

Sizewell C Planning Application Pre- Examination, MPC Actions Needed

Introduction

After years of public consultation the Sizewell C detailed Planning application has been accepted for examination and will be submitted to the Planning Inspectorate {PINS} for the examination stage on 30th September 2020. Earlier stages have considered **options** for how the construction of Sizewell C and consequential issues such as transport, costs and benefits etc. should be dealt with. This application document represents the details of **how EDF and its partners intend to proceed**.

In the so called pre-examination stage MPC has the opportunity to read the application and register, with the inspector, its views on aspects of the application that concern us. This will be done by MPC registering as an interested party and submitting its concerns in the appropriate format by 30/9/20.

To that end Councillors Banks and Brown have been looking at relevant documentation, focussing on areas that MPC have previously expressed concern about and assessing how these have been dealt with in the application. We have also attended webinar training events.

There is a mountain of documentation available and it is important to adopt a focussed approach to avoid becoming overwhelmed by it. The purpose of this note is to summarise our thoughts to date. As a general statement our view would be that the application appears to have been prepared to more professional standard than previous "option papers".

Areas of Concern For MPC at Stage 4

In MPC's submission at stage 4 of the consultation process we highlighted the following:-

- Overall "disbenefits" to traffic tourism etc outweighed benefits on employment/economy etc:
- Lack of proper integrated agreements and governance protocols with local authorities, colleges employers etc;
- Proposed Integrated (mixed Road Rail and a little by Sea) transport approach not as good as Rail led option, leading to unacceptable HGV traffic volumes;
- Installation of pylons at Sizewell site inappropriate in an AONB;
- Compensation schemes proposed for impacts on Property market and Tourism were inadequate;
- Night time goods trains through Melton causing delays at Level crossing and disturbance;
- Risk of possible relocation of Southern "Park and Ride" from Wickham Market To Woods Lane/A12 junction;
- Fresh water supply requirements for Sizewell (2m litres per day) in an area of regular water shortages.

Application approach on these areas

- EDF continue to argue that economic benefits will greatly exceed any adverse impacts to tourism, not least because tourist impacts will be confined to relatively small part of the coast and the roads leading to it. However it appears clear, for example, that many of the new jobs being

created especially the higher graded ones will go to “incomers” rather than local people. Similarly concerns remain about the impacts on the social infrastructure of a very large influx of workers living in an accommodation block near Leiston during the construction phase.

- EDF appear to have done great deal of work to improve on liaison and governance;
- EDF intends to proceed with the Integrated transport approach including the building of a two village by-pass (Stratford St Andrew and Farnham), a link road near Yoxford to avoid use of the B1122 and traffic management system. EDF also proposes up to 3 freight train deliveries per day to the site usually travelling at night. EDF expresses confidence that with these measures the impact of HGV traffic and Rail Traffic will not be significantly disruptive;
- EDF say that the installation of Pylons at Sizewell is unavoidable for technical reasons but it is hard to be sure that this is anything other than a cost saving measure;
- It is difficult to assess the compensation schemes as no details are given of the expected total cost;
- Night time goods trains would run through Melton and the application acknowledges some houses would be affected by noise however low speed limits {10mph} would be imposed in the areas of Woodbridge Melton Campsea Ashe and Saxmundham to minimise this. No significant rail improvements are proposed in our area;
- The application is for the Southern Park and Ride to be situated North East of Wickham market and there is no suggestion any other site is still under consideration;
- Sizewell C would require 2 million litres of freshwater each day, mainly to be used in the production of steam to drive the turbines. Various water retention and conservation measures would be put in place on site, including use of “grey” water and rain water capture and the storage of non-potable water in a reservoir to the north of the Sizewell site. The application acknowledges East Anglia is a low rainfall area and that this might be worsened by climate change. The plans for ensuring adequate freshwater supplies depend on agreements with ESW {East Suffolk Water}, a new pipeline transfer connection to the “Blyth water resource zone “and additional water supply by “licence trading with local licence holders”.

Further work/ Submission required

Whilst we may gather a wide range of evidence about areas of concern, the key task facing us immediately is to provide a synopsis in no more than 500 words of the issues. This should identifying in each case, the relevant issue e.g. Rail Traffic through Melton, identify what in the application we agree with on this subject and what we disagree with and what the impacts of these will be on our parish. Ultimately MPC might be called upon to provide further evidence in writing or appear at a hearing of the inspectorate to discuss these. Councillors Banks and Brown suggest that at this stage our representation should focus on those areas that will be most keenly felt by Melton people that is the road and rail impacts on Melton of the integrated transport proposal.

Nigel Brown
Bill Banks

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