

TEXT_SizewellC_OFH10_Session1_24082021

00:17

Does the development consent for the construction operation and maintenance of the size we'll see project? Before I go further? Can I confirm with the case team that everyone can hear me and that my camera is working? And that the recording and live streaming of this event has begun? Yes, I can see in here you the recording started and the live streams working. Thank you. For those people watching the live stream. Let me explain that if the proceedings are adjourned at any point, we will have to stop the live stream in order to give us clear recording files. When the meeting is resumed. You'll need to refresh your browser page to view the restarted live stream. Or remind you again, if there's should we need to adjourn. The recording of this hearing will be made available as soon as possible after the event on the national infrastructure planning website. Now let me introduce myself and my colleagues. My name is Wendy McCoy. I've been appointed by the Secretary of State, as lead member of the panel of examining inspectors that together comprise the examining authority for this application. The other members of the panel, Edwin mourned David Brock, Neil Humphrey, and Helen Cassini will now introduce themselves to you, Mr. maund.

01:44

Good morning, everyone. My name is Edwin bond. I'm a chartered town plan, and I too have been appointed to be a member of this panel. Now pass on to Mr. Brock.

01:58

Good morning, everybody. My name is David Brock. I'm retired solicitor, and I have been appointed by the Secretary also to be a member of the examining authority. Now pass on to Mr. Humphrey.

02:12

Good morning, everyone. My name is Neil Humphrey. I'm a chartered civil engineer and I've been appointed to be a member of this panel. I'll now pass on to Mrs. Cassini.

02:22

Good morning, everybody. My name is Helen Cassini. I'm a chartered town planner and I have also been appointed as a member of the panel on our hand back to miss MCI.

02:33

Thank you. Now, we are assisted at this hearing by the planning Inspectorate case team. Today, we have the planning Inspectorate case manager Sean Evans, the other colleague from the planning Inspectorate, who will assist us today is Jake Stevens. If you have any questions or queries about the examination or the technology we're using for virtual events, they should be your first point of contact. their contact details can be found at the top of any letter you have received from us, or on the project page of the national infrastructure planning website. Before I get on to the main part of this hearing, I'll

ask my colleague Mrs. Cassini to highlight a few housekeeping background matters to note for today, Mrs. Cassini,

03:24

thank you. As explained in the examining authority rule eight letter annex D, The open floor hearings will be live streamed and recorded. The recordings will be published on the project page of the national infrastructure planning website as soon as possible after each hearing closes. To assist viewers and listeners, anyone speaking should introduce themselves each time they speak. As recordings are retained and published, they form a public record that can contain personal information to which a general data protection regulation applies. Do we like that includes a link to the planning inspector its privacy notice, which provides further information on this topic. If there is a need to refer to information that participants would otherwise wish to be kept private and confidential. It should be in written form which can be redacted before being published. If you prefer not to have your image recorded, you can switch your camera off. I'll repeat the request mentioned the arrangements conference that in order to minimise background noise, please ensure your microphone or telephone is muted, and that you stay muted unless you are speaking. during physical hearing, we'd normally have breaks to avoid fatigue. And we'll do the same in this virtual hearing. Our intention is to take a 15 minute break at the end of session one, which will also allow our participants for the following session to rejoin the lobby five minutes before the next session begins. I'll now hand over to Mr. Moreland, who will outline the purpose and conduct of this open floor hearing.

04:53

The open floor hearing provides an opportunity for interested parties to make their oral submissions about the application. To the examining authority. It also gives us an opportunity to ask speakers questions about the evidence that they have presented. Today, we will hear from interested parties who've notified as in advance of the hearing that they wish to speak and have completed a participation form. There is also one non interested party who's being heard at the discretion of the examining authority. While speakers will be heard in accordance with the running order, set out in the detailed agenda for this hearing, to make best use of the available hearing time, the detail agendas agenda sets out the maximum speaking time that each speaker listed on the running order has been allocated. One of my colleagues will be timekeeping will indicate to you when you have one minute left, or your allotted time of your allotted time by appearing on screen. If you have not concluded all that you wish to say within that time, then you're invited to include the remainder within your written summary summary of your oral submission at deadline seven, which is Friday, the third of September this year. Once you spoken, the panel may wish to ask you questions that will not of course intrude upon your speaking time. Finally, the applicant will be given them an opportunity to briefly respond to any matters raised after all speakers have been heard, either orally before the close of the hearing, or to submit a written response a deadline Saturday, the Friday third of September. Please go check who will be speaking for the applicant today.

06:40

Good morning. I am Callie events. I'm speaking on behalf of the applicant today. And I'm joined by my colleague Tom McGarry, head of stakeholder engagement for the size we'll see projects.

