

WICKHAM MARKET PARISH COUNCIL



Chairman: Cllr Ivor French

Parish Clerk E-Mail: [REDACTED]

SIZEWELL C: Application for Development Consent Order

With respect to ISH 13, now rescheduled for the 16th September we request to speak at this hearing during the morning session if possible.

Issue Specific Hearing 8 (ISH 8) on Air Quality and Noise and Vibration

Wednesday 25th August

Summary of our position

We raised some concerns relating to the Agenda points 2, 3, 5 and 6 at the ISH8.

The study area for the noise receptor and monitoring locations shown in Book 6.5 Environmental Statement Volume 4, Chapter 4 Noise and Vibration, figures 4.1 to 4.7, does not extend to Wickham Market. This village will be subject to increased traffic movement both along the B1078, Border Cot Lane, the High Street, and the A12 bypass.

Traffic travelling along the A12 is already apparent and often disruptive in many locations and properties throughout the village particularly in the early hours of the day. Noise will be exacerbated by HGV and other traffic on the A12 and the cumulative impacts with noise from the B1078/High Street will be significant and detrimental.

Looking at the information provided in the Environmental Statement, we cannot find evidence that suggests that Wickham Market has been assessed for the potential impacts arising from the significant extra traffic volumes in particular during the early years of off-site construction work.

Wickham Market is clearly going to be used as one of the main access routes to the Southern Park and Ride site and the main site (for some workers).

The current application highlights Wickham Market as being impacted by an increase in worker's vehicles and LGVs travelling to and from the SPR and Postal Consolidation Unit via the B1078. However this directly contradicts the statement made at varying points within the Environmental Statement that the choice of site for the SP&R site aims to reduce the amount of Sizewell traffic through local villages.

The current liaison taking place between WMPC, EDF, SCC and ESC is aimed at addressing current problem areas in the village. These issues will be significantly exacerbated by the increase in traffic to the park and ride site. No measures to reduce traffic volumes and associated noise, vibration and air pollution have been put forward by EDF.

Wickham Market High Street/B1078 forms the centre core of the Conservation Area. The road is lined with historic buildings, a high proportion of these are listed and many of the remainder are highlighted as making a 'positive contribution to the character of the conservation area' (ESC Conservation Appraisal 2016). Traffic volumes already pose continued problems to property in addition to pavement condition and some drainage infrastructure.

The buildings are home to our residents, already inconvenienced by noise, traffic dangers, vibration and air pollution. WMPC are concerned that the buildings and their residents will be at increased risk of damage caused by the increased traffic flow.

WMPC therefore request that monitoring of noise, vibration and air pollution be carried out by EDF in order to assess the potential impact the increased traffic will have. Further impacts can then be monitored and managed accordingly in future. The use of quiet road surfacing might be appropriate.

Damage from water spray is also of concern to residents of buildings that don't have deeper foundations and are at risk of water ingress due to their position close to and flush to the road/pavements. With predicted weather patterns likely to include heavier rainfall in shorter time periods, problems with drain overflows, water ingress and splash back exacerbated by heavy traffic is likely to become more serious.

EDF have not liaised with any residents regarding the detrimental impacts, nor have they offered any mitigation or compensation to residents who will be impacted by increased noise, vibration and poorer air quality.

WMPC support the comments in the Draft Statement of Common Ground REP2-076:

“M105

The Council expects that the construction of the project will be, in a number of locations, detrimental to highway safety, highway capacity and will increase environmental impacts of road traffic such as severance, delay and fear and intimidation in a number of communities.

*Such impacts are expected along the A12, the B1122 prior to the delivery of mitigation, the **B1078**, B1069, B1125, A1120 specific rural roads, roads in Leiston and **Wickham Market**, and to a lesser extent the A14. Locations that the Council considers are likely to require additional improvements are listed in this table below.*

The extent and scope of the mitigation package to be secured via Deed of Obligation is part of continuing discussions with SCC.”

