounding villages. That same argument, from my point of view applies to the campus a proposed campus, which has gone down in size now to being 2000. I'm sorry, but you're five minutes is expired, if you could bring that to around up.

1:10:50

So I want to know why there is no long term plan for the campus to leave something which will be useful to social housing.

1:10:59

And I would like to know why there is no coordination with the proposed substations for the wind farms, we're being called the energy coast, as opposed to the heritage coast. And I would like to question the wisdom and need of building these facilities. Let's learn building a nuclear reactor on our homes. Thank you. Thank you very much Miss quake, if you could turn your camera microphone off when you're able to please.

1:11:27

Thank you. If I could ask Caroline, whether it be to turn on her camera and microphone, please.

1:11:40

I think I've turned them on is that you have indeed I can see you and hear you good. If you'd like to introduce yourself and let us know.

1:11:50

My name is Carolyn Weatherby. I'm in my late 70s. And I live. I used to live for 10 years at dawn edge and I now live near the a 12. xx modern day area of Saxmundham. You have heard all this week, very eloquent, passionate, deeply felt reasons why this project should not go ahead. And I would like to add my voice to all of those objections.

1:12:19

And I would like just to say in my five minutes that I have three points. One is my concern, which is not so much for myself, because I am at the end of my life. And I will not live to see the results of this project. But my grandchildren, of which I have many who are now in their 20s. And my great grandchildren will have to face the results of this and other projects which my generation are responsible for. I feel incredibly responsible for what we are doing to our planet and have been doing in my generation of the previous generation, we have seen so much destruction.

1:12:58

So you can imagine why I am concerned.

1:13:01

Most second is my worry and fear that as a previous speaker has said, I think it was Christopher Hudson, that this whole project, this whole exercise that we are going through now this week planning, hearing is actually but a box ticking exercise.

1:13:22

This is history. This is historically what's happened in my lifetime again, and again. And again. When these projects which are so destructive are brought up. People complain that the powers that be do not care about the environment, they do not care about local people in their lives.

1:13:40

I'm sorry, I worried that this is a box ticking exercise. I hope I'm wrong.

1:13:46

Not the applicants cavalier attitude towards addressing the emissions and shortcomings in their plan, which has been complained about just today and possibly the other days by local people and cancels underlines this fact. Possibly they don't need to address these loose ends that are not tied up these

1:14:10

unresolved issues because they will get permission anyway. The powers that be big business and industry will ride roughshod over all of this. And they will just have already decided I've actually got a story which I probably won't have time to tell you, which illustrates this very clearly relating to size will be but I'll put that on one side.

1:14:31

I hope I'm wrong. I feel that we are now at a turning point where the people of this country and across the world are no longer prepared to accept this level of disruption and environmental erosion. they now know scientifically, which we've always learned those of us probably who have thought about these things over their lifetime. how important our environment is how important wildlife is how important biodiversity is how

1:15:00

We must preserve these places, not just for our enjoyment, but for our survival. And do we want our grandchildren or great children to just to survive? Or do we want them to flourish?

1:15:16

I hope that this tiny point has come that our care for our environment, our dislike of heavy industry and pollution, are worried about the future will cause us to say no to these projects. Now, I did talk to my grandchildren, I thought I want to talk to them because they're the ones. I said, you know, I'm doing this darlings, what what shall I say? A basic Granny, you have no hope. Unless you can show an alternative to sighs We'll see. Is there an alternative?

1:15:49

But yes, there is an alternative and there always has been an alternative my story relating to size will be which I probably haven't time to tell, shows this even then, there was an inquiry about do we need this nuclear power and the response to that inquiry, which was actually if we insulated, properly insulated every house and suffer every business every building, we would not need another nuclear power station.

1:16:18

But the young man who was telling the story said what we there then realised that this is a con and that it had already been decided to accept size was B before we even did this inquiry. This was a box ticking exercise. Please don't let this be a box ticking exercise please let it be a properly thought through

1:16:43

carefully listen to and heard.

1:16:48

inquiry.

1:16:50

Thank you. Thank you very much Miss Smith. But if you'd like to include the stories that you didn't have time to mention today in your written submission, we'd be really grateful. Thank you very much. When able Can you turn off your camera and microphone for me please.