06:52

Thank you, Mr. McGarry want to introduce himself? Yeah, thank you. I think you're muted Mr. McGarry apologies. It's good morning. feedback. Yes. Good morning. Tom McGarry, head of stakeholder engagement for seismicity project. Thank you. If you come back Mr. McGarry you're very quiet. I'm not sure whether everyone is having the same issue as me but I'm struggling to hear you.

07:25

Can you hear me now?

07:27

I just about but let's see how we go and hopefully we can have a look. Okay. Clarity can all interested parties. Please note the second examiner will appear on screen at the point you have a minute remaining of your presentations. If anyone's joining by phone, we note your camera is switched off, we will give an oral warning of one minute remaining. I don't believe that is the case today. But if that is the case, then we will do that. I would also like to reassure you that all members of the panel are present and listening carefully to what you have to say. We are not however remaining on screen throughout as we wish to minimise the demand on the IT systems, ensuring the best quality of audio and video for participants. I'll now hand over to my colleague Mr. Humphrey, who will start inviting representations from the speakers in the running order before handing over to another another panel member and so on. Those lists speaking session two of his hearing may now leave the hearing and rejoin as indicated in the detailed agenda before the start of session two. Mr. Humphrey.

08:50

Thank you Mr. mourned. I if I could now invite the first speaker, Councillor Russ reinjured, turn on his camera microphone and say who he is and who he represents.

09:05

Thank you Mr. Humphrey. My name is Russell Ranger, and I am the district Councillor for Uber and Lyft.

09:12

Good morning, Mr. Ranger. Do you want to start now?

09:15

Yes, thank you. Thank you for giving me the opportunity to speak. As I said, my name is Russ Ranger. For the last four years or previous four years I was the county Councillor for over in less than division, which ended in May and then in July, I was elected to represent the board of all we're in less than an East Suffolk Council. This takes the nine towns and parishes including less than come sighs well. This is my own representation concerning EDS proposals for the size Aussie nuclear power station site. The residents in my ward are very aware of the business the issues we are facing with respect to this business around the urgency to tackle climate change. There is support for renewables and low carbon energy sources that will give a robust electricity network Helping to phase out our reliance on fossil fuels. However, there are concerns about the widespread impact of not one but multiple energy projects in the world. I will discuss the various pros and cons of the proposed nuclear build in a moment, but I

first want to draw your attention to one personal concern around the suitability of the NC process to consider the true cumulative impact of the energy developments in my ward, the East Stafford district, the wider Suffolk County and beyond. The construction and development of size while is estimated at a 10 to 12 years, and will be concurrent with other proposed energy projects such as Scottish powers East Anglia, well North and East Anglia to offshore to onshore wind energy projects. Now booking into village halls for community consultation, our national grid ventures with briefings on their continental interconnected proposals. All this will create disruption to traffic on the 12 local roads, fill the public space with many additional personnel and pressurise the fragile environment and alter the quality of life for this community for decades to come. As a broader concern, the output from size we'll see, we use the same National Grid distribution network as these other proposed energy developments, with suggestions that this region will be responsible for some 25% of the UK energy network. Numerous previous respondents have expressed their understandable concern about the widespread development of grid infrastructure in the ward, particularly first and my concern is how the NC process does not allow you as an examining authority to look more closely or strategically at the total impact of these individual projects. understanding their cumulative or in combination impacts is vital. National Grid ventures have their Nautilus project due to you in quarter 320 23 a direct impact to this community, particularly with the massive onshore converter substation and grid substation infrastructure. Then there is the Brownfield to twin state expansion for additional pilot strings way beyond this Ward and beyond the southern border. Due to you again for consideration in quarter for 2022. It is clear to me that's to ensure the best achiever will environment and economic results for from the multiple energy developments. The cumulative impact of the N sips. That infusion that national grid operations requires strategic consideration and review. journey and matter the project in hand. The economic gain from a development such as sizeable may have positive positive impacts on job creation, and long term stable employment opportunities, as has been the case with sizewell A and B. However, to give my clear support, more needs to be done by the developers to close the gap in the consultations, open issues must be addressed. I recognise many local residents are opposed to the project for a great variety of reasons. And I share some of their worries about environmental impact, traffic disruption, and disruption to the tourism economy. discussion and debate regarding the proposed consideration of size will see has been a significant part of my position as a counsellor, I have engaged with the local councils, residents and other organisations. To go through the details of this project. I want to express my acknowledgement to the work of their many local residents who have done what they can to ensure their communities understand the implications of this project, and the community views that they are then represented.

