

SIMON ILETT

I AM SPEAKING ON BEHALF OF MY WIFE AND FAMILY LIVING AT [REDACTED] THEBERTON.

WE HAVE RESIDED AT [REDACTED] FOR OVER 20 YEARS. THERE IS A DIVERSE RANGE OF WILDLIFE SHARING OUR FARM WITH US. CURRENTLY THE NIGHTINGALES ARE SINGING AND JUST THIS MORNING WE HAD A BUZZARD FEEDING ON THE POND JUST A FEW FEET FROM WHERE WE WERE STANDING. WE HAVE BATS, BARN OWLS AND SWALLOWS NESTING IN OUTBUILDINGS, WATER VOLES AND GREAT CRESTED NEWTS IN THE POND AND MOAT. THE COMBINATION OF TRANQUILITY AND DARK SKIES MAKES THE ENVIRONMENT AROUND US UNIQUE AND ALLOWS THE WILDLIFE TO FLOURISH.

SHOULD THE POWER STATION CONSTRUCTION BE APPROVED THE AREA IS BEING ASKED TO HOST ONE OF THE LARGEST BUILDING SITES IN EUROPE. LIGHT, NOISE AND DUST POLLUTION WILL INEVITABLY HAVE A NEGATIVE IMPACT ON THIS WILDLIFE. LIGHT POLLUTION IS KNOWN TO

AFFECT INSECTS WHO ARE ATTRACTED TO THE LIGHT AFFECTING THEIR REPRODUCTION. THIS REDUCES POLLINATOR NUMBERS AND THE FOOD SOURCE FOR BIRDS ETC JUST AT A TIME WHEN WE ARE TOLD THESE POLLINATORS ARE IN DECLINE AND ARE AN INTEGRAL AND FUNDAMENTAL PART OF OUR LIVES AND ESSENTIAL TO FOOD PRODUCTION.

WE ARE IN ONE OF THE DRIEST PARTS OF THE COUNTRY AND [REDACTED] RELIES ON A 60 FEET DEEP WELL FOR WATER SUPPLY. WE HAVE GRAVE CONCERNS ABOUT THE MILLIONS OF LITRES OF WATER THAT CONSTRUCTION WILL REQUIRE EVERY DAY AND FEAR THAT IT COULD AFFECT THE AQUIFERS' ABILITY TO SUPPLY OUR REQUIREMENTS. WITH NO MAINS WATER NEAR BY, THIS COULD CAUSE US GREAT DIFFICULTY FOR A SOURCE OF WATER. OUR PONDS RELY ON THE WATER TABLE LEVELS AND IF THIS IS LOWERED THEN THE PONDS WILL DRY UP PERMANANTLY AFFECTING THE FLAURA AND FAUNA INCLUDING GREAT CRESTED NEWTS THERE IN.

██████████ IS A SINGLE TRACK ROAD AND IS CURRENTLY THE SUBJECT OF A QUIET ROAD APPLICATION. IT IS REGULARLY USED BY CYCLISTS, WALKERS AND HORSE RIDERS. IT BECAME A REGULAR ROUTE FOR VILLAGERS SEEKING TO TAKE ESSENTIAL EXERCISE DURING THE PANDEMIC LOCKDOWN LAST YEAR. ██████████ LEADS TO THE B1122 AND THIS TOGETHER WITH FOOTPATHS IS OUR MAIN ACCESS TO THE VILLAGE. WE REGULARLY WALK AND CYCLE TO CHURCH AND VISIT FRIENDS. THERE ARE A NUMBER OF FOOTPATHS CROSSING THE FIELDS THAT WILL BE SEVERED BY THE PROPOSED LINK ROAD AS WILL ██████████. WE WOULD HAVE TO USE OUR CAR JUST TO GO TO THE VILLAGE HAVING TO JOIN THE LINK ROAD CROSSING TRAFFIC AND AT PEAK TRAFFIC TIMES THIS WILL BE A DANGEROUS AND TORTUOUS ROUTE.

██████████ HAS FEW PASSING PLACES AND WITH PRETTY ROAD ALSO BEING SEVERED BY THE LINK ROAD TO VEHICULAR TRAFFIC, THIS ROAD WILL BECOME THE PREFERRED ROUTE BY VILLAGERS FROM THEBERTON, EASTBRIDGE AND

WESTLETON TO ACCESS DOCTOR'S SURGERY, SHOPS, SERVICES, AND THE RAIL AND ROAD NETWORK AT SAXMUNDHAM. FROM EXPERIENCE WHEN THERE HAS BEEN ROAD WORKS ON THE B1122 AND TRAFFIC IS FORCED TO USE [REDACTED], CARS ARE GOING BACKWARDS MORE THAN FORWARDS TO PASS EACH OTHER

WE URGE THE EXAMINING AUTHORITY, WHILST ON THE LINK ROAD SITE VISIT, TO TAKE NOTE OF THE SUITABILITY OF [REDACTED] TO TAKE ANY VOLUME OF 2 WAY TRAFFIC.

