

From: [REDACTED]
To: [SizewellC](#)
Subject: Sizewell C Development Consent Order. Response to Secretary of State's request for Information, June 2022.
Date: 23 May 2022 17:23:53

Dear Secretary of State

Thank you for giving Interested Parties an opportunity to respond to the replies you have received to the questions that you have put to the Applicant and others regarding the Sizewell C Development Consent Order (DCO) Application.

1. The question about “a permanent water supply for the proposed development”

I welcome your statement that “at the end of the Examination the Applicant was unable to demonstrate that they have secured a permanent water supply for the proposed Development”. I have read the Applicant’s response and can still find no description of any permanent water supply for the site. The Applicant refers to a temporary desalination plant and says that, although not ideal, this could be continued “for a short time” (Para 2.2.5). In other words there is still no “permanent water supply for the proposed Development”.

2. The question about the location of the temporary water supply for the proposed development

The Applicant states that “The temporary desalination plant would initially be located on the site of the (proposed) power station” and then moved to one of two locations.

The first possible location is “a temporary underground site North West of the SSSI Crossing”. However there is already expected to be a 25% loss of biodiversity in that area, and so further development should be avoided. This is particularly true because the area is adjacent to the Minsmere to Walberswick SSSI and Ramsar site where construction is prohibited.

The second possible location is on the site of Sizewell B outage car park, with the car park from that site being moved to Pillbox Field. This is unacceptable because Pillbox Field is being used to compensate for the destroyed Coronation Wood.

Clearly the site is congested and does not have an environmentally acceptable site for a temporary desalination plant once construction begins.

Without both immediate (temporary) and permanent locations for a supply of potable water the development cannot proceed.

3. The question about traffic congestion on the B 1122 during the “early years”

I also welcome your request that the Applicant “advise as to whether they consider that a control mechanism(s) could secure the delivery of the Sizewell Link Road and the Two Village Bypass in advance of Phase 1 works on the Main Development Site”

Like many others I have in earlier consultations expressed concerns about the effect of the proposed development on traffic congestion on the B 1122. These concerns are at their greatest in the Early Years, that is before the construction of the Sizewell Link Road and the Two Village Bypass. I am also aware that the B1122 will be resurfaced during the early years, and clearly this will clearly add to the congestion.

I support the detailed points made by The Theberton and Eastbridge Parish Council, Middleton cum Fordley Parish Council, Stop Sizewell C, Minsmere Stakeholders’ Group and B1122 Action Group, and add a few further points that are not made in their submission:

I notice that in para 3. 1. 36 the Applicant refers to local concerns as “the short term amenity benefits of the B1122 communities”. I have three areas of concern which are about permanent and not “short term amenity benefits”, as characterised by the Applicant. The first is death from road traffic accidents. The second is death due to slow ambulance response times, as a result of traffic congestion. The third is death from asthma that is exacerbated by traffic pollution. The Applicant must be aware of these dangers and must have considered the effects on its employees of the particulate matter that has been generated at Hinkley Point by heavy traffic and by the construction process itself?

In its response to your questions, the Applicant emphasises the national importance of meeting the

government's target of being carbon neutral by 2030. The Applicant uses this target to justify starting the construction of Sizewell C before the roads to Sizewell are ready . There are two weaknesses in this argument:

1. The first weakness is that the construction of all EDF's reactors so far completed, has been delayed. The latest one at Hinkley Point has already been delayed by 18 months, and is still 5 years from completion.
2. The second weakness is that there can be no certainty that the Sizewell C EPR reactors will function normally, when and if they are constructed. Of the two similar EPR reactors at Taishan in China, one has been offline since August 2021. The relevant scientific data have been kept secret, which means that the Office for Nuclear Regulation (ONR) is unable to advise.

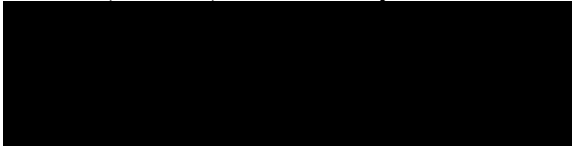
This means that it is not possible to make a scientifically informed evaluation of the risk of future failure at Sizewell C.

To make such a large investment decision, blind to the science, would be madness. And to take this risk with the nation's low carbon strategy would be reckless.

In order to meet its carbon neutral targets, the government needs technologies that deliver on time and are reliable. Other technologies, including other nuclear technologies, are available and suitable: EPR technology is not.

Yours sincerely

(Professor) Stuart Checkley



Interested Party Number 20025907