

**SIZEWELL C – POSSIBLE SURVEY OF RESIDENTS’ VIEWS ON EDF’S
LATEST PLAN FOR NIGHT TRAINS THROUGH MELTON**

INTRODUCTION

1. In 2019, Melton Parish Council (MPC) consulted residents on the substantive proposals for Sizewell C (SZC). MPC’s overall view on the SZC proposal, taking into account the views of residents, was (and still is) that it would bring dis-benefits to the local environment that far outweigh the opportunities for investment and any legacy benefits accruing from its construction.
2. MPC has subsequently reported regularly to residents on the various developments in the Sizewell C (SZC) planning application.
3. The Planning Inspectorate’s formal examination of the SZC planning application will be starting soon. EDF has recently submitted requests for changes to the original planning application. These propose fundamental changes to the transport of bulk construction materials.

INFORM & CONSULT RESIDENTS?

4. The transport changes would have a significant impact on Melton because the key road and rail routes to SZC all transit our parish. **This raises the question of whether MPC should bring this new information to the attention of residents and seek their views.** The background to SZC’s freight strategy is explained below.

SZC FREIGHT TRANSPORT STRATEGY

5. In the earlier stages of the SZC planning application, EDF intended to transport 60% of materials by road, with the remainder by rail (30%) and sea (10%).
6. EDF’s is current estimating a 20% volume increase in materials to be transported (the revised total is 12.1 million tonnes). EDF’s latest plan is to reduce the materials transported by road to 40% (previously 60%) and increase the proportions for rail and sea. EDF intends to achieve this by running extra freight trains overnight on the East Suffolk Line and building a beach landing facility at Sizewell.
7. EDF says that this plan would reduce HGV movements considerably, though not in the early years. For the peak construction period, HGV movements would reduce, as follows:

typical HGV activity would reduce from 650 to 500 daily movements
 peak HGV activity would reduce from 1000 to 700 daily movements

8. The number of trains per day over the 13-year construction period would be as follows:

| <u>Year</u> | <u>No. of Trains</u> | <u>Train Movements</u> | |
|-------------|----------------------|------------------------|------------|
| | | <u>Night</u> | <u>Day</u> |
| 2022 | 0 | | |
| 2023 | 2 | 4 | |
| 2024 | 4 | 8 | |
| 2025 – 2026 | 4 [to 5] | 8 | [2] |
| 2027 – 2028 | 4 | 8 | |
| 2029 | 3 | 6 | |
| 2030 – 2034 | 2 [reducing to 0] | 4 [reducing to 0] | |

9. The increased freight movements by rail would have a significant adverse impact on Melton. For the peak period of construction (5 years: 2024 to 2028), EDF proposes a week-day schedule of up to **8 train movements during the hours of sleep.**

10. EDF has published an illustrative timetable for the overnight trains through Melton:

| | |
|-------------------------------------|------------------------------------|
| 23:36 Outbound (going south) | 02:47 Inbound (going north) |
| 00:28 Outbound | 03:35 Inbound |
| 01:16 Outbound | 04:23 Inbound |
| 02:07 Outbound | 05:19 Inbound |

11. The average interval between trains would be 49 minutes. Each train would be about 1/3 kilometre long, typically made up a Class 66 locomotive and 20 wagons carrying 1,250 tonnes of construction material. These long trains would travel at 10mph through Melton and take 1 1/4 minutes to pass any given point.
12. EDF says further work is required with Network Rail and wider stakeholders to confirm the viability of operating 4 trains per day (8 train movements overnight) and maximise rail capacity wherever possible.
13. EDF is also exploring the option of running **5 trains per day (10 train movements)** during the peak construction phase. There is not enough capacity for the 5th train to run overnight, therefore, it would have to run in daytime by cancelling a pair of passenger services either side of the freight train. The illustrative times for the 5th freight trains through Melton are 08:45 Inbound (going north) and 12:35 Outbound (going south)

14. SZC is assessing a further option for trains to run **6 days per week** (the 6th day being Sunday night/Monday morning).
15. EDF is running an environmental assessment on the impact of train noise and vibration. A number of noise mitigation measures are proposed: including use of long-welded track; the ideal locations of welded rail joints; the use of under-ballast mats, or equivalent; speed restrictions on train movements in built up and sensitive areas; and preferences for particular locomotive types.

MPC's RESPONSES TO-DATE ON THESE PROPOSALS

16. MPC's responses to both EDF and the SZC Planning Inspectorate have stated that:
- a) we are concerned that railway noise & vibration and the resulting sleep deprivation would have a significant adverse impact on residents.
 - b) residents' real-world experience of railway noise and vibration is far more profound and penetrating than EDF's interpretation of the technical measurements in its Environmental Statement.
 - c) we do support the principle of a modal shift of freight transport from road to rail **but only if the trains run in daytime and without cutting scheduled passenger services** - and for that to happen, the capacity of the East Suffolk Line would need to be enhanced.

INFORMING RESIDENTS AND ENCOURAGING THEM TO HAVE THEIR SAY

Timing

17. Whatever MPC might wish to do, it must bear in mind the constraints within the planning timetable. The formal "examination" period is about to start and the indicative timetable would require submissions by "Deadline 1", 12 May 2021 and "Deadline 2" 26 May 2021.
18. In the recent Preliminary Meetings of the Examining Authority (ExA), there was a general request from non-statutory consultees (especially town & parish councils) for the timetable to be delayed (for a whole number of reasons including COVID restrictions, the local elections, sheer workload). EDF does not support a delay.