MEDICAL SERVICES ARE AT CAPACITY AND LOCAL SURGERIES ARE STRUGGLING TO RECRUIT DOCTORS TO LOOK AFTER THE CURRENT POPULATION. THIS WILL BE EXACERBATED BY THE HUGE INFLUX OF WORKERS LIVING LOCALLY REQUIRING THEIR SERVICES.

THE A12 NORTH OF IPSWICH IS ALREADY A BUSY ROUTE WITH PEAKTIME QUEUES AROUND MARTLESHAM AND WOODBRIDGE. ADDING 1000'S OF ADDITIONAL LORRIES BUSES AND CARS EVERYDAY TRAVELLING TO AND FROM THE CONSTRUCTION SITE WILL MAKE THIS SITUATION

WORSE AND COULD EVEN CAUSE GRIDLOCK. WE ARE CONCERNED ABOUT THE ABILITY OF EMERGENCY SERVICES TO REACH AND TREAT RESIDENTS IN THIS AREA AS OUR MAJOR HOSPITAL IS AT LEAST 40 MINUTES AWAY.

AMBULANCES WILL BE FORCED TO FOLLOW STRINGS OF LORRIES ON SINGLE CARRIAGEWAY ROADS UNABLE TO OVERTAKE FOR MANY MILES.

WE ASK THE EXAMINING AUTHORITY WHEN VISITING HINCKLEY POINT C TO COMPARE AND CONTRAST THE ROAD NETWORK AROUND THE POWER STATIONS HERE IN SUFFOLK AND THERE IN SOMERSET AND IN PARTICULAR NOTE THE PROXIMITY OF THE M5 MOTORWAY TO HINCKLEY POINT AND THE LACK OF SUCH MAJOR ROUTES IN SUFFOLK.

THERE IS GRAVE CONCERN BEING SHOWN BY MAJOR INVESTORS IN THE ENVIRONMENTAL, SOCIAL, AND GOVERNANCE CRITERIA OF THIS PROJECT.

WITH PLANS CONTINUALLY CHANGING THERE IS NO WAY OF TELLING WHAT THE FINAL COST OR

IMPACT ON THE ENVIRONMENT WILL BE EVEN AT THIS LATE STAGE, MAKING THE PROJECT A HUGE UNWIELDY WHITE ELEPHANT THAT MAY NEVER RECEIVE THE INVESTOR FUNDING NEEDED TO COMPLETE IT AND WILL HAVE TO BE PROPPED UP WITH TAXPAYER AND ELECTRIC BILL PAYERS BEFORE 1 KW IS GENERATED.

CLIMATE CHANGE IS A GLOBAL EMERGENCY HAPPENING NOW. THIS PROJECT WILL SIGNIFICANTLY ADD TO CARBON EMISSIONS DURING THE CONSTRUCTION PHASE MAKING MATTERS WORSE AND WILL NOT MAKE A CONTRIBUTION TO REDUCING ITS IMPACT FOR THE BEST PART OF 20 YEARS FROM NOW. IT IS SIMPLY TOO LATE.

WE WANT TO ADD WEIGHT TO THE FACT THAT WE HAVE FOUND EDF TO BE VERY HARD TO WORK WITH DURING THE LAST 8 1/2 YEARS OF CONSULTATION. THE COMMON THEME HAS BEEN LACK OF CLARITY AND INFORMATION. EVEN AT THE LAST STAGE WE WERE ASKED TO COMMENT ON ROAD, RAIL AND SEA STRATEGIES THAT WERE "WHAT IF" STRATEGIES WITHOUT CONCRETE FACT OR SUBSTANCE TO BASE A VIEW UPON. WITH THE TRACK RECORD OF MINIMAL INFORMATION, CHANGES, OVERUNS AND OVRSPENDS AT HPC WE URGE THE ExA TO THOROUGHLY SCRUTNISE THE PROPOSALS HERE WITH THE KNOWLEDGE THAT EDF WILL CHANGE AS THEY GO. WITH THE COSTS SPIRALLING OUT OF CONTROL AT EVERY CHANGE PLEASE CONSIDER AFFORDABILITY AND WHERE THE FUNDING WILL COME FROM.