M109

“Need for road improvements, in addition to those proposed in the Transport Assessment – Wickham Market – good progress has been made to develop an

improvement scheme for Wickham Market. SZC Co. is seeking to work with local authorities to progress these plans through local public consultation early in 2021, and to develop costed designs which would be appended to the Section 106 Agreement. Discussions with SCC and ESC are continuing in relation to this location”.

The scheme referred to has progressed very slowly since WMPC invited EDF to discuss this commencing in December 2019. Whilst EDF are poised to consult local residents on a scheme there are matters which still need to be resolved in respect to highway safety. In addition, it should be noted that the scheme does not address increased traffic volumes arising from the SP&R site location nor the issues arising with respect to noise, air quality and vibration.

We have submitted with this statement the following documents:

2019 Problem Statement

SPR Impacts on WM, prepared by a local, former resident

WMPC letter to SCC/ cc EDF dated 9th August with respect to traffic scheme.

Wickham Market Parish Council

3rd September 2021

Final 3rd September 2021 **PINS EXAMINATION DCO PROCESS Deadline 7**
WMPC web site: [SIZEWELL C » Wickham Market Parish Council \(onesuffolk.net\)](https://www.onesuffolk.net/sizewellc)

WICKHAM MARKET PARISH COUNCIL



Chairman: Cllr Richard Jenkinson

Parish Clerk: Joanne Jones, [REDACTED]
[REDACTED]
[REDACTED]

SZC\Wickham Market PC Traffic/Transport Workshop

Pre-meeting Village Hall Monday 2nd December 2019 6.30pm

WICKHAM MARKET PROBLEM STATEMENT

To be presented at the EDF workshop (WM Village Hall 4pm)
9th December 2019

The proposed location of the SZC Southern Park and Ride (SPR) site at Hacheston, immediately north of Wickham Market will draw significant volumes of construction related traffic through the village over a long period of time with the effects of:

- Further reducing the safety of the roads and footways which are already shown to be unsafe. *Note 1*
- Increasing traffic congestion on roads to the point of disturbing and delaying traffic flows through the village.
- Further inconveniencing residents and visitors who need to use the roads and footway network for moving/walking around the village and in some areas for on street parking. *Note 2*
- Accelerating damage to residential properties including many historic and listed buildings fronting the roadways due to increased traffic volumes.
- Accelerating air and noise pollution in parts of the village through increased traffic volumes.

N1 TPWG can demonstrate that if needed

N2 Public consultation event data September 2019

High Street Wickham Market (B1078)

EDF Sizewell C Southern Park and Ride - Wickham Market



See images of the proposed Southern Park and Ride - Wickham Market.

Highlighting historic buildings along the High Street / B1078.

High Street Wickham Market (B1078) EDF Sizewell C Southern Park and Ride - Wickham Market

(B1078) High Street Wickham Market. Residential layout of historic buildings close to the road.



High Street Wickham Market (B1078) EDF Sizewell C Southern Park and Ride - Wickham Market

(B1078) High Street Wickham Market, Border Cot Lane. Cut through to the A14 Needham Market.



High Street Wickham Market (B1078) EDF Sizewell C Southern Park and Ride - Wickham Market

Uneven Roads surfaces due to years of increased traffic volume. With the weight of increased HGV's. Cracks on the property have appeared. With these shallow foundations, heavy vehicles passing by, causes these buildings to shake and vibrate.



High Street Wickham Market (B1078) EDF Sizewell C Southern Park and Ride - Wickham Market

Wickham Market has Listed Historic Buildings dating back to the 15th Century.



