

OFH5 STATEMENT FOR SIZEWELL C PROJECT (DEADLINE 2)

Interested Party: Chris Wheeler **PINS Ref:** 20025831

Date: 30 May 2021 **Issue:** Final

Good afternoon. My name is Chris Wheeler. I am a local resident potentially affected by the Sizewell C project, as well as by Scottish Power Renewables substation projects also undergoing Examination at this time.

I am extremely concerned at the failure of the Applicant to propose the most productive use of rail transport to deliver and take away construction materials for their massive project.

There is widespread concern throughout the local community at the impact that the proposed, largely road-based, delivery strategy would have on our already overloaded road network. And this without fully taking into account the possible impact of the Scottish Power and other related projects on traffic flows in this area. However, I have some fresh ideas which I believe would alleviate these problems.

It is well known that the capacity of the once dual track, now single track, rail line between Woodbridge and Saxmundham is the key obstacle to the intensive running of freight traffic into and out of the project site. And in addition the line has a less than ideal passenger timetable due to the continued scheduling of a spent fuel train to come into and leave Sizewell Halt every weekday. A train which, by the way, has not actually run since Sizewell A was shut down and defueled many years ago.

I am aware that during the Consultation phase the Applicant considered the construction of a passing loop on the Woodbridge to Saxmundham rail line in order to provide some extra capacity for freight trains. However, it was established that the need for such freight traffic to travel at speeds of up to 40 miles per hour, in order to not impact the existing passenger timetable, would require the modification or closure of a very large number of level crossings on the line, although these crossings are safe for freight trains running at only 20 miles per hour, as at present.

The time and cost of the required level crossing modifications was concluded to be incompatible with the Sizewell C programme, and I would not disagree with that conclusion from my own experience of consultation for level crossing alterations. The Applicant has therefore come forward with their current very limited proposals for rail freight movements, which will not adequately relieve the pressure on the road network and may well affect the existing less than ideal passenger train time table.

I would like to make a new proposal that overcomes all these issues. My suggestion is that the line between Saxmundham and Woodbridge be returned to twin track, but that freight train operation be limited to 20 miles per hour only. This would provide more than enough day-time line capacity to meet the freight needs of Sizewell C. And it should not be necessary to modify any of the level crossings as the safety of these should be unchanged due to the 20 miles per hour restriction. So the timescale for implementation should be short and compatible with Sizewell C.

This approach would also provide a genuinely valuable legacy for the community from the Sizewell C project, by allowing a regular clock-face passenger train timetable for the first time, and also the possibility of more frequent services in the future.

I commend this proposal to the Applicant, and to the Examiners, as an alternative to the current entirely unsatisfactory plans.

Thank you