13:39

I also wish to bring the following points specific points to the attention the examining authority on transport, the loss of the jetty proposal has had consequential impacts on the modal split and the volume of materials arriving by rail and road. The volume of HGV traffic and the potential impact of employee vehicles or local roads remains a great concern to the parishes. This is particularly so for the outlying parishes where a rat running and flight biking are seen as a threat to the community. Many of the neighbouring parishes appear to support the introduction of the anpr assistance to regulate against speeding and to ensure size will traffic up to the proposed route. As you have covered in previous hearings, there are very specific issues around the link road development and the potential to literally cut two communities in half. The two videos bypass Stratos and Andrew provides some congestion

relief on the A12 but does not offer a complete solution to the other residents who are not included. The proposed route also has raised objection particularly with respect to the proximity to local woods or properties. The emphasis on a routed strategy is an improvement, but it would still be better to see developments that he suffered line and a passing loop as additional knife traffic is not the best solution to residents flow to the track, if he's also unfortunate that there will be no legacy benefit from the rail link. Looking at the environmental impacts, it seems that despite the work of EDF has done on mitigation the impact on the natural environment remains a matter of huge concern to the residents, particularly given the sensitive and protected nature of the AONB. This links to the coastline erosion the fragile nature of the stretch of coast is well recognised and there is concern around the impact of construction works and their proposed beach defences on existing marine balance. I would ask the examining authority to ensure that there's subject matter experts natural England, the Environment Agency, the marine management organisation, are satisfied with the mitigation measures proposed and key neighbours and stakeholders such as the RSPB minsmere and Suffolk Wildlife Trust must get the evidence they have requested if they want to change their position on the impacts to wildlife and this protected area. Looking at the accommodation in campus, I recognise that EDF have taken measures to reduce the impact of the campus in terms of height and scale, however, remains disappointing that for various reasons. Such construction will not offer an accommodation solution that will create a legacy to less than the potable water supply. The most recent consultation regarding the desalination plant proposals is a disappointment to many as it serves to confirm the feeling that the work done by EDF to plan and prepare for sizeable falls short, leaving residents lacking confidence in the detail of these decisions and EDF must put in place systems to engage with the community on the specifics. What interest rumour and speculation and replacing it with detail and clear communication. As much as any organisation strive to communicate well, more is always demanded. EDF needs to engage with the community to resolve the issues specific to each individual town and parish where they can. In conclusion, while the responsibility to decide on the fate of size we'll see code development consent lies with the planning inspector and ultimately the Secretary of State. I want to thank you for your diligence in assessing this matter. And ask that should you be minded to recommend the application that you ensure every reasonable measure to mitigate the impact and preserve our local economy is delivered, particularly in the parishes surrounding the worksite. I would urge the examining an authority to ensure that through the deed of obligation, the developer is encouraged to provide sufficient financial communion that can deliver real transformation to the locality. The town of Isten has a number of transformational projects is delivering. There is a route map to take the town to net zero by 2030. A traffic plan to reduce congestion enhanced cycleways and footpaths along with a town centre regeneration scheme to deliver affordable housing and modern civic and retail spaces. There is even suggestion that with appropriate investment, the EDF fleet could be an exemplar for hydrogen based transport systems. These complimentary projects that are likely to bring growth and economic prosperity, Verity to least boosting its status as a support hub to the villages and hinterlands are absolutely key. This can only be achieved by appropriate engagement and investment in adequate mitigation. And I would encourage EDF to ringfence appropriate funding to support this community. Thank you for allowing me to time to speak of the representation today.

18:32

Thank you, Mr. Ranger. I've just got one question. It's about you mentioned early on about the removal of the jetty. Do you mean that consideration in earlier consultations about marine led strategy?

18:44

Yes, I do. Particularly the emphasis on large marine led Yes. Okay.

18:49

Thank you. Thank you, Mr. Ranger. You can turn the camera and microphone off now. Thank you. Thank you. Next, could I hear from Tony fryer who is also any support counsellor, please. Yes, you can hear me can you Thank you. I can miss the fried. You have 15 minutes

