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Contents

1. Concerns
2. Leiston
3. Tourism
4. Northern Park & Ride & Yoxford Roundabout
5. Environment
6. Other concerns
7. Conclusion

1. **CONCERNS** I am extremely concerned at the proposed building of Sizewell C. Many have responded to 5 EDF consultations and yet still, the DCO is full of unanswered questions. Given the time EDF has been working on SZC, critical issues should have been resolved and it shows many cannot. It is abundantly clear that no amount of compensation or mitigation, will save this unique part of the UK. Rural Suffolk is not Hinkley Point. Site Selection: The chosen site is too small for the development. The site is identified on the Environment flood map as under threat. The build will be on an eroding coast with many properties along the East Coast under threat. The site could become a nuclear island due to sea rise leaving a dangerous legacy for future generations. The impact on the AONB, both visually and environmentally will be catastrophic. The entrance to SZC is 2.63km inland from the site intolerably adding to the industrial creep. The roundabout and green rail link will impact Leiston Abbey. When Sizewell B was built the whole complex was contained at the site and only one new road was constructed for SZA, and used by SZB, to avoid traffic going through Leiston. It should be quite obvious to all that this site should never have been chosen in the first place, the infrastructure just isn't here without damaging this rural part of Suffolk forever.
2. **Leiston.** The impact on the local community will be unprecedented. Leiston has few facilities to cope with such a large influx of over 7,000 workers. The town has 1 hotel, 2 public houses, a small sports bar on the high street and The Sizewell Sports & Leisure Centre. There is a community swimming pool and the applicant intends to upgrade some sports facilities. Although the applicant has hopes that those workers living at the accommodation blocks will use the in-house facilities and presumably some will, there is also a managed caravan site proposed for 400 caravans and up to 700 workers, for the length of construction. Where will these workers go for recreation and what anti-social behaviour will occur with such a lack of facilities?

During the building of Sizewell B, Leiston suffered from a regular level of prostitution, the girls arriving at weekends, mainly from Ipswich. At the time, my father was Chairman of the Royal British Legion sheltered housing, Charles Miller Court, situated behind, what was the Black Horse Pub, off Cross St.

Unfortunately, the residents' communal gardens were also used at weekends by the pub goers and the girls, leaving my father to clear up the debris early on Saturday and Sunday mornings, before the residents could use the gardens.

There will be added pressure on local housing and rents will rise for locals who are not working at the development. There are only 17 rental properties in a 10-mile radius of Leiston. As many workers will no-doubt share accommodation, this will mean rent rises for locals. Another problem will be finding qualified electricians, plumbers, and builders for home & business, it happened before and will happen again. We live in an area of low employment and it will be boom and bust again for Leiston.

3. **Tourism** may lose up to £40m a year and 400 jobs. Totally unacceptable. A sector already under huge pressure from covid-19, the pressure on staffing for local businesses will be difficult and has no-doubt been made worse by Brexit, especially in hospitality & the care sector. I ran a pub in Southwold and staffing was always a problem and still is. I fear for the industry if this becomes an unsolvable problem, many may go for the slightly higher wage structure but we should always remember, there is life after such a long intrusive build and as it can be plain for all to see, Leiston has not thrived from having two nuclear power stations on the doorstep.

4. **Northern Park & Ride Darsham creating Rat Runs.**

The Northern Park & Ride site for the Sizewell C construction will lead to rat-runs along the country lanes that lead to the parking facility. With spaces for up to 1350 vehicles and a 90-minute commute to the site, construction workers will be encouraged to use the facility. Workers coming from the west, using the A14, will follow the A1120, a winding single carriage road and a designated tourist route. When they reach the village of Peasenhall, there are at least three opportunities to leave the A1120 to reach the NPR, before reaching the A12 junction at Yoxford, hence causing dangerous Rat Runs. These are all narrow, often single carriage roads, with high hedges, most needing passing places of which there are few. Willow Marsh Lane is particularly badly maintained. Vehicles speeding along these roads could and would be the cause of untold accidents.

