

**EXECUTIVE SUMMARY**

1. Melton is a large Parish Council, adjacent to Woodbridge and located at the first bridging point over the River Deben. This small bridge plus a nearby level crossing act as a funnel for heavy and growing east-west traffic between all parts of the Deben peninsula and the A12. Melton also straddles the main north-south road (A12) and rail routes to Sizewell. The residents of Melton are affected both directly and indirectly by SZC. They stand to benefit from the economic boost that SZC should bring. They are affected adversely by the disruption, especially to transport but also tourism, local life and amenity.
2. MPC's response to EDF's Stage 3 Consultation focuses on matters most relevant to the people of Melton. The key responses are described below.
3. MPC recognises SZC's potential to deliver benefits. There is still no absolute clarity that the benefits of SZC outweigh the disadvantages. Only when that clarity is available could MPC give its full support
4. The visual impact of SZC and its four giant pylons will be a blot on the landscape of the AONB and a negative legacy for about 100 years. EDF should take action to replace the pylons with a less intrusive alternative.
5. MPC is concerned that Suffolk's ambition for SZC, to drive local upskilling and increase the proportion of high-end jobs filled by local people, will fall short of expectations.
6. EDF's plans to deliver socio-economic benefits and mitigate the socio-economic dis-benefits of SZC are at risk if it doesn't engage more with local authorities and other relevant bodies. EDF should be entering into binding multi-agency agreements, underpinned by action plans and adequate resources to deliver jointly agreed outcomes.
7. EDF's indicative contributions to three new Funds to mitigate SZC-related negative impacts in Tourism, Communities and Housing appear to be inadequate.
8. On transport movement of materials, MPC is disappointed that the previously preferred Sea-Led strategy has been abandoned. If Sea-Led approaches cannot be adopted, MPC's view is that a Rail-Led strategy is more appropriate than Road-Led, as it is important to reduce the burden on Suffolk's limited road network.

9. A Rail-Led strategy has significant impacts for Melton given its important railway level crossing cuts across the main flow of traffic to the peninsula. MPC would expect close liaison between EDF, Network Rail, MPC and other local bodies to make all necessary changes to improve the flow of traffic in this area.
10. The dog-leg shaped level crossing at Melton Station is a choke point for traffic between the peninsula and the A12. The result is congestion and build-up of air pollution in the heart of a residential area containing Melton Primary School. Measured air quality has deteriorated recently and traffic has increased since the last published measurements. MPC suggests that level crossing be upgraded and straightened out. This would represent a significant beneficial legacy.
11. EDF proposes to build a passing loop between Melton and Wickham market. MPC suggests that, for little extra cost, “double-tracking” could be put in place on this section, all the way to Saxmundham. This would reduce the risk of delays on the line and provide a significant beneficial legacy.
12. MPC’s view is that the Melton/Bromeswell pedestrian crossing should either not be closed or EDF/Network Rail should install a footbridge.
13. Given the new housing developments and additional traffic at the Woods lane roundabout, the adjacent area is now even more unsuitable than it was at Stage 2 for the Southern Park & Ride site. We are pleased that this option has been removed.
14. In MPC’s view, a four-village dualled by-pass should be built under either the Road-led or Rail-led strategies to alleviate both existing high traffic levels and the SZC-related increase in local traffic. This would represent a significant beneficial legacy.
15. MPC endorses the Sizewell C Joint Local Authority Group’s (CJLAG) calls for EDF Energy to be collaborative and to urgently share more detail and information to satisfy current concerns about the SZC proposals.