19:08

to move along here today because we're beginning to feel a little bit left out. But nevertheless, I'm Tony Frye award member for confidence in Valley, vice chairman of the clopton parish Council and claps the devilish parish meeting which really shows that over the last 15 years, I have been well involved in the issues around this neck of the woods. We have we have about 17 note that we have 17 parishes in the software ranging from balls at 34 inhabitants up to Westerfield and Greensboro with over 1000 so it's not the big Metropolis but it is a large number of very concerned people involved in those little groups. And many villages over the years and I'm one of them have been in attempting to improve the safety on their roads over at the site over about 15 years. And now I've managed to organise a major exercise in the suburbs for all the parishes in our ward. Under the community partnership initiative, which addresses specifically for the coming year, travel and road safety issues in is aimed at bringing parishes together to agree a unified policy for progress. The idea is that coming together, we could speak with one voice and hopefully be heard. Over the years, most of these parishes have developed their own schemes individually. But we have had a couple of big ones save our rural roads. So are are the savate which is currently in progress, which is safer village driving cropton district speed reduction initiative. The list goes on and on. From the people who are very, very concerned and working as parish and they're finding that working as a parish doesn't really work. We've got an inordinately high level of HGV traffic, and many use this route to avoid a 12 congestions. We hope that EDF have sort of sorted out the problems of the lorry routes going up to the site. But in addition, we also got our own local haulage operations individual Asian pressing foods clopton Business Park and the HTV traffic is very high even along the SC 33093 damage. Very little has been done to introduce or applying speed limits. Even though many parishes have bought their own set of devices, nothing really much happens about them. The upshot is that it isn't thinkable to introduce any more traffic along this road network without some very serious attempt to make it safe and manageable for the local business residents. some specific examples of what we have tempted with controlling traffic through cognitum, which is grade one listed village and we've got one way streets through cognomen. But the cars are still destroying all the current grade one listed buildings on either side. Bradfield, ammonium because they can't get onto the a 12 access at all during the busy periods. There is no way onto it. clocked in I've got speed restriction problems. And the list goes on and on and on. I won't bore you with them. But the major concern now is the siting of the park and ride scheme at Hutchison. We can take no more cars and no more ATVs we've been trying for over two years to have our problems considered until no road traffic considerations of concert concentrated solely and tap totally onto the a 12. Regardless of all our pressure, we have only achieved a number of reviews and schemes for the hg DRI chief traffic along with a twirl. I've raised this title several times with Tom McGarry, but with no real progress. He did attend a special meeting at Charles Hill parish Council, where he informed us that there would be a

specific panel to discuss these issues. I've now been informed by Jack Raven that there has been a discussion on these issues as part of the section 106 debate. But regrettably no local people were invited in to input their concerns. So what we're looking at really are tokenistic, very disappointing and show very little sincerity to get this particular problem as stored as I write. If I can quote from the section 106 the very first bit of it is the P 1078. Road Safety contribution. And it says on on or behalf or on or before the commencement date. sighs we'll see we'll pay Suffolk County Council that B 1078 Road Safety contribution which Suffolk County Council will use to fund the following road safety improvements. The final scope and design of which are to be finalised, but may and highlighted may may include a number of proposals. Number one, signage strategy and it says to direct all sides while see traffic to route via the A 14 in order to reduce sizeable car and lgv related traffic on the beach and 78 Cornwall. Now we can't work out whether this actually means that this will stop the sidewalks IE car traffic as well as the size was three traffic. And if so, you know we've got what we wanted, we've stopping those cars coming through and increasing.

24:33

The next one down is improving vegetation maintenance on the beach 140 feet 1078 which is a codon and the turn off onto the beaten 78 I think it needs a little bit more than just vegetation maintenance done there. It does actually need some some harsh we say some road changes around there to make that junction so we've got work at the ottery forward with ability at a very, very dangerous turning where the B 1078 meets and 1079. There's, you know these a little bit more than having the vegetation cut back. So it gives us it does actually need a new junction is extremely dangerous, particularly is used by a large amount of HGV traffic, it will not take any more traffic, something more radical than the proposals put forward or needed desperately. And so, you know, it goes on with ash boing his proposals, they're great stuff, speed limits, welcome very much provided. And it's not been our experience to date provided they are enforced. Because it's having speed limits is one thing. Getting the damn things enforced is a completely different and frustrating issue. We've got proposals for the clopton school bus with a long long van which is at 60 miles an hour with lorries going but and there's there are the children lined up at the bus stop waiting to get the school bus when you're going to put traffic along, and Charles, but it goes on and on. I won't go on anymore I could go on for the rest of the day. But a Suffolk in summary that has got a major drive to protect the environment, generate more green spaces, and make substantial improvements to the quality of life of local people. A key driver for this is to encourage people to get outside walking and cycling and enjoying unpolluted air. The current situation is that the majority of roads are narrow, many down to single track, have no pavements and are open to HGV traffic, consequently are very dangerous and discourage any use except by car. Adding major increase in traffic in the quantities proposed clearly shows no consideration for the local residents and flies in the face of measures we have tried and are trying so hard to introduce. I'll leave it there.

26:59

Thank you very much, Mr. Fryer. I don't have any questions for you. That's been very helpful. If you'd like to turn your camera and microphone off. Me. Well. Can I move on to Mr. Scott? On behalf of sage please?