Informing

19. MPC's primary way of informing residents and inviting a response is via Melton Messenger (and similar publications). If we want residents to be informed and tell us what they think, we should consider putting put out a communication along the lines of **Appendix A**.

20. Other suggestions for informing residents should be considered actively (e.g. leaflet drop).

Having Their Say

21. The quickest way of eliciting a response from residents is to run an on-line survey. See **Appendix B** for a draft outline of what a simple survey might look like – and I think it is important that the survey questions are kept simple.

22. Residents could also exercise their democratic right to express their views to other people or bodies who are in a position to influence the SZC planning application, such as:

- a) The Examining Authority (ExA) – this is only relevant for those Melton residents who had previously registered with the Planning Inspectorate as an “Interested Party”
- b) The elected representatives for Melton at Parliament, Suffolk County Council (SCC) and East Suffolk Council (ESC)
- c) The SZC lead officers at ESC and SCC.

23. Is there any reason why MPC should not remind residents that they have this right?

HAVE YOUR SAY ON SIZEWELL C PLANS TO RUN TRAINS THROUGH THE HOURS OF SLEEP

In February, I reported on EDF's plans to reduce the bulk materials transported by road to 40% (previously 60%) and increase the proportions for rail and sea. EDF intends to achieve this by running overnight freight trains on the East Suffolk Line and building a beach landing facility at Sizewell.

EDF has formally submitted changes to the original planning application. The plan is for freight trains to run between the years 2023 to 2034. For the peak period of construction (5 years: 2024 to 2028), EDF proposes a weekday schedule of up to **8 train movements during the hours of sleep**.

EDF has published an illustrative timetable for the overnight trains through Melton:

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The average interval between trains would be 49 minutes. Each train would be about $\frac{1}{3}$ kilometre long, typically made up a Class 66 locomotive and 20 wagons carrying 1,250 tonnes of construction material. These long trains would travel at 10mph through Melton and take $1\frac{1}{4}$ minutes to pass any given point.

EDF is exploring the option of running **5 trains per day (10 train movements)**, with each of the 2 extra train movements displacing a day-time service. EDF is assessing a further option for trains to run **6 days per week** (the 6th day being Sunday night/Monday morning).

EDF is running an environmental assessment on the impact of train noise and vibration. A number of noise mitigation measures are proposed.

Melton Parish Council has expressed its concern about the overnight train proposal to both EDF and the Sizewell C Planning Inspectors. If you want to find out more details about what is planned, please go to:

If you want to have a say on the overnight train plan, please complete the very short survey on our website: xxxxxx

We really would like to hear your views as this would provide evidence for support our written response to the Planning Inspectorate at the next stage of the Sizewell C planning application. Thank you in advance.

APPENDIX B

DRAFT RESIDENT SURVEY ON SIZEWELL C PLANS TO RUN TRAINS THROUGH THE HOURS OF SLEEP

EDF's is planning to reduce the bulk materials transported by road and increase the volumes transported by rail and sea. EDF intends to achieve this by running overnight freight trains on the East Suffolk Line and building a beach landing facility at Sizewell.

EDF has submitted changes to the original planning application. The freight trains would run between the years 2023 to 2034. For the peak period of construction (5 years: 2024 to 2028), EDF proposes a weekday schedule of up to **8 train movements during the hours of sleep**.

EDF has published an **illustrative timetable for the overnight trains through Melton:**

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- a) we are concerned that railway noise & vibration and the resulting sleep deprivation would have a significant adverse impact on residents.
- b) residents' real-world experience of railway noise and vibration is far more profound and penetrating than EDF's interpretation of the technical measurements in its Environmental Statement.

- c) we do support the principle of a modal shift of freight transport from road to rail **but only if the trains run in daytime and without cutting scheduled passenger services** - and for that to happen, the capacity of the East Suffolk Line would need to be enhanced.

PLEASE COMPLETE THE SHORT SURVEY BELOW:

1. *Do you support the proposal for Sizewell C's construction materials to be moved by overnight train through Melton? Answer **Yes** or **No***

If your answer is *No*, please **TICK** which of the following two options you prefer:

2. *The extra trains should run only in daytime, without cutting scheduled passenger services - for that to happen the capacity of the East Suffolk Line would need to be increased*
3. *There should be no extra freight trains on the East Suffolk Line and the displaced construction materials should, therefore, be moved by either road or sea.*

FOLLOW-UP

Thank you for taking time to complete the survey.

Melton Parish Council is really interested to hear your views on EDF's overnight train proposal. We will take your survey answers into account when commenting formally on the Sizewell C planning application.

If you want your opinion on the overnight train proposal to receive a wider audience, you are reminded that all Melton residents are entitled to express their views to their elected representatives at Parliament, Suffolk County Council (SCC) and East Suffolk Council (ESC) and also to public officials in latter two Local Authorities.

Only those Melton residents who had previously registered with the Planning Inspectorate as an "Interested Party" (in regard to Sizewell C) may make written submissions directly to the Examining Authority.