

From: [REDACTED]
To: SizewellC
Cc: [REDACTED]@parliament.uk; [Richard.Smith \(Councillor\); \[REDACTED\]@suffolk.gov.uk; \[REDACTED\]@eastssuffolk.gov.uk](mailto:Richard.Smith (Councillor); [REDACTED]@suffolk.gov.uk; [REDACTED]@eastssuffolk.gov.uk)
Subject: Deadline 10 Submission by David & Belinda Grant - [REDACTED]
Date: 12 October 2021 18:47:49
Attachments: [Handwritten_2021-10-12_182138.pdf](#)

SIZE-AFP042 and SIZE-AFP062

To the Inspectors.

This submission takes account of the content of our previous submissions, both oral and verbal, made during this DCO examination.

It should be read in context along with the submissions lodged with you today by both our Agent, Michael Horton of Savills and Paul Zanna from Create Consulting Engineers (CCE), our consultant on technical issues. Not to be forgotten are the earlier surveys on Ecology (Roger Buisson of BSG) and Heritage (Dr Richard Hoggett) which both highlighted serious shortcomings in the facts and data submitted within the DCO by the Applicant.

CCE have also today direct to you submitted their SoCG on noise/light mitigation issues with the Applicant.

In summary, and at the close of possible input by affected parties, we would seek to highlight our principal areas of concern.

Specific to [REDACTED]

-

1. We still hold the Suffolk Agricultural Association awards for Best Small Farm in Suffolk and for Best Conservation; these awards reflect many years of sustained hard work and investment in our farm. The Applicant has at no stage enquired as to how these awards might be affected if the SLR were to be constructed despite one of the project Directors statement that they “have a responsibility to limit the effects of construction as much as possible”...
2. We are massively disappointed in the lack of engagement by the Applicant from the outset; the launch of the road-led transportation policy and the SLR in January 2019, then again throughout the current DCO examination period. Valid, constructive meetings only commenced on 2nd September 2021 and plans for mitigation of the severe effects on our farm resulting from the SLR were only then updated as recently as 6/7th October 2021.
3. The Applicant’s proposal for the junction of Fordley Road with the SLR is flawed. The communities of both Middleton (greater than that of Theberton, now benefit to a bridge) and Fordley will be subjected to considerable danger in having to access and leave the SLR/MML, yet potential rat-runners will inevitably take advantage of the layout. We attach an map (Handwritten) showing the proximity of North Green Road to the proposed roundabout from the A12 onto the SLR and again at the Fordley Road junction (Green being A12, Black being SLR/MML and Red North green/Fordley Roads) – the risk is self-evident at peak times and could be avoided by the adoption of the Grant/CCE proposals for an underpass allowing Fordley Road to go below the SLR with no access to SLR traffic. The Applicant has stated this to be “unfeasible” – in CCE’s today’s DL10 submission, we clearly demonstrate that it is indeed a very workable solution with enormous benefit to local community and safety. One can only surmise that the Applicant is reluctant to spend

sufficiently on “limiting the effects of construction as much as possible”... We would request the Inspectors to support our interests and wellbeing resulting from the CCE underpass solution.

4. The viability of our farm, as a going concern is reversed into losses by virtue of the Applicant’s proposal to seize 20% of our total arable area; again no concern, nor remedy has been proffered by the Applicant.
5. This project has necessitated our retention of specialist consultants to decipher information pertinent to our interests, pass comment thereon and eventually assist the Applicant and their team to constructively arrive at potential alternative solutions. This has involved us in spending a considerable amount of money (which could be seen actually saving money for the Applicant) but we are struggling to get the Applicant to contribute to our legitimate costs; can the Inspectors please request that the Applicant is bound to reimburse us – we would never have had to spend all the time and money over the last 34 months if the Applicant had not launched their project proposals.

