

Melton Parish Council's Written Representation - Deadline 2, Wednesday 2 June 2021.

A Summary of this Written Representation has been submitted separately

Glossary of Acronyms

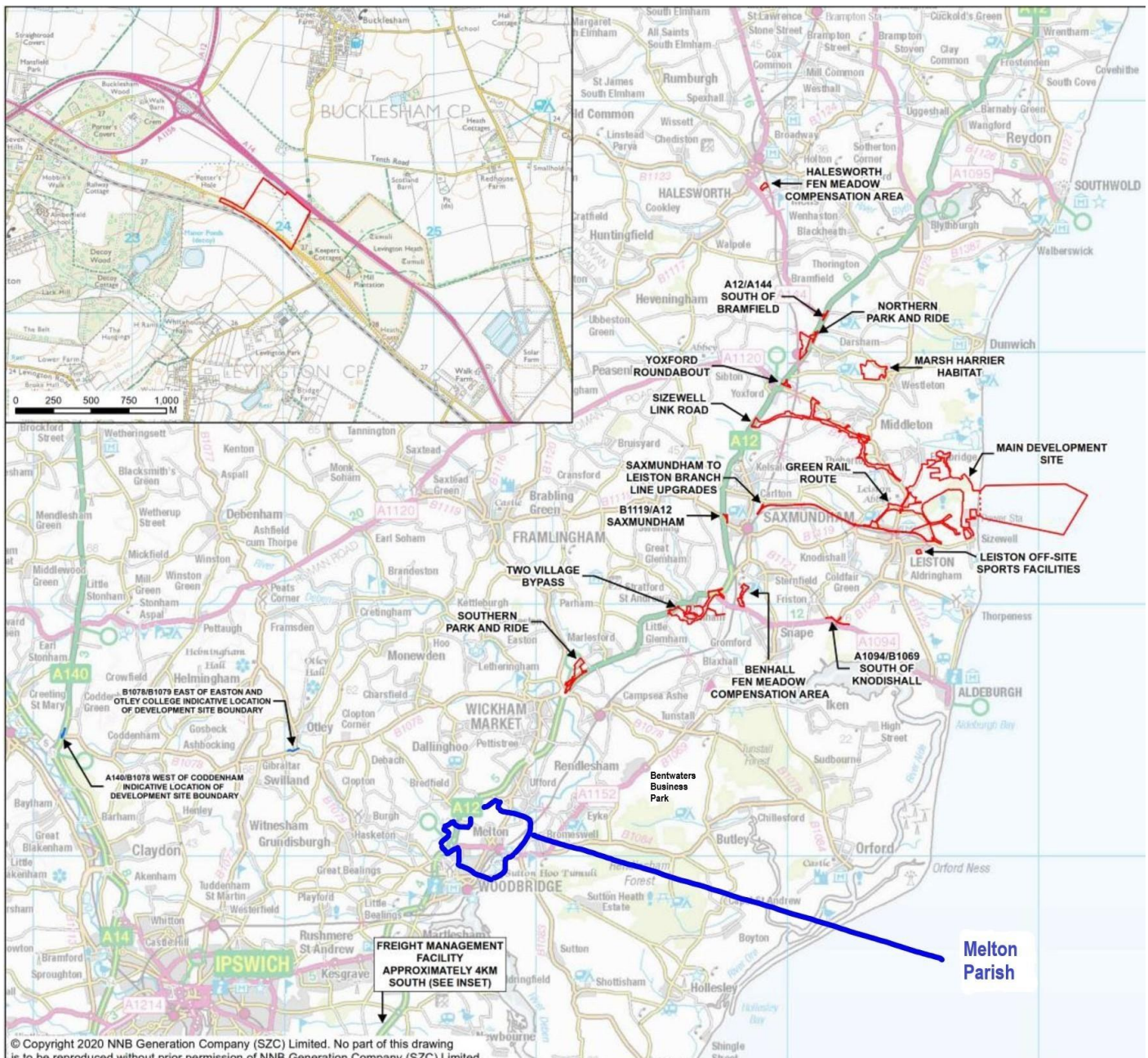
<i>MPC</i>	<i>Melton Parish Council</i>
<i>SZC</i>	<i>Sizewell C</i>
<i>EDF</i>	<i>The Applicant</i>
<i>DCO</i>	<i>Development Consent Order</i>
<i>CoESL</i>	<i>Communities on the East Suffolk Line, Westerfield to Saxmundham inclusive</i>
<i>SCC</i>	<i>Suffolk County Council</i>
<i>ESC</i>	<i>East Suffolk Council</i>
<i>WTC</i>	<i>Woodbridge Town Council</i>
<i>HGV</i>	<i>Heavy Goods Vehicle</i>
<i>AONB</i>	<i>Area of Outstanding Natural Beauty</i>

CONTENTS

	<u>Page</u>
Melton's Geographic Location	2
SZC Project Overall	5
SZC Process	5
Main Development Site	6
Traffic and Transport	
Transport Implications for Melton of the Major Energy Projects	6
SZC Freight Management Strategy	7
Road Traffic – Background Issues	8
MPC's Suggested Road Traffic Mitigations	9
Rail – Background Issues	10
SZC's Night Train Proposal	12
Rail Noise and Vibration	13
MPC's Response to the SZC Night Train proposal	14
MPC's Suggested Rail Mitigations	15
People and Economy	16
Southern Park & Ride	18
Water Supply	18
SZC Business Case	18
SZC Financial Security	19
Appendix A – <i>The A1152 through Melton, connecting the Deben Peninsula with the A12</i>	20
Appendix B – <i>Rail Infrastructure in Melton</i>	24
Appendix C – <i>Residents' Comments – SZC night train noise & vibration and sleep disturbance</i>	27

MELTON'S GEOGRAPHIC LOCATION

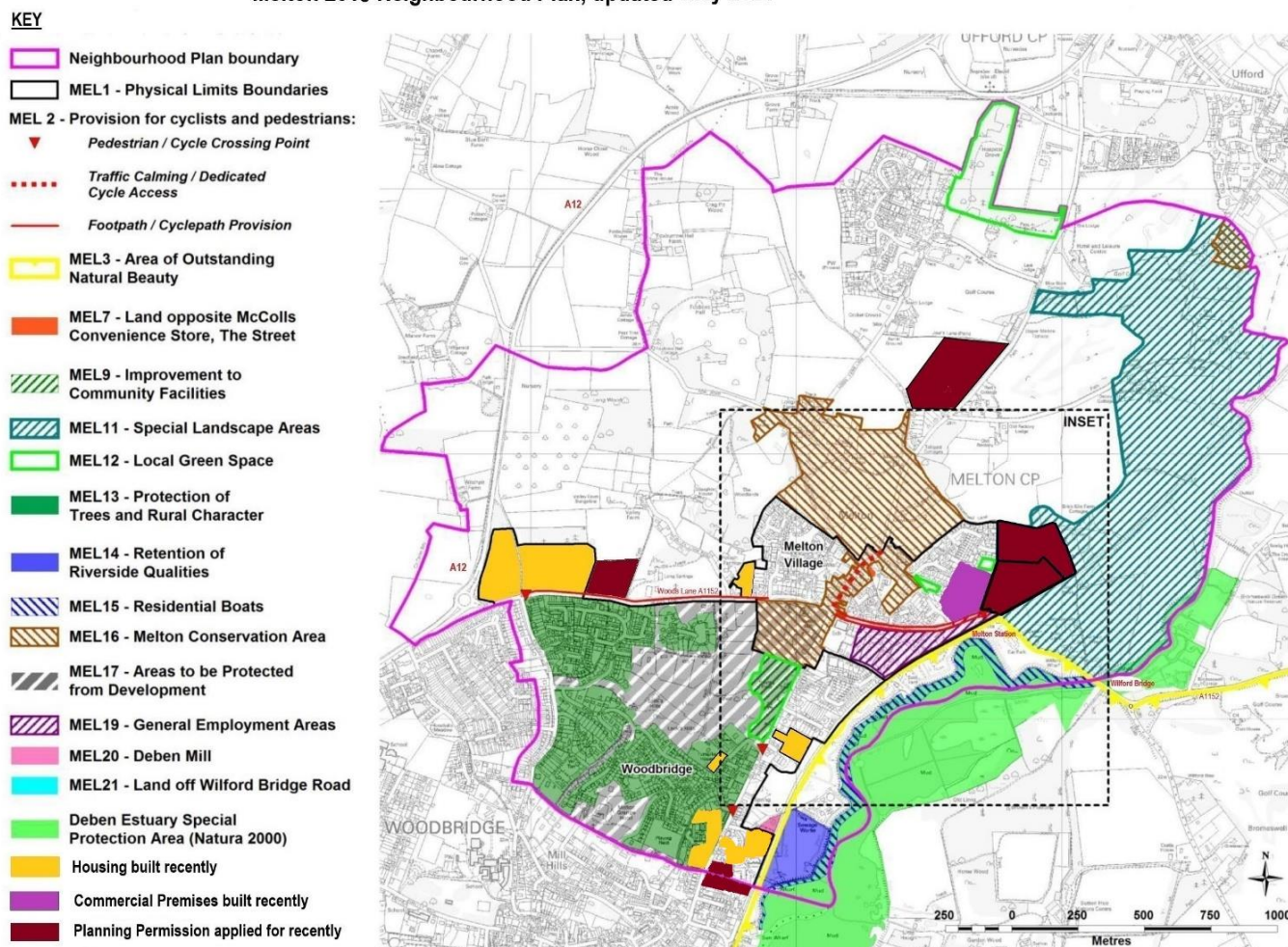
1. Melton is a large parish, adjacent to Woodbridge and located at the first crossing point over the River Deben at the Wilford Bridge. Melton has a healthy jobs base, with several employment areas accommodating over 150 businesses. There are 2,100 dwellings within Melton Parish and a population of about 4,200. Melton's population has grown rapidly in recent years, reflecting the scale of new housing development in the area.
2. The map below shows Melton's geographic position relative to key road and rail routes, the Deben Peninsula and the various locations for the SZC project.



