



Together Against Sizewell C

**APPLICATION BY NNB GENERATION COMPANY (SZC) LIMITED
FOR A DCO GRANTING CONSENT FOR THE SIZEWELL C PROJECT**

TOGETHER AGAINST SIZEWELL C (TASC) IP NO. 20026424

SUMMARY OF ORAL SUBMISSIONS & COMMENTS

RELATING TO ISH4 : Community and Socio-economic Impacts

Socio-economic impacts

The impact on local businesses

Responding to comments from parish councils concerned about small and medium businesses suffering from the impacts of the SZC development, particularly those reliant on the tourism industry, the Applicant stated during the ISH, that this would not be a problem as workers will engage with the local economy. TASC consider that the parish councils are right to be concerned as it is highly unlikely that the spending habits of the workforce will be the same as tourists. Indeed, the Applicant contradicted itself later on when, in response to concerns of unruly behaviour from construction workers, they said not to worry as the workforce would make use of their own facilities at the accommodation campus and sports ground, meaning they would not need to engage with the local communities. TASC consider this contradictory language to be typical of the Applicant's behaviour towards the local community.

A quick job search for the area shows a large number of vacancies in the vicinity. The care sector, support workers, cleaners, and warehouse workers, to name but a few. The majority of establishments in the hospitality industry, if not all, in Aldeburgh and Southwold and other tourist spots, are all looking for staff, to fill many positions. We haven't even included the builders, electricians and plumbers who may decide to work on SZC. This will cause enormous difficulties and probable high costs for locals if there's not a plumber to be found. It happened before, during SZB build & it will happen again.

The impact on tourism will, in TASC's view, be unprecedented for the area. Suffolk is not only a summer vacation, visitors, come here all year round. Aldeburgh, Southwold and of course RSPB Minsmere are some of the most visited locations in the UK. Sutton Hoo is very much on the map, especially after the release of the film The Dig, with visitor numbers currently averaging 500 a day and only likely to increase as Covid restrictions are relaxed, leading to more traffic in the Woodbridge Area.

TASC agrees with the comments made by ex-Suffolk Chamber of Commerce policy director, Mr Nick Burfield, when he said there has been a great under-representation of small local businesses when looking at the impacts of Sizewell C. They have not been asked by the Applicant for their view about the proposed development nor been offered compensation and TASC consider this a noticeable and regrettable position.

If you look on Airbnb you would find it extremely hard to find a property available from Southwold to Aldeburgh, in fact anywhere in the surrounding area, until late October. If EDF workers, during the unknown length of construction, take up a large proportion of holiday lets, the knock-on affects will be felt throughout the area due to the difference in spending habits. In TASC's view, the tourists just simply won't come, and the long-term economy will suffer.

Community Impacts

Lack of consultation and compensation for being a de facto nuclear waste store

TASC are concerned the local communities have not been adequately consulted on, and, if the project were to proceed, not being compensated for, the SZC site becoming a de facto nuclear waste storage facility, a function the site will be required to perform until at least the mid/late 2100s. However, this could be for an indeterminant period, due to the current lack of a Geological Disposal Facility (with no guarantee that one will ever be available).

Emergency Planning

As TASC has detailed in its WR 'Emergency Planning' [REP2-481k], the current emergency plan arrangements to respond to a major off-site radiation incident at SZB are considered by many observers and critics as inadequate to ensure the safe and swift evacuation of the current populations in the identified emergency zones. Housing developments in Leiston will increase the population density in the immediate vicinity of the site. The development of SZC will require the influx of up to 7000 workers who will operate in a site adjacent to an operating plant - SZB. It will also mean a major increase in traffic using a road network designed for tourists and agricultural vehicles, a situation made worse when a thousand workers arrive for Sizewell B outages. The effect will be to put more lives at risk by making the implementation of an already imperfect emergency plan impossible by doubling the numbers of people and possibly gridlocking an inadequate road network around the plant.

Health and Well-being

All nuclear power stations release liquid and particulate radioactive material to air and to sea. TASC refers the ExA to its Written Representation on health and low level radiation [REP2-481l] to demonstrate that the health impact of ingesting or inhaling even small amounts of radioactive material (creating a 'dose') can have disproportionate health impacts ('risk') regardless of the level these doses may be below the recommended 'safe' level.