27:17

Yes, thank you. Good morning, Mr. Scott. Can I very quick preferably common, what can I say it's been interesting to listen to my district council I live in one of the parishes Councillor fries been talking about and I'm also a parish Councillor. And in another context will be will be corroborating his his testament, I wanted to raise slightly different area. Taking a cue in part from the inspector its own very, very useful commentary document on the questions and replies. And looking at basically where the project now sits in terms of policy and law. And whether it's actually likely to conform with it. It's an issue we have raised as a as a community monitoring group previously. But I think the situation is now sharper. The way I've approached it with colleagues is to look at the the arguments being put up by the developer and in particular, we thought it was one of them to respond to Mr. Phillpotts last week, stating that the tilted balance from the existing MPs is the family of MPs one to six energy one one to six, that the tilted balance was overwhelming. And it's that that we really want to challenge and the arguments associated with it, the arguments associated with it. We've tried to codify our that there are no changed circumstances which, which is a window that was opened up by the ministerial statements to Parliament and the House of Lords in 2017. I think it was. That document has been referred to frequently by Mr. Philpott and other representatives of the divide. But but it's the end of the document that matters because there is this substantial indication that change circumstances would be relevant. And as a result of that, we've taken a look at what the position of the NPS is is itself quite separate from the fact that they are being reviewed and I will detail very, very quickly the review process and where that's at the moment but basically, we have been referring to the primary duty in the Planning Act in the infrastructure. After 2008 on the Secretary of State, I have it in front of me, I won't read it out to this chapter 10, section 10 sustainable development. And it is an extremely strong formulation. And I think the basic point we're making is the NPS is our subordinate to those duties of the Secretary of State. The the the syntax of it is extremely interesting. It the power to have it says the secretary of state must in exercising these functions for of infrastructure planning, do so with the objective of contributing to the achievement of sustainable development, which is then defined. For the purposes of subsection, the Secretary of State must, in particular, have regard to the desirability of managing and adapting to climate change and good design. So we're really just sort of saying that any dispute and reference to the NPS is should refer back to that primary committed commitment in the primary statute. And at the end of the day, the NPS is literally going in front of Parliament, are of course, only statements. They're statements endorsed in Parliament, and there is a review process laid down in the primary legislation. So that that's our first point. We're also raising Glatt, because in looking at appeal court cases for infrastructure cases that might be relevant here, what we've noted is that the lawyers and the judges have all referred to the letter of the law, being the npss, as they are at the moment, and we have no dispute with that. But that's where judicial review purposes. Our point is that the the NPS is as it exists at the moment until they are placed in front of Parliament, which is anticipated, I think, the end of this year, that this the status of the visit, they are necessary legal reference and context, but they are not sufficient, because there has been a lot of policy development since. So

32:16

rushing on, hopefully, quite quickly, we want to look at the supporting arguments, window change circumstances. One of them crucially has been that the project size or is the same as at Hinkley Point C. And we wanted to challenge that on a number of grounds. The grounds of ownership we've already raised and we think there are lots of complexities arise from the change of ownership. And don't speculate about the politics of it. But there is a very practical one that should for example, a funding

arrangement be made to support the project because sighs, EDF don't have the money themselves, then the question would be to whom would a nuclear levy actually be being paid? It could be being paid to pension funds, private equity holders and so on. There seems so so there's a whole area there that needs looking at very closely, aside from the question of foreign ownership. Brexit has, of course occurred after HSBC, HSBC, his terms, the contractual terms for it were decided and negotiated with the Brussels commission. That is not the situation now. And we think that will make some difference. There's frequent reference same as HPC to HPC and size or C being new nuclear. We would we'll put all this in a document obviously, but we think that new nuclear that has now been developed into the concepts of new and and very new nuclear. And without going into it now, if one looked through as we have done, all of the funding the stream of funding that come out from the September Big Bang about energy policy, with the Prime Minister's 10 points, the white paper and so on, if you look at them that all of the funding is going to small and medium nuclear reactor research and support and there is a very large document and programme I think it's called the the net zero innovation portfolio which came out in think I've got the date there. Yes, in fact, this month came out at the start of this month. And the contents of it future offshore wind energy storage, bio energy, there is no mention of nuclear As such, and in the priorities on page two for this mega programme, which is a billion pounds, where is coming from? I don't know. But there are 10 priority areas. The first priority is future offshore wind. The second priority is nuclear advanced modular reactors, supported through something I hadn't heard of before the aligned advanced nuclear fund. And you go on and on and on, but there is not, at the moment any firm commitment or evidence that we can find of the alleged support of government for SMC as a new nuclear. There are lots of other issues about the same as HPC, which are already have been examined or you know, site size, water supply, rail and sea and so on, which we won't go into here. But the other one that we think is very important, is the rapidly moving agenda of carbon footprinting. It's not simply a matter of climate change thresholds, the 2030 threshold that's emerging as being absolutely crucial. But it's the the the whole process of footprinting and what the footprinting is, those become very important. And we haven't had time to study very closely. The new claim about the footprinting but made for size, we'll see. But it looks as though the new claim is different to HPC. And again, we can't understand, you know how that can be the case, quite separately from the established considerations that the the the low carbon footprint, which which we don't dispute as a principal position of the EPR reactors,