3. The Deben Peninsula is a large area east of the A12, roughly bounded in the south by the River Deben and in the north by the River Alde and it includes the Bentwaters Business Park (which is likely to have a significant role in servicing the SZC project).

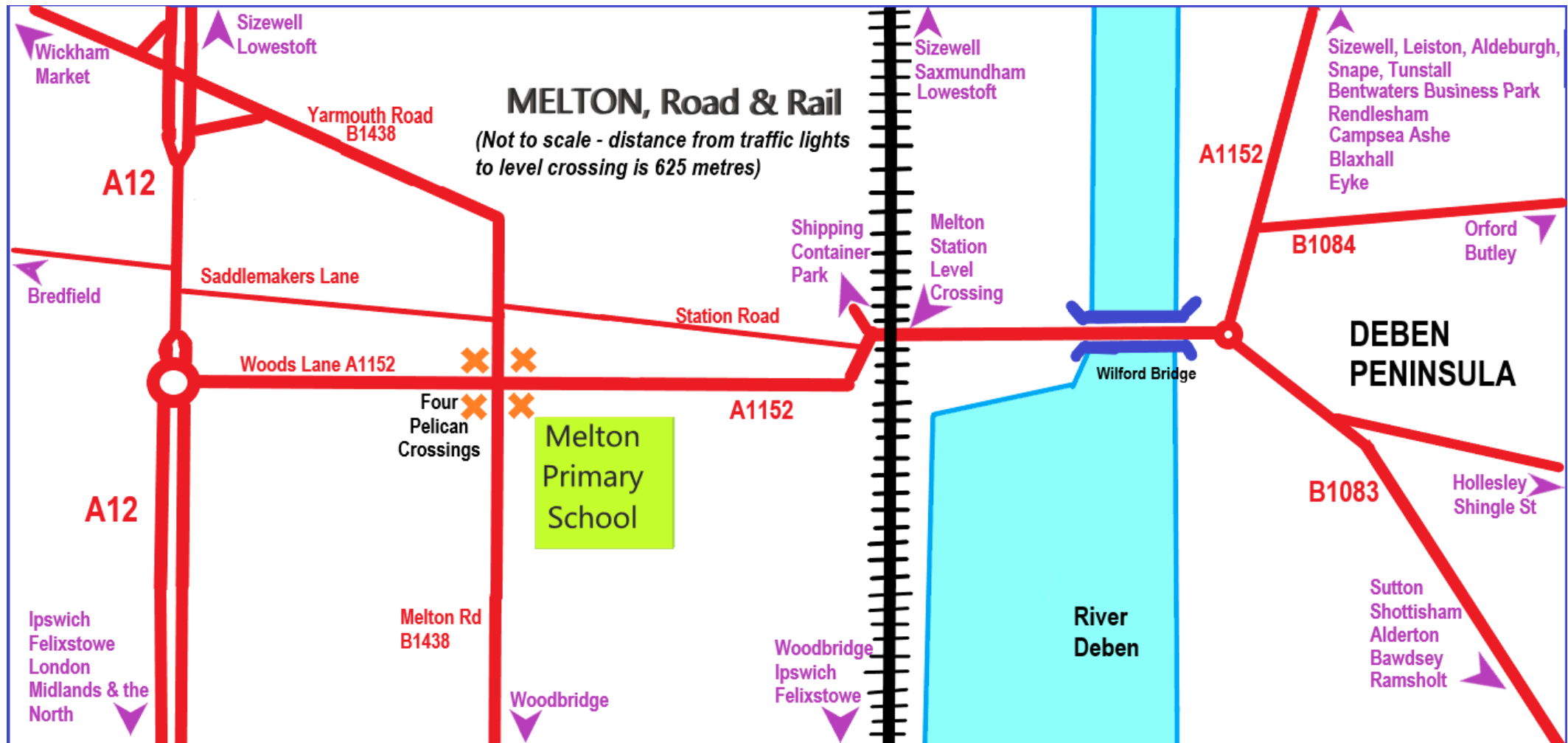
4. The latest Neighbourhood Plan map (below) for the whole parish of Melton has been updated to show more recent new-builds and planning applications. As can be seen from the map, most of the new houses being built or planned in Melton have been either on the A1152 or near the railway line, or both.

Melton 2018 Neighbourhood Plan, updated May 2021



5. Road traffic through Melton village is very heavy and most of it originates from outside the parish. The A1152, which transits the centre of the village, funnels heavy and growing traffic from businesses and households in the Deben Peninsula, to and from the A12. The A1152 is also used as an alternative route of choice, avoiding the A12, to places such as Snape, Aldeburgh and Leiston. The Local Plan describes Melton as a 'gateway to the AONB'; and MPC believes that some visitors taking the A1152 exit off the A12 will access parts of the AONB that are closer to the more northerly exits off the A12. Local traffic has also grown in recent years, consistent with the increase in Melton's housing stock, population and commercial development.
6. The schematic on the next page illustrates how:
- Melton straddles the main southern approaches to Sizewell by road and rail
 - the village centre is also a convergence point for local rat-runs that circumvent the A12.

SCHEMATIC OF THE KEY ROAD AND RAIL ROUTES TROUGH MELTON VILLAGE



SZC PROJECT OVERALL

7. MPC recognises SZC's potential to deliver benefits, both nationally and locally. That said, **MPC's overall view is that SZC will bring dis-benefits to the local environment that far outweigh the opportunities for investment and any legacy benefits accruing from its construction.** In this, MPC's position on SZC remains consistent with our responses throughout the earlier stages of consultation.

SZC PROCESS

8. MPC believes that a democratic deficit was opened-up on EDF's planning application when its highly significant proposals to change the DCO were rushed through an inadequate consultation period (30 days). This did not allow for effective engagement with residents on matters that affect them adversely. MPC disagreed with EDF's contention that the proposed changes were not "material" because, while they did not change in substance that which was applied for originally, they did introduce a highly adverse "material change" in terms of its impact on Melton people.
9. The situation was made worse by EDF's refusal to reconvene the Community Forum, in any form, as a way of communicating/consulting on its proposals with local interest groups.
10. With regard to the remainder of the Examination process, MPC accepts that virtual meetings have a role in this process but requests that a way be found for some hearings to take place in person.
11. 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 would be affected adversely by the disruption, especially to transport but also tourism, local life and amenity.
12. MPC has consulted parish residents twice on the SZC proposals. The first consultation was a public meeting in 2019 to discuss the substantive SZC planning application. The second consultation was in May 2021, when MPC volunteers leafleted all 2,100 households in Melton to inform residents of EZC's plans for multiple night trains and invite them to complete an on-line survey where they could have their say.
13. At the first parish consultation, the majority of Melton people who expressed a view did not believe that the presumed economic benefits and the mitigations proposed outweighed the very apparent disruption to transport, tourism, local life and amenity. Many expressed their views with heartfelt conviction and were well-informed on the subject. There were environmental and technical concerns that EPR Nuclear reactors had not yet been successfully implemented elsewhere in the world (schemes in France and Finland were behind schedule and over budget). Also, the construction phase would have a heavy carbon cost in the production of concrete and movement of materials and by the time clean energy is being produced in 15 years the Global Warming balance may have tipped irrevocably. The view of some people was that government should re-appraise the business case for SZC, given the subsequent increased and increasing costs of nuclear energy and the reducing costs of alternative technologies.

14. At the second parish consultation, the response from residents confirmed MPC's long-standing view that moving as much construction material as possible by **Sea** is our preferred first choice mode of transport. **Rail** is MPC's preferred second choice, subject to the trains being run in daytime-only on an upgraded East Suffolk Line with dualled track between Melton and Saxmundham and without the loss of any regular daytime passenger services.

MAIN DEVELOPMENT SITE

15. At the Stage 3 Consultation, EDF described the landscape, seascape and visual environmental impacts of SZC as "significant" and the visual impacts of the main structure as "permanent". SZC's monumental structure would become a substantial negative visual legacy within the Suffolk Coast & Heaths AONB for about 100 years.
16. If there were a check-list for where not to build a new nuclear power station, SZC would tick most boxes. Many believe the designation "Area of Outstanding Natural Beauty" should mean what it says and not include nuclear power stations. The proposed location for SZC has other disadvantages: it is poorly served by transport infrastructure; it is in a drought area with limited supplies of potable water (SZC needs vast amounts of water); it is on a beach that is subject to winter storms, erosion and, of course, the threat of rising sea levels; it is next to Minsmere, a nature reserve of international importance; and it brings the risk of environmental, ecological and, in a worst-case scenario, catastrophic damage to the area.
17. Within *SZC_Bk2_2.5_Pylons* there is a proposal to install 4 pylons at the Sizewell site, two at 65 metres and two at 48 metres height. This invasive approach was avoided in the 1980s for Sizewell B and it is our view that it could and should be avoided in the 21st century for SZC. We suspect this is simply a cost saving measure (because erecting pylons is cheaper than laying cables - this fact was confirmed during the final Community Forum meeting) and is not an unsolvable technical problem. It is unacceptable to erect any pylons here, and an alternative must be found.

