

JOHN SUTHERELL : SCRIPT FOR SIZEWELL C OPEN FLOOR
HEARINGS: THURSDAY 20 MAY AT 1600

Good afternoon, Mrs Cassini. Thank you for the opportunity to speak. My name is John Sutherell. I am a resident of Yoxford, a Church Warden and Parish Councilor. I am speaking as an individual although I endorse strongly the comments made by our Rector, Tim Rogers (OFH 2) especially on mental health concerns, my fellow Councilor Paul Ashton (OFH 5) and Charles Macdowell of the B1122 Action Group (OFH 4)..

I have listened to 116 presentation and will not repeat their many excellent points. Josie Bassinette(OFH 6) in her comments covered eloquently the points I would have made, as did The Aldburgh Society (OFH 7). I will speak more generally.

We came to Yoxford in 1992, towards the end of the 8 year construction phase of Sizewell B. The negative impacts were highlighted to us by many people who lived through the experience. This experience, mentioned by others this week, had, presumably, been forgotten by the time a different administration sold British Energy to Electricite de France (EDF) in February 2009, as was the 1987 recommendation of Sir Frank Layfield's enquiry that a bypass road (D2 now 'Route W') was essential if the Sizewell site was to be developed further.

However, since we as a family recognize the need for a nuclear component in our National energy strategy, when EDF launched their consultation we approached the project with an open mind and engaged in the process. We responded in detail to Phases 2, 3, 4 and 5, with copies of all correspondence sent at the time to you, the Planning Inspectorate, as well as our MP and local authorities. Our involvement has convinced us that this project is seriously flawed and will not only have a devastating negative effect on the environment and communities of East Suffolk but will not ultimately deliver the National objective.

Following the twists and turns of the consultation process it is clear that EDF is attempting to **square a circle**, forcing the Hinckley C model onto a vulnerable site that is much too small in a District that simply does not have the infrastructure to support this project, while trying to deny or obfuscate the devastating damage it will cause. The 'off' then 'on' nature of 'sea', 'rail' and 'road' options, none of which have been presented in convincing detail, is symptomatic, as is the emphasis on 'mitigation' which claims to reduce damage but in many cases is arguable. The prolonged, extensive publicity and lobbying campaign emphasizing questionable promises of 'green jobs' and of

contributing to 'carbon neutral' has served to distract from the damage that will be caused to existing jobs (which are much more 'green' having been developed over time and in tune with the environment) and the fact that construction will not itself contribute to carbon neutral until 2040

EDF's approach to consultation has appeared less than transparent. and the timing often unhelpful. Submitting the DCO during the pandemic and its lock down made it much more difficult for interested individuals to collaborate in responding or, indeed to hold local government representatives to account. The information provided for these consultations was incomplete, difficult to find or sometimes entirely lacking. The extensive comments delivered as a result of these consultations appear largely to have been ignored. The impression derived from this process is of an organization 'hell-bent' on delivery no matter what the consequences for the many communities affected and the vulnerable environment. Driving through the destruction of the 110 year old Coronation Wood as a 'Sizewell B' submission, as highlighted by Marianne Fellowes (OFH 6), reinforced this impression.

I endorse the recommendation of Iain Brown (OFH 3) that the inspectors should view the French film 'The Nuclear Trap' for a different perspective on EDF and the Hinckley/Sizewell Project which might well prompt additional questions, especially on the very concerning matter of governance, ownership and responsibility. The sudden haste with which EDF is trying to drive through this project starts to seem something like a 'Ponzi' scheme, starting new projects before others have been delivered. EDF's lack of success so far on these projects does not auger well for their capability of delivering effectively on Sizewell C, where our fragile infrastructure, significantly increases the potential for organizational 'friction', leading to progressive delays and rising costs in what Mr Philpott, EDF's own barrister on 26 March highlighted as an "unusually large and complex project" of "vast scale".

The landscape of power delivery is changing rapidly. The attendant thought processes need catch up. I ask the Inspectorate to reject this project.-

Afternotes:

1. I was very struck listening to the evidence how the same problems of excessive traffic on a fragile road network leading to congestion, 'rat running', noise, air and light pollution at dangerous levels were being raised by villages and small towns throughout the area, with no realistic prospect of effective mitigation. The impact of this project across East Suffolk extends far wider than EDF are prepared to recognize.

2. A small but telling example of the extent of the impact is that there is a line of sight from 'Hog Hill' a gentle rise on the west edge of Yoxford Parish across the A12 to Sizewell B. The white dome is clearly visible on all but foggy days. The huge cranes, 24 hour flood lights and the projected 30- 40 metre spoil heap will certainly be visible from this spot **6.5 miles** away.

3. The problems of both Park and Ride sites were highlighted in the hearings.. The Times of 29 May carried an article about the impact of the 'Brexit' lorry park in Kent on the local community. I attach a copy; it is a chilling reminder of what is in store for us in East Suffolk unless you reject the project.

4. Finally, I was interested in the significant lack of engagement by the EDF representative throughout the Open Floor Hearings (with the one exception of the exchange over the destruction of Coronation Wood where they have good reason to be sensitive). This reflects their whole approach to consultation and discussion; it has been on their terms and apparently caring nothing for the grief they have already caused to people here and the disastrous extent of the 'collateral damage' they propose to unleash on this community and environment.

5. I will be submitting a separate Written Representation.

Locals take a dim view of light from Brexit lorry park

24 July 2021

A giant Brexit lorry park "as bright as Wembley Stadium" is dominating the night sky in Kent and ruining the views of hundreds of people.

Residents have complained that bright lights shine 24 hours a day at the park beside the M20 in Sevington, Ashford, which was set up by the government to hold about 1,700 lorries in case of border disruption after the UK left the single market.

They report that satnav issues mean HGV drivers regularly cause havoc as they navigate narrow village lanes.

Questions have also been raised about why the government has yet to release a study on the environmental impact of the site, which is being used as a Covid-19 testing site for hauliers as well as customs checks.

Almost 29,000 people have signed a petition calling for the site to be named after Nigel Farage.

Mandy Rossi, a local Green Party co-ordinator who lives in nearby Willesborough, said that the inland border facility was hideously ugly and had taken "a massive, massive chunk" out of the landscape.

"It's just this massive lit-up area," she

said. "The lights can be seen for miles and are as bright as Wembley Stadium. If you go to Wye, which is on top of the hill, at night time, all you can see is the lorry park."

Local people have complained about lorries being given the postcode for the site but getting lost in the village of Mersham. Rossi said: "It's not built for HGVs. We have had reports of people's walls being taken down, damage to cars, lorries getting stuck."

Paul Bartlett, the deputy leader of Ashford borough council, whose garden is 25 yards from the lorry park, said it had been a "rocky road", with things going both well and badly. "I think we have to accept that this development was done at pace, to put it mildly. I suppose the biggest issue is the lorries that are looking for the lorry park and are struggling to find it," he said.

The Conservative councillor said light pollution had had "a dramatic detrimental effect on the dark sky that we are used to". He said that the site was built to Department for Transport standards while local developments scrutinised by the council had to conform to different stringent lighting regulations.