36:53

quite high from the fact that that low carbon footprint, in this case, and again, it's the crucial difference with HPC, won't be able to contribute very significant significantly, once it's built and paid back, its carbon dead, leaving only just a few years before 2050. To make it as low carbon contribution. There's a second dimension to that area, which is to do with smrs. Because smrs are not as we understand it, as heavy in concrete, and infrastructure as one of the points about them. As sighs we'll see, I know, therefore, likely to have a lower carbon footprint. And we think the consideration should be given to that as well. So it's not simply a matter there is only one nuclear option. We raised the good design piece moving on as possibly a way of giving you a framework of approach to lots of the late coming changes. desalinization has been mentioned the rail freight yard, we can't understand how it's going to work overnight. But we have a sense that good design is being violated by the iterative and pragmatic way in which crucial parts of the project have emerged very, very late Indeed, I won't go into that in detail. And associated argument is that there are no alternatives to to both the arrangements on site visibility sssi

and the impact on nature. But also we think we'll explore this and try and clarify that the duty about alternatives is in fact a broader duty. And here, it's a way of saying this, hopefully with respect, but we have been looking at the text that Mr. Philpott helped to edit in the hopefully not yourself, sir. Mr. Humphries, national infrastructure Handbook, which is the excellent guide to influence the 2008 Act. And it's interesting in that Mr. Phillpotts is the CO editor if you like not the writer but the the authorising editor on the formula about alternative saying that there is a distinction between alternative development, so alternative solutions, and we think that needs to be looked at not simply in an HRA context. There's an urgency question. Which, again, we we, we asked for, you know, attention to be applied to, not least because I'm looking behind me, I have the full Set of consultation reports. I personally was involved in the in the Brussels examination I submitted to that, but there has been a long, long duration to this project. And it strikes us that the the the explanation of the delays does not give confidence about the delivery of the project. There is actually a formula somewhere and I'll try and find the reference in particular to it may actually have been in in in the installation process where the question was raised, why didn't size or C come forward much earlier? Because it obviously was economically a twin project originally that was how it was put the Russell's commission when they investigated it. But the the urgency question was answered by EDF is saying it has not been possible to bring the project forward. earlier. Now, there's so there's a question about EDS definition of urgency. But there is also overall the question of the urgency of climate change, which in our view, would be imperative. Similar could be said about the cumulative impacts. And I heard what what the council policeman said there, then a difficult one, and a very complex one, we get into the area of HRA impacts, and Andy ropey and to put this bluntly, from reading about ropey, our own mind

41:54

reading about Ruby, we're not at all clear what the trigger is for ropey. Listen, last week to the compulsory acquisition hearings with the probing about the various statuses. But Mr. Lewis, for example, I think it was for the developer talked about the large Harrier. And then the provision of pay come around the other side, as mitigation. are on understanding is that it's compensation that requires the the inability to mitigate that leads to the application of the trigger of the rupee, and eropa requires compensation. And again, what Mr. Phillpotts says in homefries is not that compensation should be nine times. Mr. Scott, thank you. And I'll finish and say we'll look at if we can get in the the hearing, I think on Thursday as it on Friday, on, on ecology matters to to go further into that. So overall, the conclusion we've drawn so far is that there are at least three areas where the legal context and the question of conformity is important. Aside from a whole range of areas of practical validity and deliverability. I hope that's been helpful. Thank you.

43:28

Thank you, Mr. Scott. Good, turn your camera and your microphone off now. Just to say that, Friday Friday's hearing is biodiversity if that helps. Our next speaker is Sarah white lock. A Sarah white lock. Can you hear me now? I've tried to unmute my microphone. I can hear you but I can't see him as white lock. Okay. I'll turn my video on.

44:19

To speak at work who can just do speech if that works for you? Could you start by saying who you are and who you represent and you have 15 minutes Miss wide lock?

44:28

Yes. And thank you for having me. I'm Sarah. By the Business Association for members are at SMEs and alternate thought ness and none of our members are big.

44:47

This white lockout. Just need to say that you're breaking up a bit. This area has no Miss said we have targets parachutist whitelock I can see, you know, but just to say that perhaps you could start again, because you're breaking up a bit at the beginning of that.

45:08

Okay. And thank you for having me. There was a representative of all our business members are at m SMEs in Albrecht Snape, thorpeness and leisten. Is that the sound quality better now?

45:27

It's a bit better. It's still losing the odd bit. I mean, it might be better. using an external webcam is my I am Yes. Yeah. Which is causing problems? Yeah. And is it possible as a microphone on your computer? You could just use it by speech, or is that not possible?

45:53

Yes, we do. Switch actually, the mic. Turn on the cameras are working properly. Would it be better if I come in a little bit later and come in on my phone? Would that be more helpful?

46:05

Yeah, I think the issue with that I mean, if you could come in on your own phone, if that would work, you could do that. You could do that now because I think I don't think they're okay.

46:20

They want to take up your your time. And you just you want me to do and I'll carry on or I can dial in again from my phone, which has a camera.

