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To: [SizewellC](#)
Subject: Deadline 10 Submission
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Attachments: [Personal response from Alison Andrews.docx](#)

Attached are my personal views as a resident of Aldeburgh on the DCO application for SZC

With many thanks for your conduct of this Examination
Alison Andrews
IP20026470

Sizewell C DCO Examination

Deadline 10 response

Personal response from Alison Andrews, IP ref 20026470

I have followed most of the Public Examination

I remain concerned that the project is neither fit for purpose nor ready for Examination (leaving aside the fact that the EPR reactor is not yet proven as only one of two work in China and that only because the Chinese government have raised permitted safely levels to allow operation to continue, while the last completed models in Finland and France do not yet work despite having been completed some years ago and Hinkley Point C is well behind target in delivery)

A. Fundamental aspects of preparation have not been prepared for:

1. Water: From the fifteen Issue Specific Hearings in particular it has been apparent in many instances that the Applicant has not thought through all the aspects. Yes, it is a complex project but that is not an excuse. The most recent glaring recent omission of preparation is finding out that water supply was a problem- even an enquiry to the water supplier a month before the Examination began would have shown greater foresight. As it is, the Applicant provides confident assurances that it will have a water supply, meanwhile the water supplier has gone back to the drawing board to look at all possible options including a desalination plant. There is no certainty.

2. Use of the railway- evidence showed that the Applicant is using highly optimistic time tables- anyone who uses the local railway knows that delays and cancellations are a relatively frequent hazard for early and late night passenger trains which will impact on the freight night time journeys: passenger trains should take priority over freight - if priority is given to SZC freight countless businesses and organisations will suffer if their staff are delayed in getting to work. Delays even once a week will disrupt SZC supplies. It is also clear very little thought has been given to the impact of the very heavy usage on lines not normally used for many freight trains except to local ports: the lines serve mostly lighter passenger trains, and very heavy freight trains may put excess wear and tear on the lines. Little if any thought has been given to housing (and the people living there) bordering the lines, which were built when only light day and evening traffic on the line was expected, and the ill health consequences of excessive noise were not an issue.

3. There is little knowledge of the state of local roads.

It is acknowledged that there are SZC plans to allow HGVs to move from parking points on the A12 to Sizewell only when the road is clear, but the A12 is a road of limited capacity at all times and the proposed roundabout at Friday Street could result in even more delay. There is no understanding that the local roads off the A12 in this area are narrow, have blind dips, wind in tight corners, have loose edges and rough drainage channels and, at times of thunderstorms, which are getting more frequent, develop road wide deep lagoons of water which take time to drain away. The Applicant claims that the B1122 is capable of coping with the extra traffic- how do they know- I travel most weeks on the road and find the HGVs there are already there a problem as they are wide and passing cars in the opposite direction have to tuck into the side, where the grassy banks hide drainage channels. The Applicant says the increased traffic will only be 6% greater at evening rush hour but that seems to relate only to numbers of vehicle movements while the proportional volume will be greater (HGVs compared to cars): given the size of HGVs and the slowing necessary for safe passing on the opposite direction, it will have a far greater impact. It is also not clear how account has been taken of the very fluctuating volumes of local and visiting traffic during holiday times and farm cultivation and harvesting periods, so the 6% figure is in doubt. To summarise, the Applicant's plan

is to rely mainly on the existing limited local road infrastructure: that local rural road structure is not fit for purpose for what will be the largest building site in Europe.

4. **Coastal consequences:** The Applicant remains obdurate that the long term protrusion of the twin plants construction into the sea will have no impact on the coast in either direction of the Greater Sizewell Bay. This flies in the face of the geomorphological history of the coastline. Also, it is a recognised fact that the coast is a highly dynamic and fragile one and it should be recognised that it is not suitable for a construction likely to last 150 years or more.

B. Just because Sizewell area already has SZA and SZB, that is not a reason to put in SZC.

- i. The SZC foundations have to be completely different from the earlier plants and cannot be judged to be as safe given rising sea levels and a receding shoreline.
- ii. The Applicant claims that the climate change science forecasts say that this particular area will not suffer from greater storminess resulting from climate change. But at last week's Norfolk and Suffolk Coast Conference, organised by Coastal Partnership East, a local authority body, well established scientists all spoke of the greater storminess to come and the need to be aware of it in any coastal defence or resilience planning.
- iii. Water levels/environmental impact: there is a lack of reality in relation to the assumption that there will be no detrimental impact from digging out a depth of 35 metres of over 30 ha. of ground and filling it up with fresh uniform soil next to a centuries old waterland of pasture and marsh formed in a silted up river valley,

C. Green energy is needed. But any installation has to balance the green energy gains, assessed once the construction carbon deficits are taken into account, against the environmental losses which, in this area, given that it is a unique AONB, will be considerable. And the costs to the local people and economy will be high.

Alison Andrews

12 October 2021