

The Sizewell C Project Ref: EN010012

**OPEN FLOOR HEARING – Post-Hearing Written Submission of Oral Case,
Deadline 2 - Wednesday 2 June 2021.**

Deborah Darby

I am a resident of Melton and also a member of Melton Parish Council. I am here today to share with you the adverse impacts, of the SZC and Scottish Power energy transport schemes which effect the people of Melton.

Our village is located at a major crossroads for both road and rail to Sizewell - we can't avoid being impacted by the extra transport needed to supply these new energy schemes. The latest EDF Community Newsletter (May 21) contained a pledge to “minimise disruption to local communities” and I am hoping that by describing some of our problems, you will be able to work with us to reduce the impact as much as possible.

Melton is the gateway to the Area of Outstanding Natural Beauty (AONB)– an accurate statement, though the less poetic reality is that Wilford Bridge and A1152 road funnel heavy and growing traffic from all parts of the Deben Peninsula to and from the A12, through the middle of Melton village.

Multiple major developments in this part of Suffolk have had a cumulative effect on the highway infrastructure and created a need for investment that has not been met by the incremental approach currently being taken by the statutory planning process. In the words of a long-term resident “Road traffic through Melton is awful and getting worse with each new development”. This has to change.

The Sizewell C project mitigation scheme is not funding the worst deficiencies of A12 and A1152 requirements. The increased traffic from the Sizewell C development will make them worse. In order to reduce the risk of increased pollution and congestion on the many feeder roads in the area the A 12 traffic must be kept free flowing.

Melton Parish Council contends that the A12 must be dualed continuously from Woodbridge to the A1094 junction at Friday Street. This is necessary to at least maintain the current level of traffic congestion at peak periods including during the holiday season.

Extra Sizewell C traffic on the A12 would also reduce capacity at the A1152 junction at Melton. In turn, this would increase traffic congestion, pollution and risk of accidents through Melton village, particularly at the traffic lights by our Primary School and at the Melton Station level crossing.

In addition to the issues with roadways the residents of Melton & Woodbridge will suffer directly because of the proposal to run multiple overnight freight train movements through Melton for a period of 11 years. Noise and vibration will occur every 49 minutes 6 nights a week. Then there is the alarm noise from barrier crossings. For any amount of overnight train operation, EDF must find a solution to the alarm noise from closed barriers at the A1152, Dock Lane and other level crossings in Melton & Woodbridge, all in residential areas.

EDF has guaranteed no freight trains through Leiston between 23:00 and 07:00 and should do the same for Melton and Woodbridge.

We have leafleted every Melton household about the night trains and people are telling us that rail noise and vibration carries much further than EDF thinks it does. We have families with young children, carers, and people who just don't sleep well, and they are all very, very, worried about the prospect of 8 trains a night!

Melton Parish Council's official line is that it **does** support rail use but **only** in daytime and for that to happen would require a capacity upgrade to the East Suffolk Line.

In conclusion, this small rural towns road and rail infrastructure is not developed sufficiently to deal with such heavy use. We need substantial infrastructure investment and development to manage the increase in traffic that will be seen as a result of these projects.

This is not in residents' imagination. it's real-life experiences of train noise and vibration alongside excessive traffic on single carriageway country roads happening now. Further development will only exacerbate the problems we already have unless Sizewell give a commitment to improving both the road and railway network, the A1152, Dock Lane and other level crossings in Melton & Woodbridge.

All of this information will be part of the key arguments in the Parish Council's written representation at Deadline 2.

Thank You

Councillor Deborah Darby
Melton Parish Council

18 May 2021