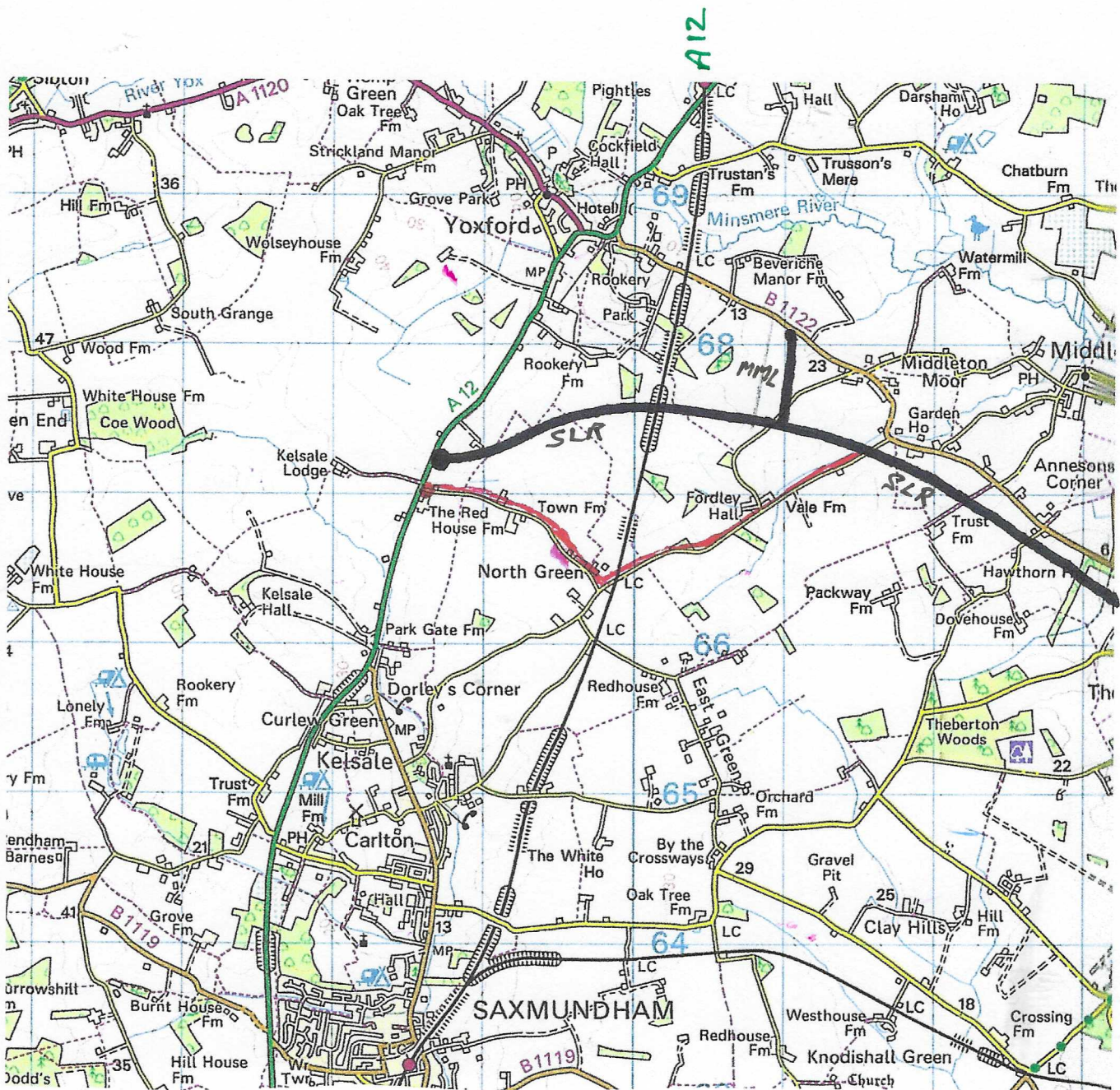
Specific to Sizewell C Project

1. We still feel that the SLR is a flawed concept with no true legacy benefit to local community and that Route W still offers a far more efficient, direct route to site whilst also being able to support SPR and Nautilus Windfarm/Interconnector infrastructure demands in the future.
2. EPR technology is at best, flawed – the Applicant has not yet completed and commissioned an EPR of their own.
3. The often quoted cost of £20bn has not been updated; every aspect of the UK economy is showing signs of inflation unseen since the ‘70s... Today, President Macron admitted that any future EPR projects in EDF’s homeland would be budgeted at £40bn – who will pay for this doubling of costs.
4. What is the projected price of power to be generated by Sizewell C ?
5. The French Government today states that it sees the future of nuclear in ‘mini reactors’ – recognising that ‘big nuclear’ is dead. Potentially, and even with RAB financing models, our children and grandchildren will be paying for this project is allowed to proceed.

Finally, we should like to thank all the Inspectors and their team for your pragmatic and diligent approach and response throughout this very complex Examination.

Sincerely,
David and Belinda Grant

██████████
Middleton
Saxmundham
Suffolk ██████████



A12

- A12
- PROPOSED SLR (w Middleton Moor Link)
-