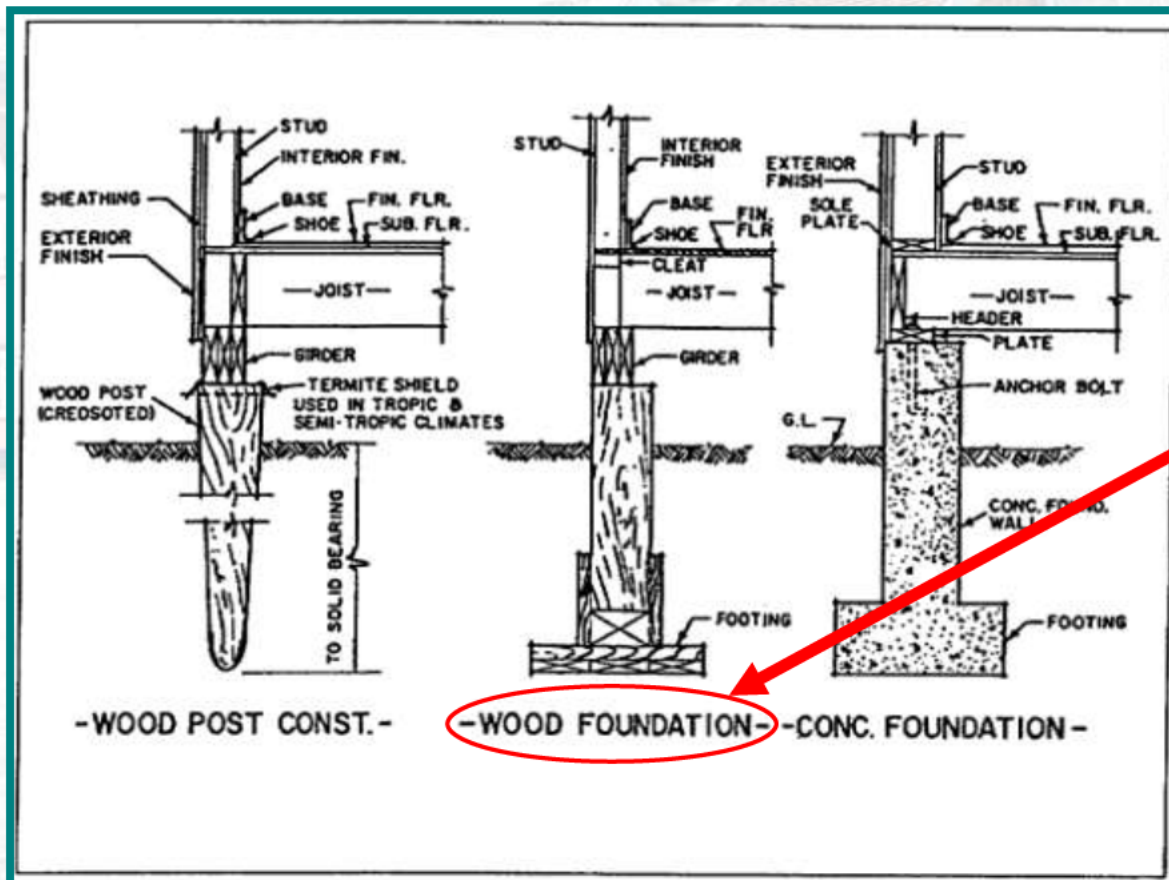
Wickham Market is an historic village, it was recorded in the Little Domesday Book in 1086 when it was then called Wikham. It has been a Village of some importance with a Town Hall in which quarter sessions were held; a weekly market and two fairs were granted by Henry VI in 1440, this is the period Buildings were built. For example 220 High street was built as a Public House / Tavern.

In the later centuries other building appeared. Wickham Market, had an Iron and engineering works producing steam engines, water wheels, windmills and Machinery especially for corn / flour mills.



