

Written Representation in respect of Application by NNB Generation Company (SZC) Limited for an Order Granting Development Consent for The Sizewell C Project

Impact on [REDACTED] - Executive Summary

PURPOSE

This paper was undertaken to review the proposals being brought forward by the applicant in the context of the impact on Mr & Mrs G Lacey of [REDACTED].

SUMMARY

Mr & Mrs Lacey object to both the proposals for SZC and the location of the SLR due to the following reasons: traffic associated with the construction of the proposed SZC power station together with the construction and use of the Sizewell Link Road (SLR), the environment, flora, fauna, residents health & well-being, businesses and their viability, tourism and its continuance, landscapes and their value, habits and ecology.

It is for the Applicant to demonstrate that they have sought to avoid, and/or to mitigate the impacts that may arise in the transport of materials, goods, and personnel to the sites, in addition to the construction of the SLR. This document outlines some of the key 'assets' of [REDACTED] and summarises the key issues based on the sustainable development themes outlined in EN-6.

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Sizewell C Draft DCO

Impact on Mr & Mrs Lacey

1. Introduction to Mr& Mrs Lacey

This is a Representation to the Examining Authority for the SZC DCO, made by Key Stakeholders, Mr & Mrs Lacey of [REDACTED].

[REDACTED] is approximately 7 miles from the Sizewell site. Access to the property is by a single track 'Quiet Lane', [REDACTED] in a quiet rural location. [REDACTED] is surrounded by arable farmland.

[REDACTED] can access either Saxmundham or Leiston for local facilities and services, being 4 and 7 miles respectively.

[REDACTED] is within the boundaries of Middleton-cum-Fordley Parish Council, bordering with Kelsale-cum-Carlton Parish Council.

2. East Suffolk and Energy Projects

The Sizewell site nominated by the Applicant is located on the Suffolk Heritage Coast and is wholly within the Suffolk Coast and Heaths AONB.

The Appraisal of Sustainability Report states; "...although set in the context of the existing power station, the development will have an adverse impact on landscape character and an adverse visual impact on a nationally designated landscape" this it has already been said, could not be fully mitigated. There are also potential adverse effects on at least five nature conservation sites of UK and European importance, including Minsmere

The SZC DCO is to build not one, but two nuclear reactors housed in a single 'power station'. EDF have confirmed they will apply for permission later this year for an electrolyser powered by the adjacent operational reactor (SZB) to produce Hydrogen and then, a prototype Direct Air Capture capability. Written Representation in respect of Application by NNB Generation Company (SZC) Limited for an Order Granting Development Consent for The Sizewell C Project

Elsewhere, two concurrent DCO's by Scottish Power Renewables are being Examined by the Planning Inspectorate and it is highly likely further so called 'Interconnect' projects will be submitted shortly thereafter.

This is in addition to ambitious programmes of house building outlined in the recently 'made' Local Plan 2020. This includes a significant development at Saxmundham (immediately adjacent to the A12) and another at Brightwell Lakes (adjacent to the A12).

3. Air Quality

Air pollution is now recognised as having a significant detrimental impact on the UK population, shortening lives, impairing health, causing lung disease and other chronic conditions. A larger global killer than smoking. It costs the UK economy over £20 billion a year. There is no shortage of studies which highlight the impact of air pollution in causing illness such as; dementia, asthma, in addition to the risk of sight loss, and premature death of babies. 5.8 Our residents are concerned about the impact of the increased traffic and the consequential increase in pollution. The high levels of traffic being brought north on the A12 to the proposed SLR and the consequences on the local road network will increase pollution. The ExA will be aware of the recent landmark case of a nine-year-old girl who died in 2013 following an asthma attack and who has become the first person in the UK to have 'air pollution' listed as a cause of death.

_____ , which is the very reason Mr & Mrs Lacey chose the Coastal Suffolk as the place to live due to the air quality and the low levels of traffic pollution.

We understand the government are working to introduce a new Environment Act having promised that “environmental standards are not only maintained but enhanced” after the UK exited the European Union.

