

# **DRAFT Meeting Note**



## **Southern Transport Forum**

**Meeting Type:** Southern Transport Forum

**Meeting held on:** Wednesday 12 March 2025

**Sizewell C Attendees:**

Marjorie Barnes, Head of READ  
Zoe Botten, Community Relations Manager  
Richard Bull, Head of Planning  
Stephen Keighley, Senior Project Manager Rail  
Richard Knight, Senior Community Relations  
Dr Steve Mannings, Water, Ecology & Land  
Steve Merry, SCC Highways  
Enyi Oji, Network Rail  
David Peacop, Site Operations Director  
Rebecca Quigg, Transport Co-ordinator  
David Seal, Offsite Delivery Manager  
Luke Stevens, Land Management Lead  
David Taylor, Network Rail  
Jamie Thompson, Network Rail

**External Attendees:**

Cllr David Chenery, Wickham Market PC  
Cllr Chris Yeo, Levington & Stratton Hall PC  
Cllr Ian Norman, Farnham with Stratford St Andrews PC  
Cllr Brian Hunt, Nacton PC  
Klaus Fortmann, Campsea Ashe PC  
Cllr Richard Cooper, Marlesford PC  
Cllr Daniel Williams, Little Glemham PC  
Cllr Robin Sanders, Woodbridge TC  
Cllr Sharon Smith, Saxmundham TC  
Cllr Tim Beach, Snape PC  
Cllr David Findley, Ufford PC  
Dr Charlotte Fox, Benhall & Sternfield PC  
Cllr Graeme Watts, Brightwell, Foxhall & Purdis Farm Group PC  
Cllr Ian Ransome, Little Bealings PC  
Phillip Ridley, East Suffolk Council

**Apologies and Substitutions:**

Cllr Alexander Nicoll, Suffolk County Council & substituting for Cllr John Bann, Melton PC  
Dr Charlotte Fox, substituting for Cllr David Secret representing Benhall & Sternfield PC  
Apologies from Friston PC

1. **Welcome and Introduction of the Chair and Panel**
2. **Meeting note and matters arising from Southern Transport Forum (13 November 2024)**
3. **Report back from: Main Development Site Forum (15 January 2025) and Northern Transport Forum (5 February 2025)**
4. **Corporate and Community Relations**
5. **Road and Rail Updates**
6. **Specialist Update – Landscaping/Ecology**
7. **Traffic Movements and Transport Review Group Update**
8. **Q&A via Town and Parish Council Representative**
9. **Dates of Future Meetings**
10. **Close**

## **DRAFT Meeting Minutes – 12/03/2025**



## Southern Transport Forum

Minute Ref	Actions/Comments	Who	By when
1	<b>Welcome and Introduction of the Chair and Panel – (Chair)</b>		
1.01	Christine Abraham opened the meeting and welcomed the attendees. She explained that the meeting was in public but was not a public meeting. Questions could be asked through community representatives or the Sizewell C team. A note of the meeting would be made available.  She outlined the required safety information.		
2	<b>Meeting Note and Actions from Previous Main Development Site Forum (13 November 2024)</b>		
2.01	It was confirmed that attendees had received and reviewed the minutes. The actions and amendments were: <ul style="list-style-type: none"> <li>Item 2.02 – Completed.</li> <li>Item 2.04 – Ongoing.</li> <li>Item 3.01 – Completed.</li> <li>Item 6.13 – Completed.</li> <li>Item 6.14 – Completed.</li> <li>Item 7.07 – Ongoing, update available.</li> <li>Item 8.01 – Completed.</li> </ul> <b>ACTION:</b> Richard Knight to respond to the Chief Constable of the Suffolk Constabulary. <b>ACTION:</b> Minutes to be amended to reflect Cllr Beach's attendance.	RK RK	Complete
2.02	Richard Knight noted a request from Saxmundham PC to meet with Network Rail. Representatives were present and would update on the works they were assisting with. The request for a meeting between communities along the railway line, Sizewell C and Network Rail would be actioned.		
2.03	The discussions on the pending Little Bealings works would continue.		
2.04	Sizewell C had visited Stratford St Andrews and Farnham to share detailed Two-Village Bypass designs.		
3	<b>Report back from:</b>		
	<b>Main Development Site Forum (15 January 2025)</b>		
3.01	Richard Knight reported that the minutes from 15 October 2024 had been agreed. Marjorie Barnes had given an overview of the project. Rick Watler and David Peacop had updated on the main site development, road improvements and rail infrastructure around Leiston. Dr Stephen Roast had updated on the marine work. There had been an update on the rail improvement around the Leiston branch. The traffic and transport plan had been outlined for the Leiston area.		
3.02	Questions had included: <ul style="list-style-type: none"> <li>Sea defences,</li> <li>Abbey Lane closure,</li> <li>Traffic management,</li> <li>Economic improvements for Leiston,</li> </ul>		