TRAFFIC AND TRANSPORT

TRANSPORT IMPLICATIONS FOR MELTON OF THE MAJOR ENERGY PROJECTS

18. In and around Melton, road traffic has grown significantly in recent years. The SZC project and the Scottish Power project would hike the road traffic volumes that flow through Melton, exacerbating congestion and delays to the movement of goods, services and people and increasing noise and air pollution and the risk of accidents.
19. SZC's new transport strategy aims to reduce the volume of freight moved by HGV to 40% (from 60%). But even if this reduction is achieved, the SZC project would still deliver a quantum jump in HGV traffic movements on local roads. Furthermore, SZC's "*Traffic Incident Management Plan (TIMP)*" for the A12 could, in the event of an incident, see SZC vehicles diverted onto the A1152.
20. SZC's new rail strategy would move between 30%-50% of freight volumes by multiple overnight trains through Melton. The resultant train noise and vibration would produce a major adverse impact for residents in the form of sleep disturbance. Night trains do not enjoy

majority public support locally. If the train movements were to be made in daytime only, this would command wider public support.

21. Melton's geographic location means that it would be impacted by any permutation of land-based freight movement to the SZC and the Scottish Power projects.
22. With particular reference to the SZC project, its road & rail transport impact on Melton would be huge and all adverse, unless more substantial mitigations were put in place than those offered by EDF.

SZC FREIGHT MANAGEMENT STRATEGY

23. East Suffolk has a road and rail infrastructure that is inadequate for serving one of the UK's largest civil engineering projects (SZC). Given the billions that would be spent on SZC, we think it reasonable to expect a proportionate investment in the transport infrastructure necessary to serve such a large project – and, when construction is over, that investment would become a hard-earned beneficial legacy for the community. MPC's view is that SZC's transport strategy fails to deliver investment that is proportionate or adequate.
24. Within the DCO Change, EDF introduced a new *Freight Management Strategy (Book 8.18)* which took into account new data and the comments of some consultees. EDF's current estimate reflects a 20% volume increase in construction materials to be transported (new total **12.1 million tonnes**) and its preferred modal split for transport is now:

i. Sea	10% to 30%
ii. Rail	30% to 50%
iii. Road	40% (previously 60%)
25. With additional freight movements by rail and beach landing facility, HGV movements would be reduced significantly – 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
26. MPC supports, in principle, any change that moves more freight by sea and rail and less by road but we are completely opposed to EDF's plan to run multiple trains at night. In the event of SZC being approved, MPC's modal preference for transporting construction materials would be: *first* **Sea**; *second* **Rail (day-time only)**; *third* **Road**.
27. At the ExA's Preliminary Meeting, many (including MPC) agreed that the "Deliverability" of EDF's freight strategy should be a topic for close scrutiny during the Examination process. MPC suggests that the ExA's assessment of "Deliverability" must examine the viability of EDF's rail freight strategy within the currently planned line-capacity and, if the latter is found to be inadequate, identify what line-capacity upgrades would be required in order for the strategy to meet the test of "Acceptability".

ROAD TRAFFIC – BACKGROUND ISSUES

28. The traffic implications of the SZC and Scottish Power energy projects have brought focus to the concerns of MPC and others that multiple major developments in this part of Suffolk have had a cumulative impact on the strategic highways network and created an investment need that has not been met by the incremental approach of the statutory planning process. This planning application is an opportunity to redress some of that balance.
29. The local traffic impact of the SZC and Scottish Power energy projects would reduce capacity at busy junctions along the A12 - most notably at its A1152 junction in Melton. Along the A1152, through Melton village, this would further increase HGV and other traffic volumes, congestion, pollution and risk of accidents particularly at the “pinch points” of the A12 roundabout; Woods Lane, the traffic lights by Melton Primary School; the Melton Station level crossing; and the Wilford Bridge roundabout (more details in **APPENDIX A**).
30. Melton has a particular local problem in having a strategically important level crossing with one of the most awkward layouts imaginable. The A1152 takes a dog-leg turn where it crosses the East Suffolk Line. This forces large vehicles onto the opposite side of the road in order to negotiate the bend, halting traffic flow and increasing congestion, pollution and accident risk on an already congested road. The A1152 carries a great many HGVs and large agricultural vehicles. *(Typical incident in the photo below – This HGV’s trailer was actually twice as long as its shipping container load. The two cars in the foreground braked to a stop, leaving road space for the HGV to complete its turn. The car on the far left got stuck, unable to proceed, until the HGV had edged past it skilfully and with little room to spare).*



31. At the time of writing, the surfaced area next to the level crossing has, for months, been full of shipping containers stacked 3-high – the site’s access to the A1152 is near the road’s bend, adding to local traffic problems.
32. There is widespread local concern that the SZC and Scottish Power energy projects would lead to an explosion of rat-running on local roads. This would occur as and when drivers

choose to avoid using the A12 or the Southern P&R site. Also, vehicles seeking alternative north-south routes have a ready selection of rat-runs through Martlesham, Woodbridge and within Melton (on Yarmouth Road, Saddlemakers Lane and Station Road), that all converge at the centre of Melton village and join the A1152 over the Wilford Bridge for destinations east of the A12.

33. The lack of resilience of the local road network is a very important issue. The A12 is already highly vulnerable in the event of major breakdowns, accidents, roadworks, Orwell Bridge closures, adverse weather, “Operation Stack” being in force for the Port of Felixstowe, the Latitude Festival, heavy tourist traffic to the AONB and coastal resorts and other events/incidents. These are not uncommon events. SZC’s *“Traffic Incident Management Plan (TIMP)”* addresses these issues. MPC is concerned that in the event of an A12 incident, *TIMP* permits SZC’s HGVs and Buses to take any Police or Highways Authority diversions rather than be confined to base at the Freight Management Facility (Nacton) or the Southern Park & Ride, respectively (see DCO Book 8.6, paragraphs 4.3.11 & 12). It follows that, in the likely event of a blockage on the A12, SZC vehicles could be diverted onto the A1152 through Melton.
34. The Bentwaters Business Park is a dynamic and successful commercial centre which is believed to have contributed to the traffic increase on the A1152 in recent years. It is likely that traffic from the Business Park would continue to grow, even without SZC. If SZC does go ahead, there would be extra HGV traffic from the probable increased use of Bentwaters Business Park for off-site offices and stores etc. and providing various services to the construction project.
35. Unsurprisingly, residents are especially worried that the substantial increase in traffic through the middle of Melton, driven by the SZC and Scottish Power projects, would place their children at further risk from accident and pollution, given that Melton Primary School is next to the A1152’s four pelican crossings in the centre of Melton.

MPC’s SUGGESTED ROAD TRAFFIC MITIGATIONS

36. At the various consultation stages, MPC has argued that the SZC project should mitigate the deficiencies of the A12 and A1152, rather than simply making them worse.

The A12

37. A key priority is to keep the A12’s traffic free-flowing. This reduces pollution and minimises congestion on the A12’s many feeder roads. MPC contends that the A12 must be dualled continuously from Woodbridge to its junction with the A1094 at Friday Street. MPC therefore supports:
- dualling the single-carriageway stretch of the A12 between the Seckford Hall turn-off and the Grundisburgh Road roundabout (this is currently proposed by SCC);
 - dualling the single carriageway stretch of the A12 between the Woods Lane roundabout and the Ufford Road turn-off (this is not being promoted by SCC);
 - a dualled 4-village bypass scheme, similar to that promoted by Suffolk County Council (SCC) within its *Suffolk Energy Gateway* scheme. At Stage 3 of the SZC

consultation, EDF said it supported SCC's scheme and was prepared to provide a financial contribution in lieu of a two-village bypass. We are aware that SCC's scheme did not proceed but given our heightened awareness of the greater traffic impact of the combined Sizewell & Scottish Power energy projects, we believe the SCC/EDF proposal should be re-visited.

The A1152 - the Deben Peninsula's access to the A12

38. A key priority is for an intervention that reduces the volume of road traffic that needs to pass through Melton to access the A12. As things stand, SZC and the Scottish Power projects would simply make a bad traffic situation on the A1152 worse. Ideally, the centre and north of the Deben Peninsula should have a short, direct, road to the A12, avoiding the need for cars, HGVs and other commercial vehicles to trundle miles, back and forth, on country roads that converge in and clog-up the centre of Melton village.
39. MPC would also welcome the following mitigation measures to the A1152 in Melton, to improve road safety, avoid congestion and minimise standing traffic and its resultant pollution:
- A high priority is for the dog-legged level crossing at Melton Station to be upgraded and straightened out;
 - There is also an urgent need for an improvement to the physical highway to relieve the serious traffic congestion at the Melton crossroads traffic lights, next to our Primary School.

RAIL – BACKGROUND ISSUES

40. There is a need to upgrade the capacity of the East Suffolk line. The diagram below highlights the key problem – the single-track stretch of line between Melton and Saxmundham.



