

From: [REDACTED]
To: [SizewellC](#)
Subject: Response by SZC to SoS request for further information dated 18th March 2022
Date: 23 May 2022 13:59:51

Unique Ref: SIZE-AAFP065 (IP)

We refer to the letter dated 25th April 2022 from the Department for Business, Energy and Industrial Strategy inviting all Interested Parties (IP) to comment on the responses from SZC to the letter dated 18th March 2022.

On the laudable question of possible 'Control Mechanisms' to deliver the Sizewell Link Road (SLR) and Two Village Bypass (2VBP) in advance of commencement of Phase 1 works on the Main Development Site (MDS), our observations are as follows:

- a. The question omits to enquire the planned delivery of the proposed Yoxford roundabout at the A12/B1122 junction – this is **imperative** to all logistics access scenarios in relation to the SZC project.
- b. The Applicant states categorically that deferring Phase 1 commencement to allow completion of 2VBP and SLR would put SZC back by two years; is this really fact/truth or just a manoeuvre to 'panic' the Secretary of State into an ill-judged decision?
- c. The Applicant already owns (and has done for several years) the unoccupied white house on the sharp, narrow corner on the A12 at Stratford St Andrew – if this house were to be demolished, then abnormal indivisible loads (AILs) could pass through easily with no reduction (if not an actual improvement) to current traffic flows: thus the 2VBP is no longer essential prior to project commencement.
- d. The Applicant has often stated that 85% of freight traffic will travel up the A12 from the South and has always planned to use the B1122 in the Early Years until the completion of SLR construction.
If the B1122 is capable of taking the Early Years freight traffic for over two years, when over 40% of the entire road freight will be taken to MDS, is there truly justification for building the SLR to support the balance of the project construction period?
- e. In Issue Specific Hearing 2, Session 3 of the Examination (1.06.00 – 1.12.00), the Applicant (and it's expert representatives) talked of "logistical operational reasons" in terms of the justification for the SLR being constructed contemporaneously with Phase 1 of MDS. The Applicant referred to "sustainability commitment" and the fact that the SLR would be used initially as a 'haul route'. This is to allow the 70,000 truck movements referred to by Ms Williamson during the ISH. These 35,000 truck movements (assuming 50% are return journeys) of backfill being 'won' by the Applicant from the construction of 2VBP and SLR to form the foundations at the MDS.
- f. Why doesn't the Applicant source this backfill 1A material elsewhere immediately (assuming DCO Approval) and deliver direct to MDS either by sea freight/beach loading or rail? We can see that the Applicant would then have to actually pay real money for this almost 1 million tonnes of backfill (approx. £15 million at today's prices), but the environmental and project delay issues should be uppermost in both the Government and Applicant's minds.
- g. We can all now see why the SLR route was selected over others – it saves the Applicant considerable amounts of money whilst appearing generous with it's promise of a legacy benefit. It also explains why the Applicant dropped the option of the SLR being temporary; any reinstatement would have doubled the backfill costs....

h. The Applicant constantly refers to the legacy benefits of the SLR; to those of us who live, work here and use the B1122 and the rest of the local road network, the SLR is simply duplication. Two major roads from Yoxford to Leiston whilst the existing B1122 is oft quoted by Suffolk County Council as being well under capacity and did perfectly well during the construction of Sizewell B. The 85/100 residents directly affected by the SLR will have the dubious benefit of roads both in front and behind them, with hundreds of acres of prime agricultural land being laid waste at a time when world food sources are being severely challenged.

Our view is that the Applicant has distorted the facts and uses this distortion to justify both the selection of route for the SLR, together with the cost and legacy benefits associated thereto.

If the cost of constructing the SLR alone is circa £30million, then one option is to **cancel the construction of the SLR**, buy in the back-fill required for MDS allowing a fast start to Phase 1 and pay the 85/100 affected residents a one-off sum of £150/200k each as project compensation during the construction period?

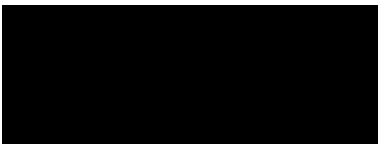
Cheaper for the Applicant, fewer delays, more efficient, more acceptable to the majority of residents but alas, less jobs for the boys!

The SZC project will, at very best, only commence production/delivery in 2035 – the real energy supply challenge is NOW – if SZC is delayed two years it will have no detrimental effect on the energy crises currently manifesting themselves; technology will have moved on and alternative solutions with far shorter delivery profiles will have been identified and possibly delivered.

We must learn from the realities of Hinkley Point C project – several years late, using an unproven technology, £+ billions over budget – fortunately the Government and taxpayers of the UK are not liable for these delays and cost overruns, only the guaranteed purchase price of the power as and when it comes on stream. With SZC, assuming an RAB funding model, the nation as a whole will pick up all cost overruns with no control thereof and no cap on the price of power produced.

EDF are not a charitable institution; profit is their only driver, not the wellbeing of the UK.

Sincerely,
David and Belinda Grant



Ps: We should make it clear that this missive in no way reflects any form objection to the SZC project