## Southern Transport Forum

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	<ul style="list-style-type: none"> <li>Further road closures.</li> </ul>		
	<b>Northern Transport Forum (5 February 2025)</b>		
3.03	Correspondence between Brian Stewart and the Suffolk Chief Constable had been discussed. Marjorie Barnes had given an overview of the project progress. David Peacop, David Seal and Steve Keighly had updated on the associated development progress in the area. Updates had been given on the Leiston Branch line works. Dr Steve Manning and Luke Stevens had presented on the landscaping strategy an implementation. Rebecca Quigg had updated on the HGV data and traffic monitoring, and the Transport Review Group.		
3.04	Questions had included: <ul style="list-style-type: none"> <li>Review of speed limits on the A12 at Darsham,</li> <li>Contractors using Saxmundham car park,</li> <li>Closure of Willow Marsh Lane,</li> <li>The construction of the Sizewell Link Road,</li> <li>The Suffolk Constabulary.</li> </ul>		
<b>4</b>	<b>Corporate and Community Relations – (Marjorie Barnes)</b>		
4.01	Marjorie Barnes emphasised that the focus on ensuring benefits outweighed the impacts of the project. Over £100 million had been awarded in contracts to local suppliers, and local workers were being given opportunities. New contracts had been signed with the local third sector.		
4.02	There were over 1,000 workers on the main site and offsite, which would build to 2,000 by year-end. There were 61 apprentices, 52 of whom were from local schools.		
4.03	There was a £23 million Sizewell C Community Fund for the construction period, administered by the Suffolk Community Foundation. Two funding rounds to date had granted over £1.4 million.		
4.04	The second Sizewell C workforce survey was due in March. The first had shown a large proportion of the workforce were local and satisfied with their employment.		
4.05	The forum survey feedback had been broadly positive.		
<b>5</b>	<b>Road and Rail Update</b>		
	<b>Overview</b>		
5.01	David Peacop shared a fly-through video of the main sites, highlighting the infrastructure and archaeology work.		
5.02	David Seal reported that temporary signage around the sites would be replaced with a more permanent solution in the coming weeks.		
	<b>Southern Park and Ride</b>		
5.03	The archaeology works had progressed, and the site was being prepared for the main works to begin in summer 2025. The drainage system and car park would be developed next. Opportunities were being sought to improve the nearby footpaths and cycle paths. The		



## Southern Transport Forum

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	surface drainage design had not been fully signed off, but there was an indicative plan using pre-established attenuation ponds.		
	<b>Two Village Bypass</b>		
5.04	There would be tree clearance particularly around the Friday Street roundabout to make space for the bypass. The contractor would be appointed soon, so the main works were targeted for summer 2025. At the West Roundabout, there was a small attenuation pond for drainage. There had been a series of workshops with stakeholders on the local road scheme to get the sequencing right, which could be shared soon.		
	<b>Orwell Logistics Park</b>		
5.05	David Peacop stated that warehouse units 1 and 2 were now occupied by Sizewell C, to be used later in the year. Unit 3 was the high-humidity area for electronic equipment. Unit 4 had experienced delays.		
	<b>Freight Management Facility</b>		
5.06	The Freight Management Facility had been delayed because of the drainage design but would go live in approximately six weeks.		
	<b>Buses</b>		
5.07	A bus depot was being considered to host the 188 buses in the Ransomes estate. A proposal was being created for how this would be operated.		
5.08	The single-decker hydrogen bus had arrived on 11 March and would be on the circuit from 17 March. Three double-deckers had been running for five weeks. Testing of the fuelling and equipment had shown some reliability issues, which would be fed back to the manufacturers. There would be a review meeting after Easter to determine further orders.		
5.09	Buses would begin running on the A12 and A14. There was a core fleet of hydrogen, electric and diesel buses, and around 40 bus drivers. A training facility would be looked into.		
	<b>Rail Line Update</b>		
5.10	Stephen Keighley reported that, in January, the first three engineering trains had delivered 14 km of rail materials to complete the branch line upgrade.		
5.11	Branch line enabling works had been ongoing, including vegetation removal. There had been a significant visual impact, but vegetation had only been removed where necessary.		
5.12	Survey works had been undertaken along the line to establish the main compounds, particularly at Buckleswood, where the archaeological clearance works had been completed, and the site was being handed to Balfour Beatty.		
5.13	An opportunity had been identified to derisk the schedule and account for some emerging risks. It had been decided not to proceed with the main nine-day possession of the railway at Saxmundham Junction in May and to deliver in the first half of 2026 instead.		
5.14	The main track upgrade of the branch line would begin from Q2. The track installation in the ancillary construction area would begin when the site was handed over and was expected in May 2025. Works on the Green Rail Route would be done in parallel with the Network		