Local housing implications

TASC's Jenny Kirtley advised the ExA that the impact on local housing rentals will be great. Now on Rightmove, within a 5- mile radius of Leiston, there are currently 2 properties available for letting, one x 2- bedroom house plus a 2- bedroom flat. Within a 15 mile radius of Leiston there are 14 properties available, mainly 2 bedroomed houses or flats. Where and how will locals, especially the

young find accommodation and in fact a home? These implications are hard to mitigate, if not impossible.

TASC considers that local communities have suffered from being largely ignored by the Applicant throughout the pre-application consultation process and have been provided with a paucity of detailed information, making it difficult to assess likely impacts. TASC believe that there is still information missing, including:-

- The overall construction programme and associated timetable;
- A detailed transport strategy and its projected implications for hauling 12 million tonnes of material on 500 mile round trip journeys for the construction material alone;
- The inability of IPs and the inspectors to judge the overall impact of the proposed development due to the lack of appropriate maps giving grid references to allow an appreciation of the extent of the platform or for the sea wall defences;
- Inadequate justification for why the accommodation blocks will not be available until year 3;
- Any sort of response to the manner in which the huge amounts of potable water will be provided to the site over the duration of the 12+ years construction period and then the 60 years operational period; no confirmed source or impacts on domestic and agricultural consequences.
- The planned construction of the bridge and culvert lacked details in respect of how it will access the site and how it will be connected at its extremes. The lack of a construction plan makes assessment difficult if not impossible.

How can the Applicant truly consider they are effectively engaging with the local communities when the Applicant is not supplying the information they require to assess the impacts?

Main build and SLR construction starting together

The SLR and bridge to be constructed as mitigation for B1122 traffic flows is planned to start at the same time as the SZC main site build, both using the B1122. Access for ALL traffic for many years will be via this 6.5 metre road. Users include locals going about their normal activities to jobs, supermarkets etc, Friston substation construction workers, several thousand EDF workers, EDF coaches from A12 park and rides, tourists, SZB and SZA personnel including a number of SZB additional workers for refuelling outages and repairs etc. All this traffic will accrue whilst attempting to construct the SZC main build, SLR and bridge. In addition, the traffic involved in the provision of worker campuses, borrow pits, jetties, sea defences, earth removal, rail sidings and offloading facilities etc will all be required to use and access a 6.5 metre wide road off the A12, all having major adverse impacts on local communities.

It is clear from the Applicant's outline plans for the development that there will be major adverse impacts on the lives and livelihoods of thousands of east Suffolk residents if the Sizewell C project for twin EPR reactors goes ahead. The traffic impacts alone will be a nightmare for local road users. All this for an unproven reactor design which, because of inherent design faults, may take far longer than the slated 10-12 years to build. Projects at Olkiluoto, Finland and Flamanville, France which started construction in 2005 and 2007 respectively both remain unfinished and therefore are not

operational. New problems about the EPR design are still surfacing as shown in these two recent articles:-

<https://www.reuters.com/business/energy/edf-says-partners-must-decide-taishan-reactor-shutdown-2021-07-22/>

<https://www.blast-info.fr/articles/2021/nucleaire-epr2-le-feu-rouge-de-linstitut-de-surete-a-edf-y4TmgjhVQtmts-E5HAKKKA>

Mitigation

The definition of ‘mitigation’ was never identified during the ISH. Mitigation is normally used to describe an action that will lessen an impact elsewhere. Therefore, a mitigation needs to be in place before the activity that needs mitigating takes place. This is not the situation here as construction activities on the main and associated development sites will overlap with building the SLR. It also needs to be recognised that the type of mitigation here, new roads and rail, is purely moving the problem from one community’s doorstep to another community.

TASC are of the view that it is impossible to adequately mitigate any aspect of the construction of Sizewell C due to the nature of the project, the time over which the construction and the impact of that construction will take place and the unique nature of the area in which the construction is planned.

Cumulative impact

TASC consider that there needs to be a comprehensive assessment of the overall SZC project once the Applicant has finalised its plans. Indeed, it seems incredible that, after 8/9 years of supposed ‘front-loaded’ consultation and planning as part of a DCO process, there is still no finalised nor clearly defined overall strategy. The overall strategy is fundamental to the project insofar as its impacts will be felt throughout the east Suffolk area and beyond. Moreover, without a clear and acceptable strategy, it is impossible to assess even if the project can practically meet its objectives and communities can only be left to speculate on the impacts and what sort of life awaits them should the development be approved.