41. A capacity upgrade is required to strengthen the line's resilience. Without it, any strategy to move more freight by rail isn't viable. If there were to be a major increase in train movements on the East Suffolk line, day or night, a more resilient rail network and contingency plan would be essential in order to deal with a major breakdown, flooding, accident or other incident.
42. MPC doubts that the limited capacity of the current East Suffolk line would permit EDF to provide assurance that, in the event of a freight-train incident, no disruption would occur to the all-important day-time rail schedules on which residents depend for their livelihood.
43. At the SZC Stage 3 consultation, EDF acknowledged the rail capacity problem when it proposed to build a passing loop between Melton and Wickham Market. At the time, MPC suggested that a better option would be for "dual-tracking" to be put in place between Melton and Saxmundham.
44. Later, at both the SZC Stage 4 and DCO Change consultations, MPC continued to urge EDF to dual-track the line between Melton and Saxmundham. Such an upgraded East Suffolk line would then have the capacity and resilience to permit safe operation of the proposed extra trains in day-time, eliminating the threat of overnight train disturbance for Melton and Woodbridge residents and providing a significant and, much needed, beneficial infrastructure legacy. MPC has never received from EDF any acknowledgement, recognition, or rebuttal of this sound proposal.
45. The map below shows the junction of the A1152 with the Melton Station level crossing. Also shown is nearby housing, existing and planned. At the time of writing, ESC was considering a planning application for up to 55 Homes on land adjacent to the railway line. This confirms that many more than the current stock of Melton homes would be affected in future by the rail noise and vibration from the proposed SZC night trains. EDF's current plan is to raise train speeds to 20mph at a point just north of the level crossing, which means northbound trains would be under load adjacent to this new development area and making considerably higher noise.



SZC's NIGHT TRAIN PROPOSAL

46. EDF's withdrawal of its Stage 3 Consultation offer to build a Passing Loop on the East Suffolk Line and its refusal to invest in a capacity upgrade of the line between Saxmundham and Melton, have led to its alternative plan of operating freight trains throughout the hours of sleep.

47. From 2023 to 2034, a period of 11 years, EDF intends to operate multiple overnight freight trains on the East Suffolk Line. Between 2024 and 2028, a period of 5 years, 8 overnight trains per night would run through Melton at average intervals of 49 minutes. Travelling at 10mph through Melton & Woodbridge, the $\frac{1}{3}$ Kilometre long trains would take about 1 $\frac{1}{4}$ minutes to pass any given point. To that must be added the fade-in/fade-out time for the noise of trains arriving/departing, taking the combined period of train noise and vibration to well upwards of two minutes per train. At four level crossings in Melton, their acoustic alarms start between 35 to 60 seconds before a train arrives. The four crossings can be are grouped into two pairs. The crossings in each pair are so close to each other that their alarms would be pulsing at the same time, for a period, as each train passes. After passing through Melton, Woodbridge and Saxmundham, the overnight trains would be held at the Leiston branch line until morning, when they would be delivered to site.

48. The number of trains per day (night) over the 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]	

49. EDF has published an illustrative train timetable for night 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

50. 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.

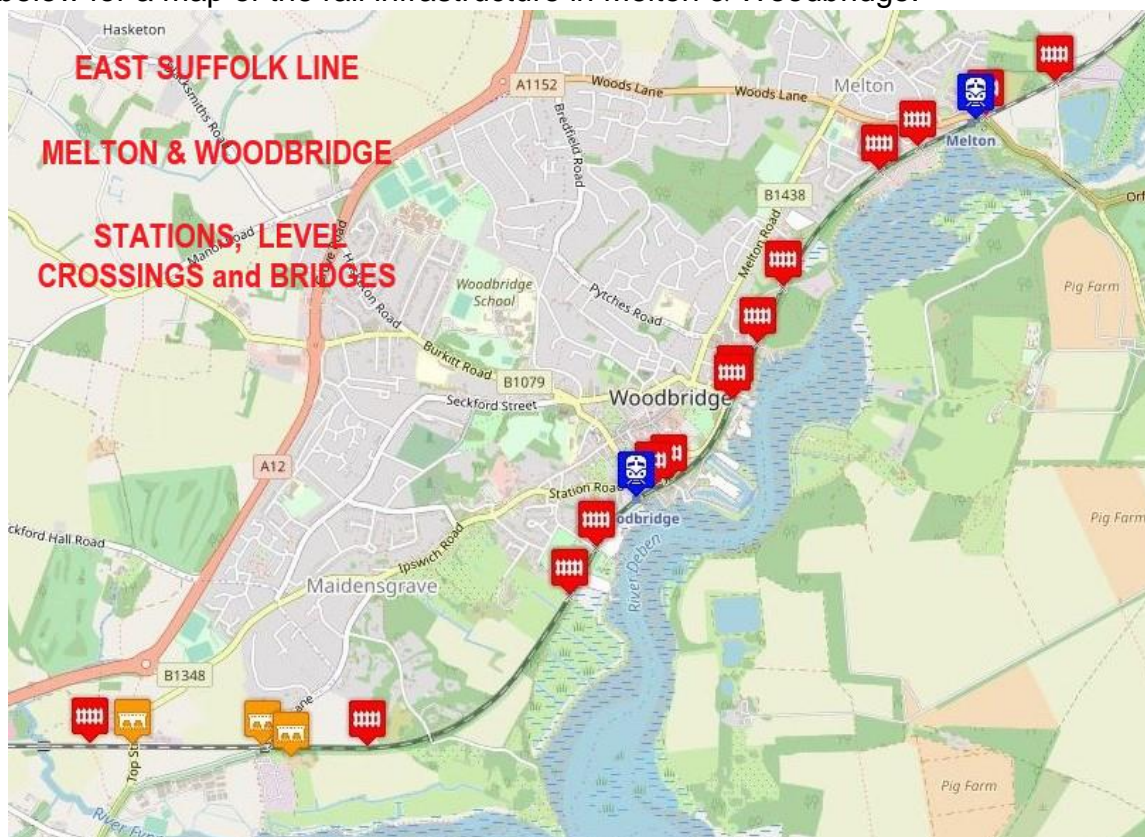
51. EDF is also exploring the option of running **5 trains per day (10 train movements)** during the peak construction phase. There is not enough capacity for the 5th train to run overnight, therefore, it would have to run in daytime by cancelling a pair of passenger services either side of the freight train. The illustrative times for the 5th freight trains through Melton are:

08:45 Inbound (going north)
12:35 Outbound (going south)

52. SZC is assessing a further option for trains to run **6 days per week** (the 6th day being Sunday night/Monday morning).
53. EDF acknowledges that overnight trains would cause noise and vibration and pose a risk of sleep disturbance for residents. EDF is working on a Noise Mitigation Scheme that is expected to include 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.

RAIL NOISE & VIBRATION

54. Rail noise and vibration take several forms including: noise that is specific to train or track type; noise caused by trains braking, accelerating, stopping and restarting; audible warnings at level crossings; train horns; track alarms; and whistle boards.
55. Woodbridge Town Council's (WTC) Written Representation (Deadline 2) contains a technical report entitled "*Review of Railway Freight Transport with specific reference to Noise and Vibration impact in Woodbridge*" that has been shared with MPC. We agree with WTC's contention that EDF has understated the effects of train noise through Woodbridge (and by implication Melton and other areas) in a number of ways, including a failure to heed the latest international guidance by the World Health Organisation on maximum noise levels for night-time train traffic. We support WTC's request that EDF should be asked to look again at these issues using the range of expertise available to them to see whether greater mitigation should be provided. WTC's further recommendation that the ExA, if they approve the application, should require EDF to dual-track the line between Melton and Saxmundham is also consistent with MPC's recommendation.
56. See below for a map of the rail infrastructure in Melton & Woodbridge.



57. For a closer look at the rail infrastructure within Melton, please turn to **APPENDIX B**. From this, it is reasonable to conclude that Melton has a significant number of households (including Houseboats) which would be impacted by rail noise (including barrier alarms) and vibration from the SZC plan to run multiple overnight freight trains.
58. EDF's technical assessment of barrier alarm noise at level crossings is in the DCO Book 6, Volume 9, Chapter 6 and was based on crossings on the Saxmundham to Leiston Branch Line. EDF's view is that, at night, properties that were not directly adjacent to the crossing alarms were unlikely to be significantly affected by them. MPC's view is that most of the crossings assessed by EDF were in virtually open countryside and quite untypical of the level crossings in Melton and Woodbridge. Only one crossing assessed by EDF was in a built-up area, Leiston, and that town has now been promised no overnight trains.
59. EDF's view of barrier alarm noise does not square with what residents are telling us: that the barrier alarm warnings are loud and particularly penetrating at night. For example, one resident has told us that the barrier alarm at Melton Station (A1152) can be heard loudly at their cottage 400 metres away.
60. This illustrates a key point – most residents will accept a reasonable amount of rail noise and vibration in day-time hours. What they won't accept is the rail noise (including barrier alarms) and vibration from multiple trains every night, disrupting their sleep for years on end.

MPC'S RESPONSE TO THE SZC NIGHT TRAIN PROPOSAL

61. MPC objects to EDF's inconsistent policy with regard to freight movements at night. All road freight movements are banned between the hours of 23:00 and 07:00, as are rail freight movements in Leiston, on the grounds that the **noise and vibration** would be an unacceptable disturbance to residents. And yet, EDF is planning overnight freight trains through Melton, Woodbridge, Saxmundham and other communities on the East Suffolk Line (*CoESL*).
62. To further protect Leiston, EDF is to invest in building a temporary "green route" rail line to take trains directly from Saxmundham to the SZC site, bypassing Leiston. MPC supports all the actions being taken to protect Leiston's residents from rail noise and vibration. We would also point out that the combined population of Melton, Woodbridge and other *CoESL* is much higher than Leiston's and no less deserving. It is MPC's contention that the case for avoiding overnight freight train operations through Melton, Woodbridge and other *CoESL* is just as strong and that EDF should, therefore, extend to all *CoESL* a guarantee of no freight trains between the hours of 23:00 to 07:00.
63. MPC made all the above points in its response to EDF's DCO Change consultation, but the final planning application was fundamentally unchanged.
64. Such was MPC's concern about the SZC's night train proposal and the community's general lack of awareness of its implications that, in May 2021, our volunteers leafleted all 2,100 households in Melton to inform residents of what was being planned and invite them to complete an on-line survey where they could have their say.
65. MPC received 247 responses to the survey; equivalent to 12% of households and representing a good rate of return from our narrowly-focussed consultation exercise. A strong message

coming back from residents was that as much construction material as possible should be moved by sea.

