

Sizewell C Application for Development Consent – 2021

Open Floor Hearing statement

Good evening Ladies and Gentlemen, my name is Ian Galloway and I am a resident of Kelsale-cum-Carlton.

I am grateful to the Examining Authority for permitting me 5 minutes to try to protect the; thousands of years of Mother Nature's work and the more than 50 years of work by countless volunteers, in safeguarding the Suffolk Coast and Heaths AONB. An area recognised not just here in the UK, but also throughout Europe and all over the world. An area threatened by an "unusually, large and complex" development.

The Draft DCO you are examining today has its origins in processes and policies developed over a decade ago, when things were considerably different.

Indeed, during its gestation, the 2010 Appraisal of Sustainability Report had its so-called 'Base Case' modified to accommodate the specific needs of a potential Sizewell Site nominee. In so doing, unknowingly the authors effectively destroyed the 'site comparability model' sought by Government, the authors themselves and myriad other stakeholders.

Consequently, nearly eleven years after the AoS was published, we are having to contemplate a behemoth of a Nuclear Power Station, on the second smallest nominated site in the UK (just 2 hectares larger than Heysham).

However, there are other significant facts that may have eluded the more casual observers, or been lost in the mists of time, specifically;

Utilising the aforementioned and specific change to the AoS 'Base Case', this DCO is for a two reactor power station

It is likely to take double the 5-6 years 'time to construct' anticipated within the AoS

And require more than double the anticipated 4,000 workers envisaged in 2010

So, when the Applicant says they are confident of delivering a Sizewell C Station; on-time, to better than budget and more efficiently, based on their learning at Hinkley Point, I ask myself whether these assertions stretch credibility when; Hinkley Point C is a site almost twice, if not more, the size of the proposed Sizewell Site?

Likewise, with more than double the workforce anticipated by the 2010 AoS and virtually no increase in road capacity since then, it is difficult to conceive how the authors would view the spectre confronting the communities of East Suffolk every day for 9-12 years of construction? Especially;

Double the pressure on accommodation

Double the pressure on resources

Double the pressure on infrastructure

Double the social impacts

Double the pollution from worker commutes, some up to 90 minutes distant

Double the detritus

Double the damage

In fact double countless impacts where, time or headcount are key drivers!

Moreover, I would like to remind the Examining Authority that the issue of the potentially crippling cumulative impacts has remained virtually uncommented by the Applicant both throughout Pre-Application and more recently in bringing forward their additional changes.

Whilst the impacts of Sizewell C, recognised by all observers and so eloquently portrayed by the Applicants legal representative as “unusually large and complex” are considerable, there can be no doubt that together with other ‘energy projects’ the cumulative impacts could easily paralyze East Suffolk and beyond.

Lest we forget, there are potentially up to *eight other projects that could combine with the Sizewell C Construction Project and in so doing wreak havoc throughout Suffolk and particularly Coastal Suffolk. An issue already recognised within the Planning Inspectorate, in connection with the Nautilus Interconnect project.

All of this has prompted one large East Suffolk employer, the recipient of 18 sustainability awards (including three Queen’s Awards for Enterprise in Sustainable Development) to say a significant part of their concern is;

“...the cumulative impacts upon the A12 which is the only major route to East Suffolk. The A12 is already heavily congested particularly in peak holiday periods...”

“Further overloading a rural road network will damage both the perception and reality of East Suffolk as a tranquil and attractive visitor destination and has the potential to displace (their commercial) vehicles from the A12 onto smaller less suitable roads, with all the associated hazards and impacts that would bring...and would create economic and environmental impacts.”

If a circa 150 year old, multimillion pound turnover, local company feels it may have to put their transport fleet onto unsuitable roads to escape the combined impacts of energy projects, what chance do the villages and rural communities in East Suffolk have of **surviving** a twelve year (or more) Sizewell C construction onslaught?

Ian Galloway – resident of Kelsale-cum-Carlton

* The Scottish Power Renewables EA1N and EA2 projects, Interconnector projects Nautilus and Eurolink by NGV, National Grid’s interconnector projects SCD1 and SCD2 v2.2 and the two windfarm extension projects (North Falls and Five Estuaries).