The volume and type of traffic proposed to use the SLR is not sustainable and its unmanaged and unmonitored use of the fragile road network beyond the A12 will do untold and extensive damage to [REDACTED] [REDACTED] to the fabric of the roads and lanes, verges, ditches, the environment and the habitats of a wide range of animals, birds and flora and humans alike.

4. Biodiversity and Eco Systems

Mr & Mrs Lacey are aware that surveys are currently being undertaken by the Applicants Ecologists and request a Habitat Regulations Assessment and where appropriate a full Appropriate Assessment to be provided for public access.

Mr & Mrs Lacey fully endorse Kelsale cum Carlton Parish Council's view that a full suite of surveys will be required for this project with the expectation of a full suite of surveys being required for this project and which should include all potential compound sites as well as the length of the road. We anticipate this will include Phase I, botany, invertebrates, great crested newts (and consideration of other amphibians) reptiles, breeding and wintering birds, bats, badgers, red deer, fox, red kite, buzzards, otter, water-vole, not inclusive of the Fordley Road Roadside Nature Reserve.

Given EDF's total disregard to obtaining a bat licence before demolishing Coronation Wood, it is paramount the survival of habitats must not be left to chance, as quoted by Suffolk's Botanical Recorder Francis Simpson MBE.

5. Climate Change

Mr & Mrs Lacey fully endorse Kelsale cum Carlton comments:

It is self-evident that the Sizewell site is potentially vulnerable to a number of consequences of climate change, i.e., increased sea level, tidal surges, increased CO2, coastal erosion, etc. The issue of water shortages in East Anglia is a generic issue due to the lack of rain. However, less evident is excess rainfall over the last winter, which caused SCC's Flood Risk Management Committee to meet in early 2021 to ensure long term financing and resources were in place to tackle quickly increasing road flooding problems. The current backlog could take 10 years and millions of pounds to remedy after the number of road flooding problem 'hotspots' increased by 60% in 18 months.

6. Health and Wellbeing

Mr & Mrs Lacey's property, [REDACTED] will be affected by the impact of vibration, noise and pollution and respectfully request for the consequences of the SLR be modelled for the impact on properties in such close proximity. Therefore providing suitable mitigation and compensation regarding impacting of blight, noise, pollution (noise, dust, light etc) and vibration from permanent or temporary movements during the build of SLR and post build use of the SLR, whilst avoiding access disruption for [REDACTED] at all times is vital.

In respect to the location of [REDACTED] Mr & Lacey respectfully request the ExA to examine with the Applicant acoustic screening as well as screening bunds to be provided as mitigations should the DCO receive consent.

A detailed Mitigation report is respectfully requested covering the above in [REDACTED].

Mr & Mrs Lacey are also extremely concerned regarding health and well being issues including [REDACTED]

Mr & Mrs Lacey respectfully request in the event that approval is granted for SZC, and where EDF fail to mitigate the above impacts effectively, specific compensation must be made for the necessary improvements to [REDACTED] and Mr & Mrs Lacey's health in order to maintain property/land and health. In the event of an evacuation from SZC and SZB we respectfully request further information how the Applicant expects to guarantee resident safety, with the knowledge of their forecast volume of traffic, and of this 'vast scale of the development proposed'.

7. Landscape

Mr & Mrs Lacey of [REDACTED] should be provided with funds for triple glazing and air conditioned units should it become difficult to sleep due to noise disturbance preventing window openings. In advance of any proposed work being undertaken to mitigate the large volumes of increased traffic should the DCO receive consent for the proposed SLR.

Mr & Mrs Lacey respectfully request the ExA to include that the Applicant is to provide full and fair compensation for blight on their property value should the DCO receive consent. The initial standard compensation EDF have offered is unacceptable in their circumstances.

[REDACTED] is a single track Quiet Lane status rural road. It remains a dark sky area, with no street lighting. [REDACTED] is a tranquil rural location and is void of light, noise, and other pollutants from construction combined with very few daily vehicle movements.