66. On the specific question of the movement of freight by train:

- nearly two-thirds of respondents were opposed to overnight trains;
- there was majority support for freight to be moved by train in daytime on an East Suffolk Line with upgraded capacity.

67. If SZC receives planning permission on the basis of the plans submitted, there would be a stark difference between Melton's preferred modes of transport and the modes to be used by EDF:

- Melton's two top preferences for the bulk movement of construction material are by **Sea** and by **Day-Time Trains**. *EDF plans to move only 10 to 30% of freight volumes by these combined modes.*
- The two modes of transport that Melton opposes - **Night Trains** and **Road** – would be used by *EDF to move between 70 to 90% of freight volumes.*

68. A transport strategy that majored on **Night Trains** and **Road** would be an outcome unacceptable to Melton's residents and also, we suspect, to residents of other nearby communities.

69. Our residents tell us that their real-world experience of train noise and vibration is that it is far more profound and intrusive (and carries further) than EDF's interpretation of the technical measurements recorded for its Environmental Statement and more recent studies. A record of all the recent feedback from residents is given in **APPENDIX C**. The vast majority of residents' comments and concerns are about the adverse impact of noise & vibration and sleep disturbance as a consequence of SZC's multiple overnight trains.

70. Melton has a number of Houseboats that are berthed on the River Deben, close to the railway line. EDF recently issued a 30-day "*Targeted consultation on rail noise impacts/mitigation*" with regard to Houseboats on the River Deben, on which responses are required by 11 June 2021. We ask that the ExA includes Houseboat residents within its overall consideration of the impact on households of night train noise and vibration and the accompanying disturbance of sleep.

MPC's SUGGESTED RAIL MITIGATIONS

71. MPC's recommendations to mitigate EDF's freight train proposal are as follows:

- there should be a further increase in the volume of construction material be moved by sea;
- rail freight movements must be in daytime only, on an upgraded East Suffolk Line which is dual-tracked between Melton and Saxmundham, and without the loss of any regular daytime passenger services;
- EDF should be asked to look again at its possible understatement of the effects of train noise through Woodbridge (and by implication Melton and other areas) and review its

proposed mitigation measures;

- if rail improvement work has to be done at night, Network Rail should avoid undue disturbance to the population by banning work between midnight and 6am in residential areas;
- during any upgrade work, impacts on passenger services, vital for Melton people commuting to Ipswich and beyond, should be minimised.

72. EDF intends to offer a household-based scheme for noise mitigation (sound insulation etc.). MPC's main comment on this is to repeat the point that the best noise-mitigation action for households would be to run the trains in daytime only.

73. MPC recommends that EDF should apply the following principles to its household-based scheme for noise mitigation:

- the scheme should apply whether the trains run during the day or at night,
- it should protect all the households that are affected adversely by rail noise & vibration;
- there should be fair and transparent eligibility criteria to identify those households that qualify for sound insulation;
- the terms of the scheme should be communicated effectively to households and the scheme should be designed to make it easy to access.

PEOPLE AND ECONOMY

74. SZC latest proposals (*see DCO Economic Statement, Book 8.9*) are forecast to deliver economic benefits in both the construction and operations phases. The benefits would come from substantial cash injections into the local economy plus a temporary boost in employment (some for local people) through the construction phase and new permanent jobs (some for local people) in the operations stage. There would be an Apprentice scheme plus special initiatives for "Education", "Skills" and "Supply Chain".

75. SZC has also developed a Mitigation & Enhancement Strategy, in conjunction with partner organisations and backed by funding plus a Section 106 agreement, for each of the following:

- *Employment, Skills & Education*
- *Supply Chain*
- *Tourism*
- *Accommodation*
- *Community Safety Management*

76. MPC recognises SZC's potential to deliver economic benefits and acknowledges that its latest mitigation strategies are a big improvement on those at the Stage 3 Consultation. Having said

that, it is a universal truth that forecasting the benefits of major projects is easier than delivering them. There is still much uncertainty about the deliverability of these plans.

77. One of Suffolk's ambitions for SZC was the hope that it would drive local upskilling and increase the proportion of high-end jobs filled by local people.
78. SZC's workforce plans for the construction phase shows that it will fail to deliver the ambition of having more senior/higher graded posts filled by local people e.g. only 8% of the peak 1,890 Professional & Management posts would go to local workers.
79. MPC is further concerned that the operational phase would result in a similarly poor proportion of the 900 permanent jobs going to local people. If many of these posts are to be filled by people migrating to Suffolk, there should be an impact assessment of what that inward population growth would mean for local housing, schools, NHS services and other community facilities.
80. East Suffolk's Tourism Strategy 2017-2022 says that tourism is worth £590m per year to the local economy and made up 13% of all employment (2015). For East Suffolk, tourism is worth substantially more to the local economy than SZC. Even with mitigations, the SZC project brings with it the risk of an adverse impact on tourism, resulting in loss of income and jobs.
81. The governance arrangements for SZC's mitigation strategies now look to be acceptable, in principle. However, some significant uncertainties remain:
- Has each strategy been fully endorsed by all its stakeholders?
 - Have stakeholders confirmed the deliverability of the various strategies?
 - How much will EDF invest in each strategy?
 - Are all interested parties convinced of the robustness and resilience of SZC's socio-economic strategies? Even the best mitigation strategies can be overwhelmed by events or sheer volumes of activity. For example, at peak, having nearly 6,000 itinerant workers at SZC is still likely bring huge problems to the local community, notwithstanding all the mitigation strategies.
82. In summary, MPC recognises SZC's potential to deliver economic benefits. But there is still insufficient clarity about the scale of economic benefits that would flow from SZC, or the effectiveness of its mitigation strategies. MPC considers that the dis-benefits of SZC outweigh the benefits. The community would incur severe dis-benefits to transport, the environment and pollution, tourism, accommodation and community safety. While the economic benefits to the supply chain and jobs are welcome, in the latter case they fall short of expectations.

SOUTHERN PARK & RIDE

83. MPC notes the SZC proposal for locating the Southern Park & Ride at Wickham Market. We strongly re-affirm our previously stated view that the Stage 2 Consultation option for a Park & Ride site to be located adjacent to the Woods Lane (A1152) roundabout on the A12 must not be reconsidered. Given the new housing developments and additional traffic at the Woods Lane roundabout, the area adjacent to the A12 roundabout is now even more unsuitable for a Park & Ride site than it was at Stage 2.

WATER SUPPLY

84. Since the Stage 3 consultation, MPC has become aware that there is an ongoing issue with water supply in the Suffolk area. The construction and operation of SZC would, at times, require up to 3 million litres per day of fresh potable water. This would be necessary throughout the operational lifetime of the plant and beyond, as some of this water is also needed to maintain the cooling ponds. EDF omitted any mention of potable water in the consultation documents. Suffolk is the most arid area of the UK and the frequency and severity of drought will worsen with climate change. We remain concerned this will impact adversely on agricultural and domestic supplies and cause ecological problems in the region. Inevitably, when operational, priority would have to be given to keeping the reactors safe. Therefore, in times of stressed supply other users would be cut off unless something drastic is put in place to deal with shortages in Suffolk. Suffolk continues to support the national drive for more housing, so this problem is already set to get worse.

85. EDF has an obligation to demonstrate where they will get the water supply from and an obligation to prove that it is sustainable and will not impact on the environment or water supply for other users. No plan has been developed or published to mitigate this risk. As a result, we are concerned that the proposal to build Sizewell C in our area will have a detrimental effect on existing households and businesses, many of whom use boreholes and wells from the underground aquifers to supply their homes. Without appropriate mitigation on this point, we cannot see how the development of Sizewell C can be considered appropriate for Suffolk as a whole.

SZC BUSINESS CASE

86. The SZC “Funding Statement” (APP -066, Book 4.2) is short on detail considering the huge scale and national importance of this project. The reported sources of funding have presumably been rendered either obsolete or subject to review because of the UK’s re-assessment of its security relationship with China. The financing model for new nuclear projects, “Regulated Asset Base” (RAB), is also under review and an alternative “deliverable funding model” may emerge. The investment model for SZC must be firmed up and scrutinised closely before the project can proceed.

87. As there have been dramatic changes in the international energy market since SZC was first launched, MPC suggests that an independent expert should be invited to apply a value for money test to the whole-life financial business case for SZC ("whole-life" being all activity spanning the periods of: construction, operation, de-commissioning and nuclear waste disposal).