## Southern Transport Forum

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	Rail signalling and telecoms installations. Jointed tracks were being replaced with continuous welded rails at some sites to minimise noise.		
5.15	The level crossing upgrades would begin in August 2025, and there would be work on two crossings at a time to reduce closures. The road closures would be coordinated.		
5.16	Jamie Thompson reported that Network Rail would upgrade the East Suffolk line from Woodbridge to Saxmundham between summer 2025 and early 2026. Closures would be minimal, and the crossings would remain operational. At Melton, there would be additional safety interventions for the crossing and surrounding roads, which would require a longer closure that would be agreed with Suffolk County Council. The majority of the works would be delivered at night.		
	<b>Q&amp;A</b>		
5.17	Cllr Nicoll stated that the Saxmundham meeting on rail matters should be brought forward. There were also a number of parishes that were not involved in the Sizewell forums that relied on the Melton level crossing and needed to know what was happening. Richard Knight confirmed that the wider communication strategy was being considered. Enyi Oji offered to assist with communication.		
5.18	Klaus Fortmann said he was dubious about forum satisfaction due to the meeting time restrictions and limited questions. Marjorie Barnes acknowledged the gaps between the forums. It would be difficult to add more, but there were other engagement opportunities. Cllr Cooper stated that correspondence was often not acknowledged. Marjorie Barnes stated that there was a system that monitored calls and response times, but she offered to discuss the issues.		
5.19	Cllr Cooper asked if the level crossings would be useable by cars and pedestrians during the works. Jamie Thompson confirmed they mostly would be.		
5.20	Cllr Findley asked to understand the mitigations to prevent gridlock at the Melton level crossing. David Taylor stated that surveys and design reviews were ongoing to minimise disruptions while coordinating with other aspects of the works. There would be communication in advance to all interested parties. Klaus Fortmann stated that summer 2026 works at Melton would impact Bentwaters, which was one of the largest agricultural sites in the area, as farmers would work at weekends. David Taylor confirmed that this would be considered.		
5.21	Cllr Beach asked if any long-term community surveys were planned to understand the project impacts. Marjorie Barnes confirmed there was a partnership with the University of Suffolk for research in the Leiston area, which she was interested in expanding.		
<b>6</b>	<b>Specialist Update – Landscaping/Ecology</b>		
6.01	Luke Stevens presented on the early habitat works at the main construction site. There had been early habitat creation in the North, South and West over 10 years. Sanderlings landscape that had been cleared for works had been restored.		
6.02	For the offsite infrastructure, the retention and removal drawings had been reviewed to determine areas of extra vegetation clearance, or places where more could be retained. At		



## Southern Transport Forum

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	the Two Village Bypass, as many trees had been retained as possible and restorative landscaping had been done. The plans for the Southern Park & Ride were presented.		
6.03	The bulk of vegetation clearance had been done with no intervention from regulators, as the ecologists had ensured licence compliance.		
6.04	All the landscaping schemes had been designed to fit around the assets being built. The responsibility for maintaining the majority of the landscaping sat with Sizewell C. The right vegetation needed to be planted at the right time, and trading off needed to happen between the size of plants and the risk of mortality.		
6.05	Dr Steve Mannings stated that a Natural Environment improvement fund would be available from mid-2025 for environmental mitigation against residual impacts that could not have been prevented through the design process. A governance group had been established to award the grants. Two-thirds would be spent during Sizewell C construction and one third in the first stage of operation. There would be a 12-month trial period to make parking free at Sizewell beach to protect other sites using the fund.		
6.06	There was a £78 million charity deed submitted to the Charity Commission that committed Sizewell over its lifetime to funding transformative environmental projects across Suffolk.		
7	<b>Traffic Movements and Transport Review Group Update</b>		
7.01	Rebecca Quigg reported that the HGV movement cap had been 600 daily during the early years. For September to November 2024, numbers had been below that cap, but they were increasing. For LGV movement, there was no formal daily cap, but the forecast was for 250 per day, which numbers were still below. The directional split of HGV movements had been skewed before September, with a higher number from the North, which had now shifted to South.		
7.02	The first round of wider traffic monitoring had been completed and presented. The report was available on East Suffolk Council's website. There had been further analysis and new actions set, which would also be available. Further permanent counters were under review. New counters would be added in April, for which details would be shared with the PCs.		
7.03	The Transport Working Groups (TWG) were assisting with codesigning six local road schemes. The schemes were not essential to the implementation of Sizewell C but would benefit the communities affected. There were periodic touchpoints, and more planning resources had been brought in to make minutes more consistent and available quicker.		
8	<b>Q&amp;A – via Town and Parish Council Representative</b>		
8.01	Responses to Cllr Chenery: 1. Richard Bull stated the aim of the working group was to deliver a scheme to enhance pedestrian amenities and deliver additional crossing points. The balance was between wider pavements and crossing points, and the effect on street parking. The plans could be discussed with the community.		
8.02	Responses to Cllr Beach: 2. Richard Bull stated the sensitivity and safety concerns of the junction were understood. Sizewell C were engaged with Scottish Power Renewables on all schemes in the area to coordinate. All traffic management proposals for the initial		