Single Track Lane – Fordley Road – Oil delivery

It is questionable if all the 'alternative route' analysis has been considered regarding the efficacy of the route selection process

Mr & Mrs Lacey respectfully ask the ExA to consider the total requirement and location of the proposed SLR. and respectfully request the applicant to provide a full detailed report of the D2/W direct link road into Sizewell C which would provide a legacy.

East Suffolk residents and particularly Saxmundham would benefit from the D2/W Link Road as an expanding town due expansion of new homes being built. Saxmundham High Street being a main road is at certain points single car width, therefore it's infrastructure would benefit from a bypass/link road

If the proposed SLR gains consent, the result of a recent survey including Fordley Road and Middleton residents, amongst other local village residents, showed the majority were in favour Fordley Road being stopped up, both North and South, but allowing for the provision of a lightweight pedestrian/cyclist bridge only, to access Fordley Road. Local farms gaining access to their land by alternative road access. Emergency Services access to Fordley Road would mainly be from North Green, and Kelsale

The same survey also showed the proposed SLR to be removed on completion of SZC construction should it gain consent. It also confirmed it was preferable for agricultural land to be re-instated post removal of the proposed SLR if given consent.

Mr & Mrs Lacey respectfully request the ExA to consider the direct consequences of Rat Running and inevitable vehicle congestion in Fordley Road if given consent and if it is not stopped up. Prevention must be considered a priority particularly for local resident's emergency service access at all times. Middleton cum Fordley Parish Council and Kelsale Parish Council share the same concerns.

In respect to the location of [REDACTED] Mr & Lacey respectfully request the ExA to examine with the Applicant acoustic screening as well as screening bunds to be provided as mitigations should the DCO receive consent, and respectfully strongly request extensive mitigation must be provided for local road issues to reduce noise and light pollution, air quality and prevention of rat running and vehicle congestion at all times. It is requested a 30mph speed limit with traffic calming measures to be enforced along with a 3.5 ton weight restriction for [REDACTED] if it were to remain open, allowing Quiet Lane status to remain for the regular walkers/cyclists/horse riders. [REDACTED] is part of the Suffolk Cycle Route.

8. Water Quality and Resources

Mr & Mrs Lacey access their main water supply from a private bore hole from within their land.

Therefore Mr & Mrs Lacey respectfully request the ExA to consider and ensure any avoid adverse impacts on groundwater distribution quality, and particularly in dry summer months for household water supply to [REDACTED], if the proposed SLR should receive consent. Mr & Mrs Lacey respectfully ask the ExA that it is paramount to secure a specific condition within the DCO (should it receive consent) that the existing resilient bore hole water supply must remain intact at all times.

With reference to the Minsmere Cut statutory river watercourse running parallel by the side of Fordley Road, the lowest part of the road regularly floods during winter months of heavy rain, which is approximately a two hundred yards from [REDACTED].

Simon Barlow from the Environmental Agency is aware of Fordley Road flood risk.



Fordley Road – Flood Photograph

It is therefore paramount that a full and detailed flood risk assessment is issued for public access if the current proposed Fordley Road junction to the B1122 proceeds.

As mentioned, when referring to Rat Running, Middleton Parish Council and Kelsale cum Carlton Parish Council are in favour of stopping off Fordley Road completely, from both North and South which would help to eliminate further flood potential.

Mr and Mrs Lacey agree this is the safest and best option.

9. Summary

To date EDF have failed to engage with Mr & Mrs Lacey (as key stakeholders) to address all of the issues raised above.

Mr & Mrs Lacey confirm as a consequence of all the impacts on local residents within the existing East Suffolk infrastructure, the proposed SZC is the wrong project in the wrong place. And join the majority objecting to the proposed development and the proposed location of the SLR, with the belief the SLR should be sited south of Saxmundham whilst offering a legacy.

10. Conclusion

Respect and protect East Suffolk AONB, with its fast eroding Heritage coastline. Help to protect local residents, communities, businesses, tourism and farmers and our planet. **Mr & Mrs Lacey respectfully request the ExA to refuse consent for SZC when there are safer, green, cheaper and more reliable energy alternatives, which will not affect our carbon footprint for the next 10-12 years.**