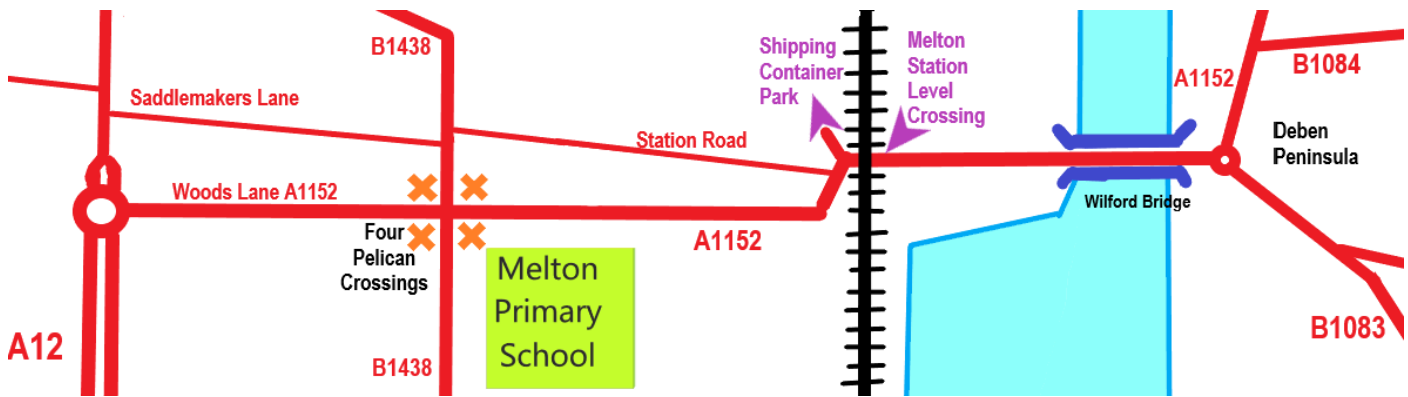
SZC FINANCIAL SECURITY

88. MPC suggests that there should also be an independent expert evaluation of the impact of this project on EDF's financial capacity, the aim being to assess the risk of financial default during either the construction, operation or de-commissioning periods. There should also be legal safeguards to protect the UK national interest in the event of any possible future move by EDF to dispose of their interest in SZC.

Melton Parish Council
2nd June 2021

A1152 through MELTON, connecting the DEBEN PENINSULA with the A12

The number and size of HGVs and agricultural vehicles that travel on the A1152 through the middle of Melton village has increased dramatically in recent years, as has the volume of car traffic. While some of the traffic increase comes from housing and commercial developments within Melton, most of the increase originates from elsewhere.



This short stretch of the A1152 has several choke-points that slow or stop traffic flow, creating congestion and air/noise pollution. The single carriageway A1152 does not have a dedicated cycle lane and, as the road is quite narrow in places, it can be quite difficult for cars to overtake cyclists safely and this can lead to bunching of traffic. From west to east, the main choke-points on the A1152 are as described below.

The A12 roundabout junction with Woods Lane (A1152) is very busy. More HGV traffic on the A12 will exacerbate the back-up of traffic on Woods Lane. See photo below.



Woods Lane itself contains several features that impede the flow of traffic. Woods Lane is joined by a number of side-roads, feeding traffic from nearby residential areas. In recent years, there have been substantial housing developments along Woods Lane and more seem likely. This has and will create new access points onto Woods Lane and more vehicle movements, all adding to the already high congestion on that road. There is also a Pelican crossing just east of the Bredfield Road junction. See photo below.



At the centre of Melton village, next to the Primary School, is the cross-road junction between the A1152 and B1438 (Melton Road/The Street/Yarmouth Road). There are 4 Pelican crossings to control the traffic lights. The school's main entrance is on the Melton Road and it also has a drop-off layby around the corner on the A1152. To measure air pollution near the primary school, 3 new monitoring sites have been added at the Melton crossroads in order to confirm concentrations at key points in this locality. See photo below.



The Melton Station railway level-crossing on the A1152 is a cause of congestion where the road has an awkward dog-leg configuration. See photo below.



The photo below illustrates how the Melton Station level-crossing's dog-leg turn forces large vehicles onto the opposite side of the road in order to negotiate the bend, halting traffic flow and increasing congestion, pollution and accident risk on an already congested road. *The damaged safety railing is evidence that the acuteness of the bend causes some vehicles to cut the corner and mount the kerb, posing a risk to pedestrians.*

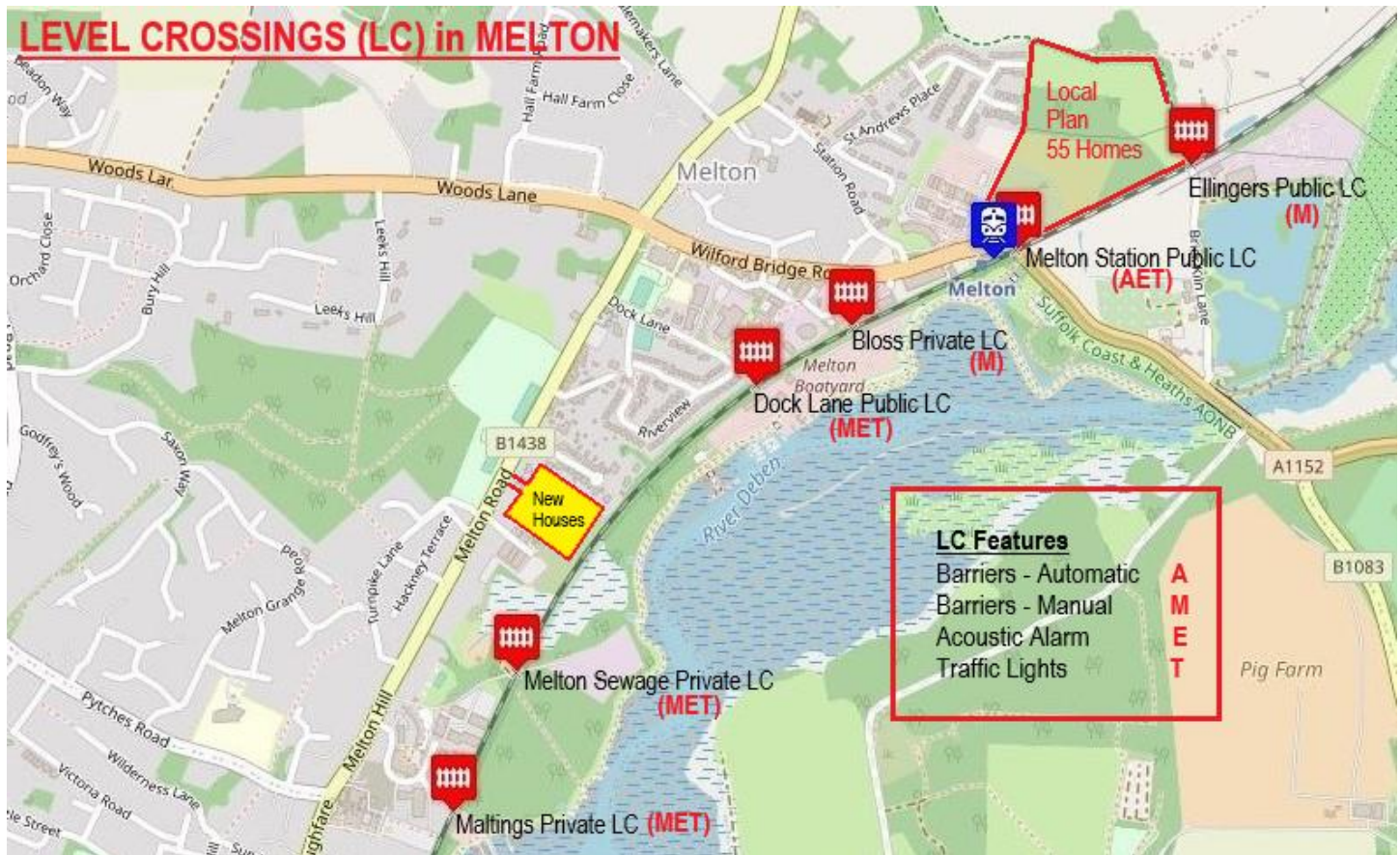


The Melton Station level-crossing is used by a many long and/or wide HGVs and agricultural vehicles – see a few examples in the photos below, showing how tight for space is the A1152.



East of the Wilford Bridge, there is a small but busy roundabout that is a strategic convergence point for roads from across the Deben Peninsula. The roundabout is not easy for large vehicles to negotiate. See photo below.



RAIL INFRASTRUCTURE IN MELTON

In varying degrees, the entire length of the East Suffolk Line through Melton is close to residential property that is either already built, or is in the Local Plan to be built within the next 5 years. The rail track and level crossings at *Maltings* and *Dock Lane* are also near to Houseboat moorings on the River Deben.

Furthermore, residential property in the Melton Hill area might also be impacted by barrier alarm noise from two nearby level crossings, just inside the Woodbridge boundary at *Sun Wharf* and *Lime Kiln Quay*.

The level crossings at *Maltings*, *Melton Sewage* and *Dock Lane* are equipped similarly in having manual barriers, acoustic alarms and stop/go lights – and the equipment appears to be new.

The distance spanned by the *Melton Sewage*, *Maltings*, *Sun Wharf* and *Lime Kiln Quay* level crossings is only 525 metres. Given the $\frac{1}{3}$ Kilometre length of the SZC trains and the fact that the acoustic barrier alarms start about 35 seconds before a train arrives, all four barrier alarms would start-up in sequence, then pulse in unison, when each train passes.

Train klaxons are also used at crossings with acoustic alarms and warning lights when train drivers note the possibility of an infraction of crossing limitations by vehicles or pedestrians.

The photo below, taken from the *Maltings* level crossing, shows just some of the houses on Old Malting Approach. There are other houses nearby that are much closer than this to the railway line.



The photo below shows new houses under construction at Deben Meadows, north of the *Melton Sewage* level crossing.



The distance between the *Dock Lane* and *Melton Station* level crossings is only 490 metres. This means that both acoustic barrier alarms would be pulsing at the same time, for a period, as each train passes.

