

TO PLANNING INSPECTORATE. WRITTEN REPRESENTATION. Deadline 2nd June.

Reference 20025456. AlanHatt. Theberton Leiston. [REDACTED]

This written representation is on behalf of my wife Jean Hatt and myself.

My name is Alan Hatt. I live in the village of Theberton with my wife 2.5 miles from the site as the crow flies. I am 74 years old retired project leader in the oil industry and have been in the area for 55 years. First owning a holiday caravan at Dunwich for 42 years then retiring 13 years ago to Theberton. I have been a bird watcher all my life.

Little did we realise that the RSPB Minsmere where I was a volunteer in my early days and which we love so much would be destroyed by the largest civil engineering build in Europe on our doorstep. The build continuing for probably at least 15 years with the inevitable delays that EDF are famous for. Adding insult to injury by forcing us to pay for it in our electricity bills with the notorious RAB model of funding as successive governments fight to keep it off their books. We will be dead by the time a watt of power is produced. .

Note. See Peter Wilkinson's reply to EDF/CGN of TASC. With Ref. to ENO10012-002905-SZC_ Bk8: 8.18_Freight_Management_Strategy.pdf. 12th January 2021.) for further details of Freight Management on which this next section is based.

FREIGHT MANAGEMENT OF AGGREGATES. 1.7 million tons of material coming from Somerset 235 miles distant to Sizewell. Rail experts commissioned by TASC and Woodbridge Town Council will be submitting papers from local train experts explaining why the Ipswich to Lowestoft rail line cannot possibly take but a fraction of this freight. EDF's claim of 5 trains a day into the build, an increase from a possible 2 in earlier consultations, will be proved nonsense and massively disruptive to passenger train services if not stopping them altogether. No explanation as to how such a miraculous increase has occurred. Other sources of material include the Bristol Channel, Port Talbot, Clitheroe, South of France, Scotland, Lake District, Norway and Leicestershire. In total some 12.1 million tons of material is required not a jot from the south east due to geological unsuitability. With two jetties one light conveyor the other a beach landing and storms and rough seas in the North Sea most of the time huge delays will be inevitable. Note that Hinkley, which is already 2 year late, is in Somerset with the Bristol Channel on the doorstep and stands on rock whereas Sizewell miles from any of the materials is on sand. It is my contention with expert guidance from qualified road planners that EDF will be inevitably running a road led strategy. A strategy of chaos. The worst scenario is 600,000 truckloads of aggregate in and then 600,000 returning empty.

SUITABILITY OF LOCAL ROADS.

The nearest motorway to Sizewell is 70+ miles away. The Sizewell single track link road (SLR) joins the A12, at a proposed roundabout at Yoxford and hence into the build. Designed by EDF as the only road in to the build, quite impracticable and ignoring a better cheaper route (see Charles McDowell's deposition re. B1122 A better route D2W) less polluting , less environmentally damaging and avoiding horrendously cruel compulsory purchases of farms, woods and gardens, making local owners despair. The proposed roundabout south of Yoxford stands astride the A12. The A12 road directly north from this roundabout is 15 miles of single track road culminating at Lowestoft. To the south of the roundabout 15 miles of single track road to Hacheston. With the SLR added this is some 18 miles in both directions of single track road into the build. The Yoxford roundabout and the roundabout proposed nearer to the build will be jammed. The Park and Rides dotted along the route

will also use the A12 and SLR as will the myriad of cars, lorries vans and local traffic to and through Leiston. There are numerous rat runs Blythburgh to Westleton the B1125, and the A1120 from Stowmarket to Yoxford initially a B road mysteriously changed to an A with no improvements. The B1122 (30mph) blocked at Theberton will join the (60mph) SLR making the B1122 a lorry park as they try to turn left onto the SLR. Why not the better route? Because E.Suffolk council want to supply the required land for development to build unaffordable housing. If the D2W is selected it will probably make a small difference to congestion but make hundreds of people less polluted and far happier. But of course the human consideration as we know over 10 years of consultation is not in EDF's remit.

Note. I thank Paul Collins and all those on the Minsmere Stakeholder Group for their knowledgeable oral and written submissions for contributing to my knowledge in the next section. I fully support their written submission.

THE COAST, THE MINSMERE LEVELS AND SIZEWELL BEACH.

THE COAST of Suffolk has for centuries been eroding. Once habitable areas miles from the sea are now underwater. Dunwich a town, possibly called a city 500 years ago, now completely gone. Just two years ago at Thorpness Cliffs, two miles from SZC, a man died as a landslide engulfed him. RSPB Minsmere a few hundred yards from SZC erected a costly, for them, causeway to try and protect bird habitat. The beach and marsh from Dunwich to Walberswick five miles away from SZC, bank defended by bulldozed shingle every year, now left open as the first, ever higher, high tides washed the bank away. Not worth the cost anymore. But strangely EDF think they can outbest King Canute who famously failed to tame the raging confluences and show his followers even the noblest fail. SZC worrying will go the same way.