46:29

I mean, it's really difficult to hear you. So potentially the best thing to do is dial in on your phone. Okay, because you are the last speaker of this session. Okay, so if you can do that, we'll do that now. Okay, thank you. I'm just installing on my phone. I can hear you now. smartlock It's a bit better I can have another go. That's that's a bit better, actually.

47:51

Okay, well, I'll carry on and if it becomes difficult hear me just let me know. And we'll see what we can do from there. Okay,

47:58

do you carry on because what you just said just now came through fine. So just continue on audio.

48:04

All right. Well, hopefully you heard that. I'm Sarah White from the Ouse Valley Business Association, and that our members are all SMEs in the area and none of our members are big corporate giants. There's no Smith's or Starbucks. Instead we have Babbitt's, the pharmacist, the pharmacy and the munchies. This delicate and successful network would be seriously threatened by the long term, disruptive nature of the planned energy project. Please bear in mind that this planning inquiry falls at a difficult time for small businesses who have suffered multiple threats during the pandemic, and that committee members, including myself are all volunteers. However, we now have a clear mandate to speak of the negative impact the construction of Sizewell C will have on local businesses, the majority of which rely on tourism, or reference references will be included with this text when I submit the document as evidence. So why people come here are reported 2019 found there to have been over 4 million trips per year to the area, creating a spend in excess of 160 million pounds, and it is notable that the survey was done before COVID-19 and the surge in staycations. Current visitor numbers are even higher. EDS report on tourism to the Suffolk coast in 2019. found that future visitors would be likely to be here for walking the landscape and views wildlife cycling and bird watching. A further 2018 report called valued landscapes said the coastal landscape of the district is recognised as a nationally important landscape for its natural beauty. The AONB has a unique character. Everything okay with sound bear.

49:54

Yes, it's fine. Great. Thank you.

49:57

So our members first concern is traffic. It's important to understand how inaccessible the Suffolk is with very poor bus and rail provision. So the majority of visitors come by car. Many come from within two hours drive and stay for the day. The trend that is increased during the pandemic. A key feature of a holiday and the suffered is to enjoy towns and sites along the coast including Walberswick, Southwold, Dunham and Woodbridge. The area is also popular for its festivals, Snape proms, the internationally recognised Overton Music Festival, the food and drink festival and the Overton Carnival and folk East attract many 1000s well 40,000 ticket holders to say nothing of supporting equipment and staff travel up and down the A12 to the last huge festival in July. Road congestion as a result of festivals is already an issue. Now EDF wants to add freight and personnel movements into the mix. They say one of the most distinct characteristics of the construction phase of the size of the project is the need to transport substantial volumes of construction material during the 12 year construction programme. And even with a full rail and sea capacity, there is a significant volume of material which will require transport by HGV. The strain this will put on local roads is unimaginable. The buildup of traffic throughout the area will also cause displacement of traffic through the surrounding villages with a significant impact on cyclists, locals and visitors. In 2019, The Guardian reported on the roads leading to Hinkley Point C. Air and noise pollution traffic chaos of lighting suffered Somerset town that has found itself the gateway for the marathon construction of the new Hinkley Point C. We understand that the relief roads roundabout railway line beach planning facilities aim to help cut down on HGV journeys. But each of those will require HGVs and roadworks as well. The new plan to build a water desalination plant at a truck in the shortfall and water supplies. The second deterrent to visitors will be loss of tranquillity and walking opportunities. It's alarming that the construction site will cut the AONB in

half, preventing the use of numerous rights of way, most notably the Suffolk coastal path. The popular walk alongside of our beach towards minsmere will use footpath through Kenton hills and around East bridge will also be affected. Many walkers take on the uninterrupted 50 mile separate coastal path from Felixstowe to Lowestoft. For any determined work Walker attempting this will be greeted not with the sight of rare birds and quiet footpaths, but spoil heaps and fly parking. EDF accept significant interruptions to favourite walks and views but offer inland diversions for pedestrians to minimise disruption. Expecting visitors to enjoy a coastal path that is not on the coast. A newly created landscapes without the benefits of biodiversity, marred by noise, dust and vibration of construction is unrealistic. EDF are aware of these concerns and attached a survey on visitor behaviour. In response to a question from the examination authorities were deadline to they said SNC co recognises the importance of the tourist economy within and around the Suffolk coast and has undertaken an assessment of the effects of the sizewell c project on tourism. This concludes that there is limited empirical evidence that the sizewell c project would lead to a quantifiable reduction in visitor numbers, a change in visitor behaviour or a change in expenditure or business viability in the sector over and above the normal variation.