1:17:08

Case team I believe you're going to

1:17:12

Good morning Miss now joining Good morning. Good beside Good afternoon even Mr. bright

1:17:19

it is and if you'd like to introduce yourself and let us know what you have to say you have five minutes. Thank you very much. My name is Steven Brett. I am fund Dido to represent myself my wife and my two sons who grew up here and now moved away with their wives and children. I moved to his rich 21 years ago

1:17:45

to look after I heard of pedigree cows for Mr. or Mrs. Bailey. The cows graze their marshes that is bridge and minsmere marshes for RSPB in the summer months. And they play an essential role in the maintenance and thriving habitat of the marshes. The marshes bridge are owned by Mr. or Mrs. Dally, our triple si and some of them are Rams are especially Protected Area designated. These marshes are approximately one metre above sea level and

1:18:24

and on some of the marshes. If they can't run past you when you're on the marsh, they will shake them off and you will wobble because it seems as if the marshes are all on a floating mat. In ETFs consultations they warned that at times of flood, total flood water levels will be higher than what they are now because of the building of size we'll see and the associated project. This is deeply concerning. Firstly, for the people who live on the border the marshes sail chapel road in East Ridge Church Road in Britain and the border the marshes in further away places like Middleton. This winter with the heavy rain the marshes have been flooded for months with East Ridge Road the footpath out the sluice and the Kenton hills footpath flooded and impossible. And this is without the higher water levels which could be caused high flood level by the by the Dornier size will say the marshes have drained one net worth of ditches which flow into the new cuts, and then the sea via the mains vessels, which is vital for the management of the river valley. The losers lose his title so badly affected by rising sea levels. And as this loop opens for less time, meaning the marshes will take longer to dry out and recover for the essential grazing that all marshes need to be what they are.

1:19:49

The marshes are internationally important and this is widely recognised all across the country and it attracts a very wide range of visitors from near and far.

1:19:58

The farm where I've worked

1:20:00

I have a very small campsite even before Mr. Mrs. Barely owned it in the 50s.

1:20:07

And we've had visitors who come year after year, our longest visitor is a man raised his wife. He comes from Norfolk, and he's come here now for 65 years, introducing his children and now his grandchildren. And he hopes his great grandchildren to the area.

1:20:23

We have numerous Google variable scheme, children come here with their schools. And it's used quite often it's the first time they come to an area like this. So it's an essential part of introducing children to the benefits of what of what the countryside can offer. Its size, we'll say happens that journey times they quite often come from long faraway will be virtually impossible, because of the extra traffic. And then when they arrive, they will be something that we would deem to be unrecognisable to what there is here now,

1:20:57

having talked to many campers over the last eight years, they were devastated that a place that they hold dear and look forward to coming to every year won't be here for them. And of course will they bring trade for local pubs, RSPB, minsmere and other tourist destinations which rely on them coming here.

1:21:21

The whole area is so valuable ecologically. I learned recently RSPB minsmere has 6500 different species of plants love animals birds.

1:21:33

Say you have one minute left. Thank you very much. And, and internationally important for wildlife and also equally important for 10s of 1000s of visitors who travel some of them enormous distances to enjoy the wildlife walks and escaped live very busy lives for short times. I just had one question which I can't get out made the seemingly other more suitable site ever increasing ways of producing clean renewable energy? Why would we risk destroying one of the most beautiful and potent places in the world? Thanks very much for your time.

1:22:09

That's all I have to say. Thank you Mr. Bratt if you'd like to mute your phone now. Thank you very much. Thank you.

1:22:18

Could I ask William Kendall to turn on his camera and microphone please?

1:22:25

Well, I missed

1:22:27

Good afternoon, Madam.

1:22:29

exiting. I'm William Kendall. I live about four miles from the site of the proposed new reactors by farm organically on land much closer. The section of the intended size will link road would border it. My my family also runs a holiday business here. Our farm has recently received public funding for its pioneering work to show how smaller land holdings can still be viable. They play a vital role in the rural economy, but a vulnerable we employ around eight full time workers and rely for success on strong visitor numbers in the area were drawn in by its remoteness and beauty. I'm an entrepreneur and work in Suffolk and beyond, and have developed some well known brands. Until recently I was a director of Adnan's, which is one of Suffolk's most loved hospitality businesses. I'm a trustee of local charities including the Suffolk Community Foundation. I'm president of the Suffolk Wildlife Trust. I was recently the high Sheriff of Suffolk, and I'm a deputy left tenant of this county with a particular interest in enterprise and its positive impact on wider society. I'm speaking for myself today, but I just wanted to illustrate how I hear what others think too. I'm a lifelong environmentalist who still just believes that there is a role for nuclear energy in the UK. I used to think I supported a new reactor at Sizewell, but that was before I discovered the facts. When I visited an EDF run roadshow out of curiosity just over two years ago, I found several neighbours and friends visibly upset by the drastically revised plans. I began my own research and now see an overwhelming case against building what is proposed. The enormity of the scheme is perhaps the biggest issue. The site just isn't big enough. My support for nuclear energy was always conditional. A while ago, I took my young daughter to Chernobyl, to see the upsurge in wildlife following the exodus of humans. When you're there, you can't help but contemplate the inherent dangers of this technology. Of course, we expect much higher standards of safety in the UK. But I don't believe that any nuclear station was ever built without the experts saying it was safe. It doesn't sound very safe, building a nuclear reactor and storing its toxic waste. When it goes which others sick experts say it will be in the sea during its planned lifetime, especially when there are alternatives. EDF frequently says it's in a hurry to start building will not have time to train up the workforce it needs so it will try to secure whoever it can from other local businesses. We already face an acute skill shortage here. I know