A WALL like no other 10 meters high with footings that have to be piled to unimaginable depths to find a secure hold, along the front of the Sizewell site. A hard coastal defence protecting the soft embankment. A visual monstrosity placed along the open green sward walked by hundreds of visitors, locals and attendant dogs, now a barrier, the paths pushed toward the high tide line obstructing both the Suffolk Coastal and Round Britain Paths. It is not called Sizewell gap for nothing as the cliffs have centuries earlier been washed away. EDF like their French relatives mistakenly erected the defensive Maginot line with similar steel and concrete but did not realise that the enemy like the sea can go round the side, the back, and attack. Protection is needed for at least a 100 years, long after SZC B and C are closed to contain the nuclear high burn waste that cannot be moved for a century. Waste languishing in ponds or metal casks, of doubtful long term integrity waiting like "Godo" to see the long awaited "deep geological facility" promised by the NDA that not even East Suffolk Council with government money can be persuaded to accommodate. It is predicted that in years to come before 100 years with rising sea levels through global warming and coastal erosion Sizewell nuclear estate will become an island. What a legacy to leave our children and grandchildren.

THE ENLARGED BEACH LANDING facility and the light jetty holding up a conveyor system. Thousands of tons of rock armour deposited to raise levels to six meters. Visible steel girders down to the sea. An industrial site on a once tranquil beach, an eyesore for 15 years or possibly for ever. Twenty four seven noise dust and light pollution greeting tourists and locals. Migrant birds use this beach for

safe landing and recuperation after long journeys. These including wheatear, blackcap, stonechat, whinchat, hobby, red throat and off the beach red throated diver, tern, black winged tern, common scoter and much more. Our famous Kittiwakes nest on one of the outlet structures and cormorants on the other twin. The Sizewell site has a certain iconic charm with the white dome, the slight hum of machinery and the subdued lighting which took years of repeated requests for EDF to lower. SZC will look horrific with giant chimneys, two huge grey blocks blocking the skyline a blot on the landscape.

COASTAL MORPHOLOGY will be severely affected by the proposed dredging and construction of a large beach landing facility and a jetty. Long shore drift particularly strong between Southwold and Felixstowe pushes significant amounts of shingle and gravel along the sea bed removing and depositing where ever. Aggregate ships and barges need sufficient depths of water to moor at the jetty and the BLF. Dunwich sand and gravel banks some of which are just two or three hundred yards out and some further protecting sea ingress will need constant dredging and the effects further along this part of the fragile coastline is unknown and would probably be unpredictable. Increased silting and scouring is inevitable. Residents and workers of those living in areas that could be adversely affected have voiced concerns and include, Southwold and Felixstow Harbours, Dunwich and RSPB Minsmere, Aldeburgh Harbours , Thorpeness and Walberwick and others.

RSPB MINSMERE, the Minsmere levels the national and internationally important AONB, SSSI, and RAMSA/WETLANDS sites that stand in the way of the build are impossible to mitigate. All in some way will be affected either completely destroyed like Coronation Wood, their wildlife destroyed, their bird life permanently discouraged, buried under a concrete blanket, subjected to the destructive forces of drought and disturbance and removing the biodiversity built up over hundreds of years. I endorse the depositions of Adam Rowlands of RSPB Minsmere and Rachel Fulcher of Friend of the Earth. I particularly endorse those depositions from members of Stop Sizewell C, Together against Sizewell C, The Minsmere levels Stakeholder Group and their supporters.

THIS DCO application has been cheaply produced and executed extremely difficult to understand with overhead satellite picture plans, no ordinance survey maps or references of that which we are familiar. Plans fragmented lacking any detail footpaths and roads not identified. Ten years of EDF obduracy, rudeness, lies and a craftiness at every step as they gamed each consultation. Despite this and as we look at Hinkley we now understand the scale of and destructive nature of this build. A quart in a pint pot struggling to fit a similar Hinkley design into a much smaller and much more sensitive area. A destruction of avian, mammalian and invertebrate life. Biodiversity ended.

CONCLUSION. The Prime Minister the Rt.Honorable Boris Johnston said EDF should ensure that they engage the people and take them along with them. The open floor hearings and the depositions that you PINS have and will receive suggest differently. The wrong site, built by a discredited company. This application should be rejected by PINS, the Secretary of State and by our Prime Minister. If along the way it is built it will leave a LEGACY OF EMBARRASSMENT not for those profiting in the nuclear industry, but for those who have the power to reject it. This build is projected to span four or five national elections and parliaments and the prediction is one of them could very well cancel. That would be an embarrassment.

SUBMITTED BY ALAN HATT. 20025456