54:21

But EDF survey actually demonstrates that visitor behaviour would change. I have no statistician and this survey appears to have conflicting results. But it suggests on page 23 that 63% of visitors would not come here during the construction of size we'll see on a page 25 it states three and 10 visitors 29% expect the construction as described to make them a lot or a little less likely to visit while one in 10 expect it to make them a little more likely to visit that would be a cut of 16% these findings down demonstrate that at least a double figure percentage of visitors will be put off by the construction of size or C. Can I ask EDF, how their staff might react to a 16% cut in wages or even a 63% cut? What would that do to their families. As part of its responses to the examination authority deadline to EDF says that there would be benefit in the establishment of a tourism fund to market and promote the area so as to attract new potential and returning tourists. There are some key rules to marketing. Perhaps the most important is the loss of faith that occurs when marketing says one thing but lived experience proves another. Marketing may encourage visitors once, but when they've experienced clogged roads and sport walks, they won't come back. And then they will teach you the most powerful of marketing tools, word of mouth and social media. The importance of tourism to the local economy is reflected in the data from the Suffolk observatory and official data resource. This shows that the portion of small businesses leisure sector employment accommodation and food service enterprises is disproportionately higher in E Suffolk than that of the rest of England, for example, and he suffered 88.9% of people are employed in micro businesses. And that's defined as a business with up to nine employees. As FX GDP is dependent on these small businesses serving servicing the strong tourism industry, we anticipate that should demand for these services for the economic impact will be dramatically worse than that of the average English district. These are our members who do not have a big voice on their own and who are threatened by the might have EDS intentions. When visitor numbers drop off and a business fail, they will have few other employment options because sighs we'll see we'll be looking for different skills and is planning to use a significant number of workers moving from their existing jobs at Hinkley Point C. local jobs that are available will actually be open to people within a 90 minute commute. It's not just employment in hospitality that will be impacted. I have identified 26 annual festivals in the Suffolk they account for over 168,000 attendees. Many of them are music and arts festivals. The Association of

Independent festival states a 5000 capacity festival is worth 1.1 million to the local area to the number of people attending festivals and the Suffolk brings an income of over 37 million. We'll size off the sea fill that gap. Will the construction process require musicians, marquee suppliers, actors, dancers, especially chefs, lighting engineers and stage managers. It seems unlikely and we cannot ignore the issue of mental health. I did email EDF on the 18th of August to ask for any report that might have been done into the mental health of residents who were also our members that have had not not not had a reply. These plans will adversely impact those who live anywhere near the multitude of construction sites. They fear for their quality of life for the duration of the project.

58:33

The accommodation campus at Sizewell with 1000s of workers lodging nearby would exceed the total population of the most and the nearest town and would more than double that of Orghound. Reassurance is not to be found in national press which reports on rising rents an increase in numbers using the food banks and locals who are frightened to go into town at night because they worry there will be fights and complain there's been an increase in the number of sex workers. So that press coverage was about Hinkley Point C. The same newspaper article quotes Matthew Brock, local to Pinkie point see he's a building maintenance worker. He says they told us Hinkley would be for the locals, but they brought in labour from all over and there's been no trickle down effect. On top of such dramatic change in their environment. ABA members are also doubting that construction workers will pick up the slack in tourism spending. How many concerts will they go to at Snape Maltings or Disney matinees? At least in Orebro Cinema the behaviour of people on holiday and those who work in the area is very different. Currently, new tourists arrive every week to shop, eat and visit exhibitions. How often will a construction worker do that? Worries about the future having an impact on the mental health of our members. If a local restaurant fails where will the owner the owners, family and the staff go. The other aspect of the mental health argument is the relief it gives visitors it gives visitors from their problems. There are two examples of comments made by visitors to five acre barn Bed and Breakfast which lies only a short distance from the construction site. They say a few precious days here feels like a world away from the hubbub of urban life, and we recharge and enjoy the surrounding area. All this might be bearable if there was any sense that it is a sensible decision. There are so many reasons not to build Ssvo See, the same design of power station in Finland and France are still not operational. There's a long lasting problem of nuclear waste. The worrying news about a radiation leak protection in China, the mind boggling costs which consumers will have to bear for decades. The shortage of potable water, rising sea levels, coastal erosion, displacement of unique biodiversity, loss of fish and the cooling system, the threat to a thriving tourism, economy and arts culture, the sheer volume of traffic noise and dust and consequent unacceptable strain on everyone that lives here. We believe that there are more sustainable alternatives including renewables much needed nationwide installation for leaky housing stock, battery storage, and hydroelectric, all of which could provide thriving green energy expertise and employment and offer a sustainable answer to the climate emergency. Thank you, again, examiners for hearing the views of the local business association APA tolerating the technical problems. Mr. Humphrey, you're muted. My apologies. Very helpful.

1:02:11

I think the last speaker we had has not joined today's morning session. So we will take an adjournment now. Till 1130 where I would remind people watching the live stream that they need to refresh their browser to view the live stream for the second session but start 1130 Thank you.