1:25:00

several important projects, which are now pause simply because suitable contractors can't be found. We haven't even started sighs We'll see. And this is already a big problem. independent research has already demonstrated how size we'll see would leave our local tourism industry millions of pounds worse off. The same though, will be true for other economic sectors. entrepreneurs who are now increasingly setting up along our coast will be deterred. We know anecdotally that this is already happening. As income is off opt for safer places like Norfolk. Most of the Labour needed will come from further afield. Those of us who lived here when a much smaller size will be was being built, experienced the social problems it brought, the developers did their best to mitigate them, but largely failed. As high Sheriff some years ago, I asked an articulate woman in her 40s with children in care what it caused her to become a drug addict in early teens, she replied with a single word sighs well, drug abuse has multiple causes, but the most vulnerable deserve to be protected from extreme social disruption in their localities. big projects are less harmful in places with big cities nearby to provide labour.

1:26:15

A local MP has described EDS approaches disdainful. I don't think we have been adequately consulted but neither do I think that EDF are disdainful, as I share if I was given full access to the size will be and showing hospitality by the operator. I think their approach instead just shows how impossible it is to build size we'll see without destroying nearly everything we value most. So EDF best hope was that enough of us didn't study the plans. While there may still be a case for building a new reactor somewhere, I now know we must do everything we can to stop it happening here. During my research, I've been able to talk to ministers at all types of politicians. I've discussed policy with civil servants, and some are still very pro nuclear. None, though thinks that size will make a very good site. It only made it onto the list because of a decision in the 1940s when circumstances were altogether different. If you turn down this application view to view tears will be shed here or in Whitehall. This area has a great future and many strengths. But it's all it's the wrong place for more nuclear. Thank you for listening to me today. Thank you, Mr. Candle, if you could turn off your camera microphone when possible, please.

1:27:31

Thank you. I'd like to now turn to the applicant see if they'd wish to respond to any of the comments this morning.

1:27:39

Thank you very much. I'm Carl events and the chief planning officer for EDF energy, I'm speaking on behalf of the applicant today. And myself and the whole team have been listening throughout the nine sessions. And whilst I feel most of the matters will be covered in our written submissions, I would just like to take a moment to say, we do understand the strength of feeling expressed and the concerns raised. Were very aware of the sensitivities both from a community but also an environmental perspective. This is by no means a done deal, we will only get a recommendation for approval and a decision by the Secretary of State. If we get the proposals and the mitigation, right. We're working with all stakeholders to try and shape our final proposals and hone our mitigation. And even this morning, I've signed off some additional survey work to make sure that we can respond to very specific points coming out from the recent set sessions. But I'm very grateful to the parish councils and the other stakeholders who continue to work with us. And words, just reach out and say for those who haven't taken up the offer to meet with us so that we can really identify specifically what it means for you and your communities that that offer remains very much open at any stage. Thank you. Thank you, Miss Vince. I will now hand back to my colleague Miss MCI.

1:29:24

Thank you, Mrs. z. Now before I close the hearing a big thank you to everyone who's taken part in this series of open floor hearings that have been held this week, and who have provided us with such well prepared contributions. Thank you also for your efforts in adapting so well to the virtual format, which we appreciate and understand. Why not be familiar to many of you. Now, let me remind you that any post hearing submissions, including written summaries of the cases you've made orally at this

1:30:00

This hearing should be submitted a deadline to wednesday the second of June.

1:30:07

If there are no other matters that anyone wishes to raise,

1:30:13

think Mr. Collins, you have your hand up. Did you have?

1:30:18

Yes, I have

1:30:21

a question which sort of relates to both yesterday's presentations and today's there was a question about bad licences for the removal of coronation wood. And there does appear to be a difference of opinion between the applicant and what actually we are, we understand to have happened, that the coronation wood has actually was actually felled before the final licences were actually granted. And, in fact, the licences are only granted because the vast majority of the wood had actually been removed. It is a matter of public record, but the wood was being removed on the ninth of December. And I would suggest that we get a proper timeline for all of those licences, and what actually happened, because, as far as we are aware, this wood was removed without the appropriate licences in place. So I'd asked you to do that. It might be that actually because it was signs we'll be generating station, that was the the applicant for those licences, that net new knife, the the the sizewell c group are not fully aware of the actual sequence of these events, but I think it is certainly one worth investigating. Thank you. Thank you, Mr. Collins. I'm sure the applicant has heard and taken note of that, and will be providing details as far as they're aware at deadline to and of course, any other participants to the examination can have an opportunity to comment on those later on in the examination. So I'm sure that point will be clarified during the examination.

1:32:14

So I don't believe there are any anyone else has any other matter to raise? So I'll now close the hearing. Thank you all very much for your attendance and participation. The hearing is now closed.