High Street Wickham Market (B1078) EDF Sizewell C Southern Park and Ride - Wickham Market

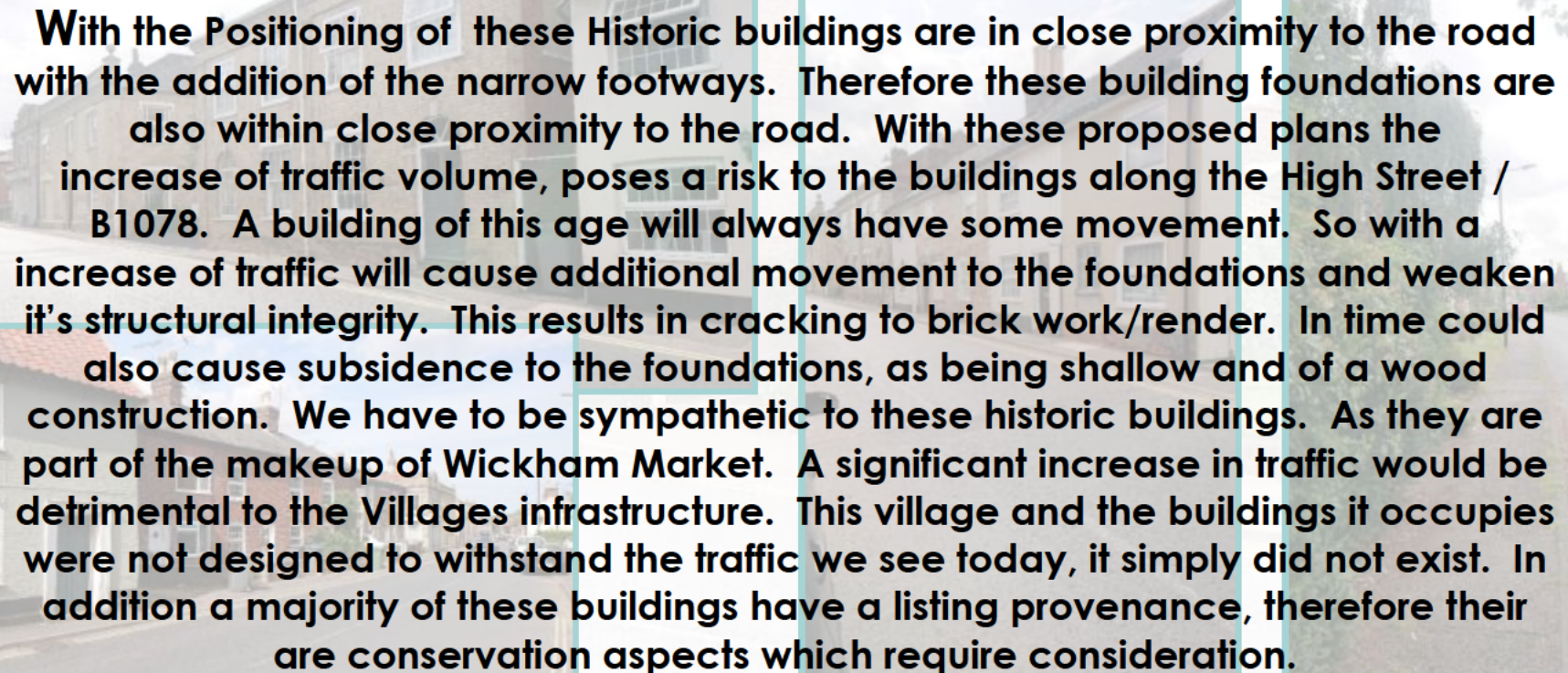
Listed Historic Buildings. With increased traffic poses a risk.
With increased disturbance to the building foundations.



A property of this period were built with around three feet wood foundations. With an earth floor, finished with a tile top. This building originally a Public House/Tavern. They were built in close proximity to a dirt road. This was to ensure ease of use, for passing trade i.e. horses and carts/carriages etc.

