

## **Leiston-cum-Sizewell Town Council (LTC) Written Representation Issue Specific Hearing 11 – Flooding, Water and Coastal Processes**

Leiston-cum-Sizewell Town Council (LTC) has asked for the opportunity to speak at some of the ISHs because they discuss issues which will potentially have a significant and adverse impact on our residents. We are not experts in many of the matters under scrutiny and are relying on other bodies including the planning inspectorate to safeguard the health and welfare of our residents. We want you to know that we are taking a keen interest in these issues that concern us, even when we have nothing new to add. Below are our comments on agenda items for this ISH.

### **Agenda item 2**

LTC remains concerned that the need for potable water at SZC, particularly during construction, may jeopardise the supply of water to the town's residents. LTC's main priority is to make sure that our residents have sufficient clean and safe drinking water and that this is not put at risk either in the short or long term by the Sizewell C project.

We have made comments in the consultation about the new water strategy. The main points and questions we have are:

- Initially the desalination plant would be powered by diesel generators. How would this affect emissions and the carbon footprint of the project?
- Has there been sufficient assessment of the environmental impacts of this feature, particularly on marine biology?
- How would the additional HGVs affect the carbon footprint of the project?
- Will this proposal further restrict access to the beach? Sizewell beach is a valued and well used amenity for Leiston residents.
- 40 deliveries per day in the early stages before the desalination plant is operational is a further 80 HGV movements each day, that is between three and seven every hour depending on a twelve or twenty four hour day. EDF say that the number will still be within their agreed limits. Nevertheless, it is clearly an increase and will inevitably have an impact on the local community – increased traffic, noise and fumes, affecting air quality.
- Will these measures supply the water for the hostel?
- What is the impact on the marine environment of concentrated brine and phosphate discharges? How effective are diffusers?
- Will the dry solid waste contain any hazardous substances? How will it be monitored at the time of disposal?
- What will happen when the plant is out of action for routine maintenance or because it breaks down? Will further HGV movements be required to bring in water?
- Will Sizewell B's water supply be affected?
- Will there be sufficient water for emergency use?
- Will fire hydrants remain useable at all times?

*Having heard the discussion, it became clear that a sufficient supply of potable water could not be absolutely assured. Whilst Northumbrian Water said they had a statutory duty to supply domestic users the same duty did not apply to industrial use, especially if there was insufficient availability. The applicant's response was to refer to litigation that might be undertaken to force a supply or to suggest that the proposed desalination plant might become permanent if it became necessary at a later stage. How would this be decided? Would there be a realistic possibility of permission being refused if the main project were at an advanced stage? If not, then perhaps this possibility should be thoroughly scrutinized now while there is a possibility of refusal.*

### **Agenda item 3**

- i) We rely on the EA and local authorities for specialist knowledge on flood risk.
- ii) We have expressed concern about developments on LEEiE causing an increased risk of flooding on Valley Road which is already susceptible to flash flooding. Reading Chapter 10 of the MDS FRA 5.2, I note that this risk is to be addressed by using permeable surfaces on the car park and the caravan site. However, I could find no information about the new rail head and sidings where the trains will be unloaded and HGVs loaded for onward travel to the construction sites. Will this part of the development result in further risk of flooding in Valley Road?

*The applicant replied that these risks were well known and had been addressed in the drainage plans. Suffolk County Council's spokesperson was not so reassuring as he suggested that there had been insufficient studies and modelling.*