The lanes leading to the NPR are known as New Road (Hollow Lane) and Willow Marsh Lane, both are regularly used by the local population of Yoxford, Sibton and Peasenhall as a short cut avoiding the A12, to the neighbouring towns of Halesworth, Bungay, Beccles, and Norwich. The relatively quiet roads are also perfect for walking, horse riding and cycle routes. They are frequently used by the local farming community, as they are bordered by farms and farmland. Both roads can be accessed from the A1120. Another potential rat-run would be off the A144, the small road, just through the village of Bramfield, a cut through to the NPR would avoid the busy Bramfield junction onto the A12, also due for alterations by the applicant.

The Yoxford Roundabout and A1120 junction through Yoxford Village.

The A1120/A12 junction at Yoxford, will almost certainly suffer from traffic jams and delays in either direction and will encourage workers to leave the A1120, for the NPR, before they reach the junction. It is quite unacceptable that unknown amounts of traffic will queue past the Primary School, The Old Methodist Chapel, a listed building with stained glass windows, the Church, and the village shop. Queuing on to the A12 already happens at busy holiday

times throughout the summer. The Primary School is situated close to the road, the kitchen only a few metres away. It is already difficult for parents to pick up their children and extra traffic will make it even more hazardous.

The A1120 has not featured in any of the applicants' 5 consultations as of any great concern, apart from an 18% increase in traffic, noted in one of the traffic charts. If up to date traffic surveys were taken now, these figures could well have changed. The road has been a designated Tourist Route since the 1950's and over the years has become a well-advertised and much used route to the coast from West Suffolk. It is described as a small, winding road, little better than a B road. We are constantly plagued at weekends by speeding motor bikes and over the recent Bank Holiday it has been nonstop vehicle movements. There have been several accidents over a 5-year period, along the A1120 i.e., 2 fatalities, 10 serious and 37 slight.

We live along the A1120 between Yoxford and Peasenhall in a Tudor Cottage and we don't want to leave our home of over 40 years but fear, like many, that the last years of our lives will be blighted by horrendous traffic and even the shortest journey will be a miserable trip, disrupted by road works, HGV's, EDF buses and the good people of Suffolk trying desperately to reach their destination. It really is an extremely worrying and distressing time for so many folks.

5. **Environment:** We are blessed to have RSPB Minsmere on our doorstep. When visiting the reserve, it is obvious to see the impact, noise & light pollution will have across the environment and just cannot be mitigated or compensated for. The area is silent and the skies are dark. Changing water levels could alter the surrounding marshes, causing disaster for many endangered species who live and thrive in the area. I would like to endorse The Suffolk Friends of the Earth submission on Sizewell Invertebrates, which I have been privileged to read, it gives an in-depth report of the extraordinary animals that live around the Sizewell estate and it seems the only way to save the prolific wildlife around the Sizewell estate is to not build Sizewell C. On 18th May 21, Environment Secretary George Eustace, delivered a speech at Delamere Forest on restoring nature and building back greener. How will Sizewell C fit into these plans with so much flora and fauna under threat. It won't.
6. **Other concerns.** Little detail on where the 2-3 million litres of potable water a day will come from, in one of the driest part of UK. The calculations on fish intake makes for grim reading and I hope the cooling system intake on fish mortality numbers will feature in the ISH. It's such an important issue as we can see from the inquiry about to start at EDF's Hinkley C. EDF are constantly promoting Hydrogen production at SZC. As this is not included as part of the DCO, would a production plant mean more industrialisation to the area. Why is there no detail from EDF, just promises?
7. **Conclusion:** To even contemplate building another nuclear power station on this eroding, heritage coast, is to me utter madness. With increasing sea rise predictions and a short space of time before it's too late to act on climate change, by the time SZC starts on its low carbon production, the harm to the local environment, the release of CO2 and pollutants from construction, the tonnes and

tonnes of concrete needed for the curtain wall, sea defences and reactors will take years to pay back and the area will be not recover for many years, if ever.

I would like to thank the Examiners for their hard work and diligence on what can only be, a mammoth task and can only hope you will come to the right decision and turn down the DCO application and save this unique part of the British Isles for future generations to enjoy. Thank you.