The photo below of the *Dock Lane* level crossing shows houses in the background, on Riverview. The barrier/alarm equipment here is similar to that at *Melton Sewage and Maltings*.



The photo below shows the *Melton Station* level crossing on the A1152. It is the only crossing with automatic rising barriers. It has an acoustic alarm and stop/go lights. The alarm can sound for upwards of a minute before each train arrives



The *Bloss* and *Ellingers* level crossings both have manual barriers, plus a telephone for drivers to check if a train is imminent. They do not have acoustic alarms, nor stop/go lights. Trains may use their klaxons as they approach these crossings.

In summary, Melton has a significant number of households (including Houseboats) that would be impacted by rail noise (inc. barrier alarms) from the plan to run multiple overnight freight trains.

RESIDENTS' COMMENTS - NIGHT TRAIN NOISE & VIBRATION and SLEEP DISTURBANCE**EMAILS and LETTERS**

[This refers to Barrier Crossing Noise] - *"The noise does carry from Melton Station all the way to our cottage most days, so you can see the distance the sound can carry and the potential for disturbed sleep. It's like a car alarm going off and sounds like a police car! Nee nah nee nah! Very unpleasant but necessary for safety reasons."*

Further to my recent email, we have just learnt from the railway workers that a 2-tone warning is to be sounded at our level crossing for the full length of the time the train is passing through (1 1/4 mins) for each of the 10 trains passing through all night.

This is clearly intolerable. What is the point of mitigating noise if this is allowed? Please plead for this freight to be transported by sea.

As a resident at New Quay Court I am very concerned about this proposal for the reasons you have already flagged up (sleep disturbance, loss of quality of life) but also this track and the building (only feet from the rail line) were never designed to sustain the proposed level of freight vibration. The structural damage and negative impact on the environment over the years would seriously affect the property value. The surplus construction material MUST be sent by SEA.

With regards to the overnight train proposal that Sizewell C will need to transport their construction material, I really must object strongly against it. I live in New Quay Court which is next to the line and only about 30 yards from the alarmed barriers which have just been installed. The thought and the reality of heavy trains passing every 49 minutes during the night is completely intolerable, not only for the rumbling of the trains but the 2 toned alarm that will be continuous for 1 1/4 minutes will stop any hope of a good night's sleep. We purchased the flat 15 years ago because we liked the peace and quiet of the area, the East Coast line trains have never disturbed us at all when there was a gate crossing at the Melton boatyard although now of course the alarms are very loud but I understand from a H & S position that this is important, especially for the visually impaired, however nobody goes to the boatyard at night so the alarms will only hinder sleep not help anyone over the line.

Please can the construction material be transported by sea? It wouldn't affect anyone or any of the other residential areas that the line passes through.

"to be honest this whole thing fills me with deep depression. The area simply isn't equipped for the level of traffic on the roads or rail. Even since we arrived 4 years ago, we have noticed a huge increase on the road. Melton crossroads is rarely empty and usually has a long queue in at least one direction.

X has sent you the professional comments, mine can only be from my gut!

I am already woken by the line cleaning train in the night, and whilst I actually love our little local train, and miss it when it isn't running, that is because it is only twice an hour. I think I would feel very differently with the increase, though would prefer more in the day if it means less at night.

I completely agree that sea is the way to go, but know that from the start they have said thos would not happen. I despair of the extra footfall and traffic in the area during the building, and obviously feel this is completely the wrong place to build it, as I love that beach. We were there the other day, and I will whatsapp you a photo of a house along the cliff from there...their picnic area literally now hanging over the beach

Sorry, not very helpful. Just don't want it!!!"

"The Class 66 is an American industrial design from the 90s and first came to the UK in 2000. Freight companies also use class 37 built from 1960 as English Electric Type 3's and Class 47s which date back to 1963. As the Class 37s would work in pairs they are extremely noisy as is currently apparent with the leaf clearance trains at night.

Restrictions should therefore apply to which locomotives may be used on the Sizewell freight contract. I would suggest none noisier than a Class 66 should be allowed and the class 66's should be fitted with sound attenuation equipment if practicable.

Commenting on the effects of more trains pre-supposes that I approve of the new build Sizewell C - which I firmly do not

*Letter to The Editor
East Anglian Daily Times.
By email: eadtletters@eadt.co.uk
25th May 2021*

*Copy to: Melton Parish Council
Woodbridge Town Council
East Suffolk District Council
Suffolk County Council
The Rt Hon Therese Coffey MP*

Proposed Sizewell C Rail Access

Dear Sir,

We now know the minimum pattern of rail movements proposed by EDF during the five-year construction period for Sizewell C. There will be eight trains a night passing Melton at roughly 40-minute intervals between 11pm and 6 am. These will run five nights every week; EDF are exploring the option of two additional movements and six night working.

The sleep disturbance that will be experienced by residents of the towns and villages along the route will be horrendous and particularly affect the very young, the elderly and those with physical and mental illnesses. It will lead to a marked deterioration in the physical and mental welfare of us all.

The solution is simple and obvious. The East Suffolk Line between Woodbridge and Saxmundham must be restored to double track. Supply trains could then be run during daylight hours with no disruption to the passenger service.

The East Suffolk line was built originally as a double track railway, and at it's peak had up to 25 trains a day in each direction, including the famous 'Easterling' running in summer months non-stop between London and Beccles. Following the Beeching Review (carried out by and Industrial Chemist under a Minister of Transport whose fortune was made from road building) it was proposed in 1965 to close the entire line. However, this plan was thwarted by local pressure. However, the line was condemned to be singled, although this was only carried out on the busiest section between Woodbridge and Saxmundham. The result was a slow, restricted and inefficient service.

Doubling the line would not only solve the Sizewell C goods problem but also provides the residents of East Suffolk with a permanent, faster and more efficient railway. We urge all local representatives of all political persuasions to unite to make this a single issue, a red line which must not be passed.

Yours faithfully,

=====

93 SURVEY COMMENTS

It should be moved by sea

It is lunacy to deliver millions of tons of material by rail when it could come by sea.

The railway line runs very close to residential housing in Melton and Woodbridge, all extra construction material should be moved by sea.

We think the freight should come by sea and not road

I feel there should be no extra freight trains on the East Suffolk line because of the associated vibration and noise. Construction materials should be moved by sea.

send by sea

I would not like more materials etc to be moved by road, therefore the sea option would be my choice.

To further qualify my choice (B) - such material should really be transported by sea and offloaded at a Sizewell Temp Jetty

impossible to sleep with so many trains, Movement by sea the obvious answer

In addition to the disturbance to the people living close to the railway line the flight movement would impact on the price of properties near the railways line. Sea transport is the obvious solution.

Option B needs to be split - my preference would be for freight to be moved by sea, not road. Our roads are already at capacity. Night trains will be noisy and disrupt the wildlife.

Sea is preferable to land, and rail preferable to road. There is likely to be a mix of all three. Container movements by rail are longer than 20 wagons can the same volume be transferred on fewer and longer trains - what is the limiting factor.

The noise and vibrations from the trains would affect sleep for adults who have to work as well as school children that need their sleep. Transporting construction materials by sea would seem a logical solution as increasing capacity during the day would make it much harder for the numerous business and others that cross the rails during the day.

Whenever the trains run they will affect the passenger services. Even now freight trains always delay passenger trains. Majority of construction material should go by sea so no disruption.

As the construction site is easily accessible by sea, sea transport should be the primary route for construction materials brought from existing port facilities with existing freight rail and road connections.

I've answered A above although it would be better if rail wasn't used at all. However, rail is much better than road with its attendant problems, but the best solution would seem to be by sea.

The majority of the construction materials should be moved by sea. Residents of Melton and Woodbridge living near the train track should not be subject to noise from trains throughout the night. Likewise the residents in the villages should not have to put up with heavy traffic at all times of the day. With the power station taking eleven years to build this level of disruption is unacceptable.

I want daytime Rail and Sea. No road.

Could they not do a test run of what it would be like? I am against disrupting people's sleep. I am also against Sizewell C. Try to manage the loads during daylight hours.

Sleep will be impacted but rail has to be preferable to road if this monstrosity has to go ahead.

The few trains that do come through during the night, rumble along making a really heavy noise, sounds a lot louder during the early hours of the morning, they wake me up every time, this schedule will mean I get NO sleep at all - not funny and definitely not on!!

At night trains running through Melton can be heard quite clearly and would probably disturb sleepers.

Both options will cause massive impact on the local community

Both will have a massive impact on local communities and the environment

Without doubt as we live in Station Road our sleep will be badly disturbed by the proposed night time freight.

Impact on sleep especially if barriers sound warning signals in the night

- 1) The proposed 6th night affected by noise is a complete non starter.
- 2) Are the trains going north as well?
- 3) Use two locomotives to allow longer trains and thus less journeys, split the train at Ipswich.
- 4) All affected properties should be protected by noise abatement walls.
- 2) I am too near to the railway line, so would hear trains at night and sleep would be disrupted!

We are very concerned about the impact on our quality of life with interrupted sleep for a long period of time. We are very concerned about the impact on the value and sale-ability of our home. We are also concerned about the environmental impact in an area of Outstanding Natural Beauty and feel increased transport by sea but not by road would be preferable. We understand that when a new motorway is built homeowners can receive property enhancements ie improved double glazing to mitigate noise.

We can hear the trains from our house, as the railway line runs a few hundred yards from our back garden.

This proposed night schedule would only benefit EDF night shift workers. No thought given for East Suffolk coastal residents residing along the train route therefore disruption to other communities also eg Saxmundham. There is no mention how long this night train schedule would go on for - years most likely. The East Suffolk line is just mostly one track rural railway line not suitable for running heavy goods traffic throughout the night. A cry of despair. Can't see any residents agreeing.

