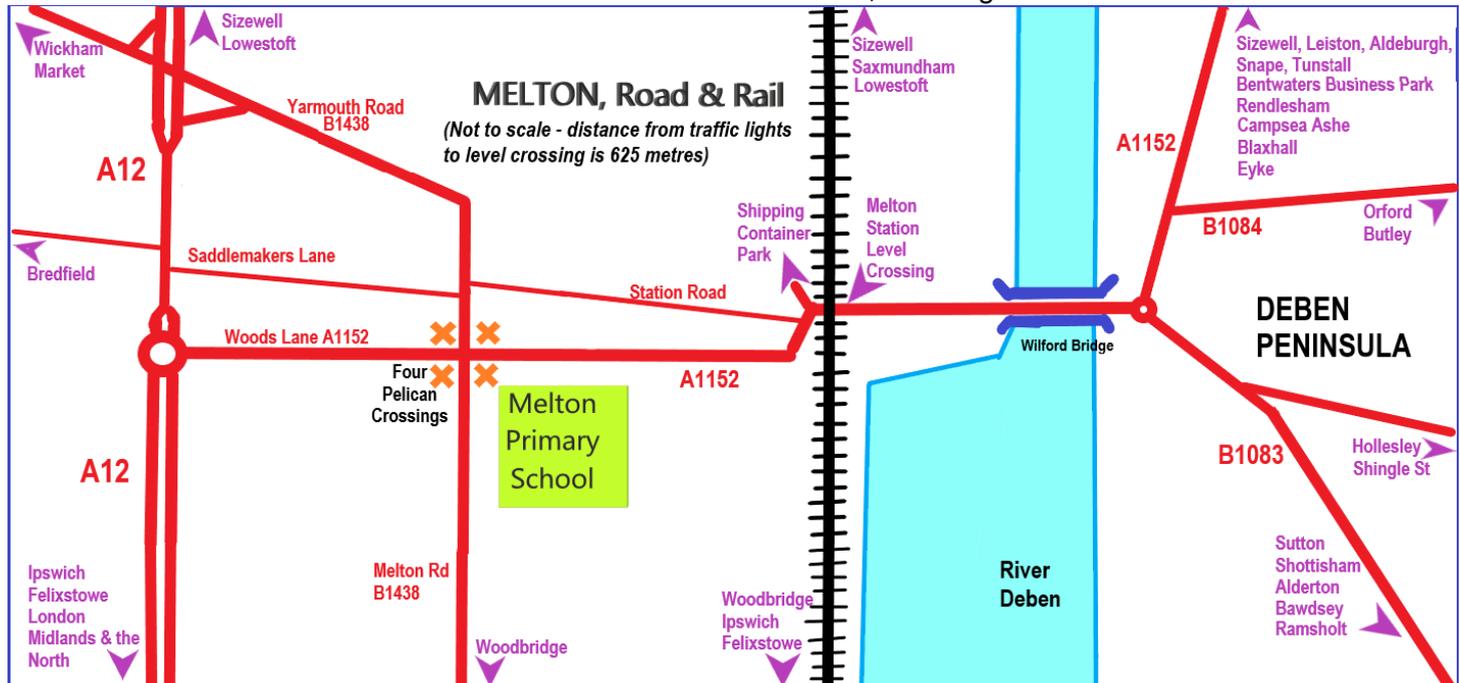


Sizewell C Project - Representation to BEIS (from Melton Parish Council, Feb 2022)

Melton Village - transport bottleneck - Melton straddles the main southern approaches to Sizewell by road and rail. The A1152, which transits the centre of Melton 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 to all locations near Sizewell/Leiston, avoiding the A12.



SZC Overall - Melton Parish Council (MPC) believes SZC will bring dis-benefits to the local environment that far outweigh the opportunities for investment and any legacy benefits accruing from its construction.