## Southern Transport Forum

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	<p>phases of construction were agreed with Suffolk County Council, with road safety as a priority. There needed to be monitoring of safety and congestion to ensure they did not deteriorate.</p> <p>3. Richard Bull stated that Scottish Power was engaging in the process. The National Grid was engaged on proposals and timescales, but it was not in a project delivery phase yet.</p>		
8.03	<p>Responses to Cllr Findley:</p> <p>1. Rebecca Quigg confirmed traffic calming measures were part of the scheme developed with Wickham Market TWG, outlined in the deed of obligation. The design was in discussion with the PC. When the PC were comfortable, the scheme would be shared with the wider community. The current designs were on the PC website.</p> <p>2. Plans to ensure minimisation of pollutant run-off had been covered in the water strategy.</p>		
8.04	<p>Responses to Cllr Cooper:</p> <p>1. David Seal acknowledged that the designs had taken a long time, needed multiple approvals and a tender period. The scheme should be ready for summer 2025 but was not in a position to share yet. Cllr Cooper noted that there had been a commitment to share the plans before they were locked down for community input. David Seal committed to sharing the draft drawings.</p> <p>2. Rebecca Quigg stated that a traffic benchmarking survey had been agreed for August 2025 and would compare to April and October surveys. There would be an increase for holidays in August, but this was not associated with Sizewell C. Accident data would be monitored throughout. Steve Merry noted that there had been a sensitivity test on the A12 for summer traffic, and transport assessments had taken into account the weekday traffic peaks. Cllr Cooper stated that the community would feel the impacts of Sizewell C the most during the summer peak. Steve Merry noted that could be a justification for some permanent counters. Other locations limited HGV movements during some days and times.</p>		
8.05	<p>Responses to Klaus Fortmann:</p> <p>1. Rebecca Quigg confirmed that discussions for additional monitoring stations were ongoing to understand the practicalities. Klaus Fortmann recommended discussing the locations with the PC first. Steve Merry stated that SCC Highways would need reassurance of funding but could propose routes.</p> <p><b>ACTION:</b> Klaus Fortmann and Steve Merry to agree a date to meet and discuss additional monitoring stations.</p> <p>2. Rebecca Quigg agreed that the Campsea Ashe figures needed extra investigation. There could be an element of geography involved. A map of the historical data could be shared to allow a conversation. An extra monitoring point could be added on the other side of the junction, where the directional split might be occurring.</p>	KF/SM	[?]
8.06	<p>Cllr Nicoll stated that the permanent traffic counter on the Wilford Bridge road should be activated to allow better understanding of the volume of traffic. Steve Merry would involve the traffic surveys team to understand the locations.</p> <p>Cllr Nicoll asked about the landscaping when the Southern Park &amp; Ride site was taken out. Luke Stevens stated the site would become a designed part of the landscape. Dr Steve Mannings stated the intention was to restore the site to agriculture. Cllr Nicoll asked if ecological improvements could be made using the £78 million fund. Dr Steve Mannings</p>		



## Southern Transport Forum

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	<p>stated that the fund was separate from construction with proposals measured against screening criteria and governed by a board of trustees.</p> <p>Cllr Norman stated his PC had been promised sight of the landscaping for the Two Village Bypass before there was a final plan. He asked if the landscaping would commence immediately after works finished or later, and if there would be maintenance afterwards. Luke Stevens stated that there was a management commitment for each scheme.</p>		
9	<b>Dates of Future Meetings</b>		
9.01	Christine Abraham stated that the next meeting would take place on 4 June at Stratford St Andrew Riverside Centre.		
10	<b>Close</b>		
10.01	Christine Abraham closed the meeting.		