High Street Wickham Market (B1078) EDF Sizewell C Southern Park and Ride - Wickham Market

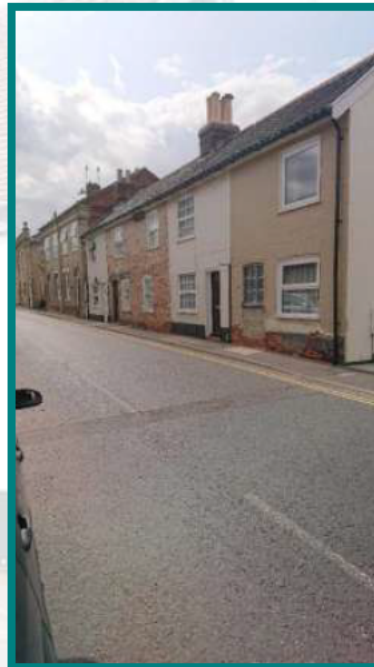
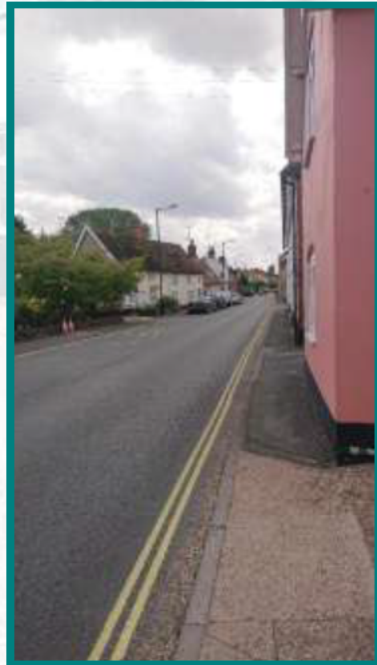
**Listed Historic Buildings. With increased traffic poses a risk.
With increased disturbance to the building foundations.**



With the Positioning of these Historic buildings are in close proximity to the road with the addition of the narrow footways. Therefore these building foundations are also within close proximity to the road. With these proposed plans the increase of traffic volume, poses a risk to the buildings along the High Street / B1078. A building of this age will always have some movement. So with a increase of traffic will cause additional movement to the foundations and weaken it's structural integrity. This results in cracking to brick work/render. In time could also cause subsidence to the foundations, as being shallow and of a wood construction. We have to be sympathetic to these historic buildings. As they are part of the makeup of Wickham Market. A significant increase in traffic would be detrimental to the Villages infrastructure. This village and the buildings it occupies were not designed to withstand the traffic we see today, it simply did not exist. In addition a majority of these buildings have a listing provenance, therefore their are conservation aspects which require consideration.

High Street Wickham Market (B1078) EDF Sizewell C Southern Park and Ride - Wickham Market

Buildings and Narrow Footways along the High Street / B1078



High Street Wickham Market (B1078) EDF Sizewell C Southern Park and Ride - Wickham Market

Increase to traffic, resulting in an increase of Road and Noise Pollution. Using the B1078 as a short cut to the A14 Needle Market. Recently the A12 was closed due to Flooding. Therefore all traffic was diverted through Wickham Market. With these effects of climate change, these severe weather events will occur again in the future.



**High Street Wickham Market (B1078)
EDF Sizewell C Southern Park and Ride - Wickham Market**

Summary to the impact of the Southern Park and Ride.

- Increase to traffic volume.**
- Increase of HGV's using the B1078 as a short cut through to the A14.**
- Increased Noise and Road Pollution.**
- Risk of Structural Integrity of Listed Historic Buildings close to the road.**
- Narrow Footways, therefore a safety risk to the public using them.**
- Increase of Speeding Traffic along the road.**
- Increase of wear and tear to the High Street / B1078.**
- Residents with hidden driveways more hazardous to use.**

WICKHAM MARKET PARISH COUNCIL



Chairman: Cllr Ivor French

Parish Clerk: Joanne Peters,

[REDACTED]
[REDACTED]
[REDACTED]

Mr S Merry
Transport Policy and Development Manager
SCC Highways

By email

9th August 2021

Our ref: WMPC/SZC/Traffic Scheme
Background previous letters dated 19th April and 8th May 2021

Dear Steve,

WICKHAM MARKET PARISH COUNCIL: SIZEWELL C TRAFFIC MITIGATION SCHEME WSP PLANS JUNE 2021

Traffic Mitigation Measures

Feedback on scheme proposal and Road safety Audit

Further to a meeting of WMPC in the Village Hall on Wednesday 4th August we make the following points.