SZC Process - By common agreement, EDF's engagement with local communities has been abysmal. A democratic deficit was also opened-up when EDF rushed through highly significant proposals to change the DCO but failed to reconvene the Community Forum. MPC has consulted its parish residents twice on the SZC proposals. Firstly, in 2019 on the substantive SZC planning application. Secondly, in May 2021, when we leafleted every household about EDF's the night train proposal, inviting a response via an on-line survey.

Main Development Site - MPC does not consider Sizewell to be a suitable location for a new nuclear power station because it is in an AONB and there are many other serious disadvantages with this site.

SZC Freight Management Strategy - It fails to deliver adequate investment in both the road and rail transport infrastructure that is essential for the project.

Roads - Major developments in this part of Suffolk have had an adverse cumulative impact on the strategic highways network, creating an investment need that has not been met by the incremental approach of the statutory planning process. There are currently significant road traffic problems on both the A12 and the A1152 – the latter has several serious “pinch-points” on its short length between the A12 and Wilford Bridge roundabouts. Not only would SZC exacerbate these problems, **it would further encourage the use of well-known rat-runs which all converge at the A1152's Wilford Bridge crossing**. MPC suggests the following mitigations to the current SZC proposals:

A12

- It should be dualled continuously from Woodbridge to its junction with the A1094 at Friday Street.
- A dualled 4-village bypass scheme should be built, 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 – this opportunity should be re-visited.

A1152 - There is an urgent need for:

- a reduction in the volume of traffic on the A1152 through Melton: explore radical options for traffic routes between the centre of the Deben Peninsula and the A12 that avoid the Wilford Bridge;
- the dog-legged level crossing at Melton Station to be upgraded and straightened out;
- an improvement to the A1152's physical condition and its design at the Melton crossroads traffic lights (next to our Primary School) to relieve the serious traffic congestion.

Rail - The East Suffolk Line between Melton and Saxmundham is single track only. The line requires a capacity upgrade to permit day-time freight movements and provide sufficient resilience to cope with the inevitable breakdowns etc. This was also EDF's strategy at the Stage 1 and Stage 2 consultations. EDF then, by inaction, reneged on that strategy, much to the frustration of local councils (particularly the principal authorities, as evidenced by their written submissions to the Planning Inspectorate).

EDF now proposes to run multiple freight trains, each night, on the East Suffolk Line through Melton (a substantial urban settlement and even bigger when joined up with Woodbridge). MPC is totally opposed to night trains and also objects to the inconsistency of EDF's policy on freight movements at night. For Leiston, EDF has banned all road and rail freight movements on the grounds that the **noise and vibration** would be an unacceptable disturbance to residents. Melton deserves similar consideration.

The responses from Melton residents made clear they do not want to experience the noise and vibration disruptions that would accompany multiple night trains, every night, for years. Residents have also told us their real-world experience of train noise and vibration is more profound and intrusive than EDF's interpretation of the technical measurements recorded for its Environmental Statement.

Residents endorsed the view of Melton Parish Council that freight movement by **Sea** should be the first-choice transport mode; and **Rail in daytime-only** should be the second-choice transport mode; with **Road** being the third-choice transport mode.

This representation asks for the following mitigations to be applied to EDF's freight strategy:

- maximise the volume of freight moved by Sea
- for rail freight trains to be run in daytime-only on an upgraded East Suffolk Line with dualled-track between Melton and Saxmundham, without the loss of any regular daytime passenger services;

People and Economy - MPC recognises SZC's potential to deliver economic benefits but there is still insufficient clarity about their scale, or the effectiveness of EDF's mitigation strategies. MPC considers 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 - We note the proposed location of 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 - SZC will need up to 3 million litres per day of potable water, from a low rainfall area where the frequency and severity of drought will worsen with climate change. We are concerned this will impact adversely on agricultural and domestic supplies and cause ecological problems in the region.

SZC Business Case and Financial Security - MPC suggests an independent expert should be appointed to:

- apply a value for money test to the whole-life financial business case for SZC
- evaluate the impact of this project on EDF's financial capacity

Melton Parish Council, February 2022