Please we must preserve the peace and quiet in Suffolk

Our house is part of a large estate that backs onto the railway line - with the proposed times we would be disturbed every hour, so no decent sleep at all. We hear the night nuclear train now that takes ages to pass. What will it be like in the summer when one might actually like a window open for air? It will affect our physical and mental health. How are we expected to work regular jobs, or study for qualifications with no sleep? It will certainly cause a massive devaluation in property.

They would pass by not more than 30 yards from our home with the frequency of the proposed times will give the effect of a constantly moving train all night long which will in effect affect sleep especially more so if you have a new borne baby ...

We live close to the line, it would have a severely detrimental impact on our nightly sleep. This is grossly unfair.

We live within the vicinity of the railway and will be badly effected by the noise and vibration of these trains passing the front of our house every 49 minutes. I question whether I will be able to use the two front bedrooms which face onto the railway as a result. Unless they are sound sleepers, which many of us are not, those using those bedrooms will be constantly disturbed.

I am not totally opposed to running freight trains at night - the ESL is open 24 hours a day and some freight trains do currently run at night. But the solution to the issue is to increase the capacity of the ESL with more infrastructure, improved signalling and higher line speeds. This investment is essential.

Concerned regarding sleep disturbance from freight trains as live at the Debenside Melton,

The property in Riverview will be greatly devalued before & during rail movements.noise echoes more at nighttime especially along the river affecting Riverview and we will hear trains coming along before they get to Melton and will be heard until they pass Woodbridge and they will take longer than the minute and a quarter that you state.will EDF pay for us in Riverview to have triple glazing?will they pay for any foundation damage?will the help with cost of selling or lack of selling properties?

I am strongly against the transport being by road.

Lack of sleep can cause various medical conditions which include Mental health. A precedent has been set by Leiston by not having the disturbance of night freight. Sizewell seem to be doing their best to ruin this part of Suffolk as a place to visit for many years.onh

We live on Riverview we are both light sleepers and all that extra nighttime noise will makse sleeping virtually impossible.

Sleep patterns, I live near to the station

The proposal would mean disturbed sleep all night for Melton residents near the line as the interval between trains is only 49 minutes

the latest Community Newsletter (May 2021) contains a pledge to "minimise disruption to local communities". Sleep deprivation caused by the proposal would be a big disruption to people's health and welfare. If the gov't is prepared to spend billions of our money on this project then surely funding can be found to ensure that communities can sleep in peace.

The train tracks back on to our house and freight trains are very loud, this would cause sleep disruption for me and my young children.

I live beside the railway, and am already woken by the occasional night trains, i do not want to be woken almost hourly. I feel this is totally unnecessary as there are only 2 trains per hour on the line during the day. If Leiston can not have night trains, why cant Melton

They will a) disturb my peace and sleep; b) blight the value of my property because no potential buyer would like to be afflicted by this regular long-going noise

The trains would be very disruptive as they are far too long and far too frequent. I live about 50 yards from the railway line.

The timings published by EDF for overnight trains through Melton

Additional noise during the night if trains have to sound horns as they approach crossing which would be more noticeable during the summer months when windows are open

This small rural line cannot be used for such heavy use. The noise of hourly freight train throughout the night would be unbearable severely affecting the hpuses and communoties closeby
Disrupted sleep would be extremely detrimental to my mental health and wellbeing.

If a is not possible then I would accept night trains rather than road

Will greatly affect sleeping .

My flat looks directly onto the railway line. Freight trains have passed in the night before and the noise always woke me up. Night freight trains would not be sleep disturbance, they would be sleep deprivation. The use of freight trains in the night must not be allowed in the planning process for Sizewell C.

I don't agree with either of the above options but the first is preferable. Suffolk roads would NEVER cope with such an increase of HGVs 24/7 but the first is preferable

Neither of these options work

We think there is a very real chance of sleep disturbance, bedrooms of our house directly face railway line and the sound projects into the bedrooms really clearly during the day and will be even more noticeable at night with less other noise around.

I resent the EDF process of pseudo consultation as if the decision to go ahead has already been made. I don't want to elect for any transportation option for a project that I am opposed to in principle

These trains are loud and this is going to adversely affect sleep. My understanding is that I have a human right to sleep and this noise would deny me that right.

Multiple night train movements will, as the drivers are obligated to sound horns, and all the crossings have alarm bells as well as flashing lights, cause a lot of noise nuisance

I do not mind some freight trains coming through at night but not one an hour. they are noisy, rumbling with vibration too. Will they be using their horns or sirens? the line should be widened but again this will have an impact. Sizewell C should not go ahead due to the utter destruction it will incur on nature, the character of Suffolk and tourism / socio economics of the region.

Having lived in Melton Road while the waste from Sizewell was removed by train at night and experiencing the house shaking I now live even nearer to the railway line and would be able to hear all the proposed night traffic and possibly feel it too! I would propose that it could all be done by sea and something similar to the mulberry docks built during the war could be used at Sizewell.

It does not affect me personally, but I wholeheartedly sympathise with those that live close to the train line.

Structural damage due to vibration to buildings just feet from railway line e.g. New Quay Court not designed for such traffic. Also impact on property value..from

I don't think they will affect me, but this is a community, and I find it unacceptable that anyone should have to tolerate sleep disturbance.

Our bedrooms are on the back of the house and trains can be heard even with the double glazed windows closed. Night trains would prevent the whole family from getting a good night's sleep and risk all the negative health impacts that poor sleep causes.

It is obvious that the noise and weight of heavy goods trains on the East Suffolk line would have a severely adverse effect on the lives of those living in Melton and Woodbridge

I'm concerned as to how much my sleep will be disturbed. 5 years of disturbed sleep is not good for anyone's health. Also living very close to the line, I'm concerned as to what the vibrations off the trains over a long period of time, will do to the structure of the house.

Many people living by the railway are elderly and the proposed disturbance of overnight freight trains would be absolutely intolerable/injurious to health. Surely the coastal location highlights the method of transportation that should be adopted. There is also the possibility of damage to residences as these were probably not constructed to take the vibration levels proposed. The lengthy period of construction will have an adverse impact on house prices.

1. Some properties here are only 40-50 ft from railway so sleep disturbance inevitable.
2. Current night trains though slow moving make noise, stop and start jerkily, truck couplings clanging.
3. Several tall buildings here, sound ricochets, magnifies. Crossing upgrades included 2-tone warning till trains have passed; railworkers have said will occur with night trains too. I'd prefer freight movement by sea, split between the 3 options, or possibly 1 or 2 nights of trains per week.

apart from the sleep disturbance this will devalue the properties close to the line. EDF are quoting a 5yr. period to value all properties adjacent to the line. EDF are quoting a 5 year period

Night trains would affect those sleeping in our household for an extended period of time. At present if we go to bed early in the summer when windows are often left open, we are woken by the fast passenger train, therefore trains running through the night would be a problem.

there needs to be investment in the zone so that train movements can be managed effectively. Current capacity suggests that the plans for rail movement (to reduce HGV traffic) may be problematic even at night unless capacity is improved. Also why is Leiston guaranteed no train movements at night and Woodbridge and Melton are not. Obviously EDF anticipates night movements will cause disturbance.

The options should either A B OR C, because the option of road or sea is actually TWO options not one road or sea

Now that the crossing gates have been replaced by alarmed barriers at the "boatyard" crossing in Melton, which is only about 30 yards from our flat in New Quay Court, the continuous noise of that sounding every 49 minutes throughout each night for 8 years will be unbearable. The alarms will be very loud during the day now the gates have been changed, as it is we have always been able to hear the Whisstocks crossing alarms. The heavy trains through the night will be intolerable for us all.

a more sensitive night time table could be used, for example displacing one or evening service, and adding services up to 1.16, perhaps adding one more at 5:19 but none between

Issue is not trains themselves but audible signal that goes with new level crossing traffic lights and potential for trains sounding horns.

New crossing signals have been installed Dock Lane. Will the audible warnings be triggered during the night & also will the overnight trains continue to use klaxons as they do during the day?

Where will all these materials originate? If they enter the country by sea, then onto trains surely the ships should unload off Sizewell. If transported by train then EDF should pay for all upgrades of the rail-line.

Due to the overlaid marsh land and high water table, vibration and noise nuisance will cause loss of amenity to ourselves and will damage our property adjacent to the railway line.

I am luckily away from the disruption this will cause I am concerned for people living in the area. I am apposed to the building of Sizewell C.

If noht time has to be the only option, then no hooting at every level crossing in built-up areas.

I have a severe disability and any disturbance to my sleep has a huge negative consequence on my health, to the point I am unable to function or leave my home if my sleep is very disturbed. To this end please consider running the trains during the daytime and keeping any associated noise to the minimum possible for the well-being of all in the neighbourhood.

I thought they were proposing passing tracks to enable passenger and freight to coexist during the day

I am against nuclear power. If it was not an option I feel sure that some other way to produce electricity would be found.

I do not want Sizewell C built it will destroy Minsmere

I do not agree with Sizewell c being built and do not agree with either of the options.

Better not to allow the project. Stop now.

I am against Sizewell C being built. I think it will be superseded by other forms of energy.

I do not agree with the construction of sizewell C at all.Its totally unsustainable and against all the government promises to tackle climate change. Solar,wind and wave should be th way forward not nuclear power. Where will the waste go?? How many acres of green land are going to be destroyed. This is unacceptable in today's climate crisis.