We note that the RSA at Para 2.2.1 refers to June 2019, we assume this to be June **2021**.

We have noted the concerns raised by WSP in the RSA1001 dated July 2021 and referred to those presented to us in your/SCC document emailed on 26th July. We raise the following points under the numbered problems.

We note that SCC Highway Authority also has technical queries with each problem area that may result in further investigations, re-modelling and drawing amendments prior to Public Consultation.

Problem:
Throughout

- 1** Reduced carriageway widths: we agree with the SCC concerns regarding the proposed carriageway widths.
- 2** Poor forward visibility: we agree that parking bay distances needs to be reviewed to accommodate passing bays. We appreciate that there is pressure on space due to the inclusion of the build outs. We consider that some of these will cause difficulties with access to some of the adjacent driveways. Note PA 4.
- 3** Poor signing of priority: we agree with SCC. There will be a need to balance between signage and character of the Conservation Area.
- 4** Proximity of buildouts/chicanes to other features, junctions etc: we agree with SCC.

Specific

- 5** Build outs, kerb strikes: we note that build outs have been reduced in width into carriageway, but there are still some concerns with the use of buildouts and bollards, as we have previously highlighted. If these are required we consider that this highlights a need for speed reduction down to 20mph.
- 6** Pedestrian crossing points: and conflict with approaching traffic. We agree with SCC concerns in this respect and also have concerns that the crossings could cause some confusion. The crossings are only 'advisory' and there will be liabilities involved with inserting these.
- 7** As above: we agree with SCC concerns.
- 8** Raised tables: SCC comments noted.
- 9** Parking on High Street/Border Cot Lane: we agree with SCC. On the southern side of the Border Cot Lane/High St junction the yellow lines should be extended to meet the parking boxes on both sides of the road where the crossing point has been removed.
- 10** As above: we agree with SCC.
- 11** Bus stop location: we agree with SCC and are broadly content with proposed positions on the plans.
- 12** Deben Mills is called Rackham's Mill: we agree with SCC comments, the narrowing of carriage could occur further north (east?). We also consider that Rackham Mill traffic may conflict with the cycle lane as designed.
- 13** B1078 westbound approach and parking: we do not think that this visibility is of serious concern, we do not wish to see further reduction in parking. Could

this issue be resolved by a speed reduction to 20mph? Could there be single carriageway with priority use over River Deben bridge?

- 14 East of Rackham's Mill: we agree with SCC, to be reviewed
- 15 East of Rackham's Mill: as above 12 and 14, we agree with SCC
- 16 River Deben parapet and cycling: the problem will be removed if the cycleway does not start until east of the bridge. Raising the parapet and urbanising might be of concern.
- 17 Carriageway widths maintained: we agree with SCC.
- 18 B1078 and lines: we agree with SCC.
- 19 B1078 Rackham's Mill to B1116 junction: we have asked R Bull to confirm whether the detail of this route will involve removal of grass verge and how they will impact on boundary fences/hedges. Agree with other points raised.
- 20 B1078 cycling onward to Marlesford; we agree with the desire of both SCC and Marlesford PC and as recommended by the WSP safety audit.
- 21 B1438 south of village: we have previously advised that the detail in this area needs to be aligned with the features and gateway being designed by Hopkins Homes for their development.
- 22 Proposed crossing/puddling: agree with SCC.
- 23 Raised tables: we had thought that none were proposed.
- 24 Dallinghoo Road: we agree with SCC.
- 25 Dallinghoo Road and kerbs: we would prefer a lower kerb. Pedestrians must have priority and it might be that this area has to be a complete pedestrian priority area. If retained as designed we agree with SCC regarding the kerb.
- 26 Dallinghoo Road and crossing: agree with SCC comments.
- 27 Broad Road; agree with SCC comments.
- 28 High Street northbound and signage: agree with SCC comments.
- 29 High Street and crossing: alternative material could be the Marshalls blocks.
- 30 High Street and forward visibility: agree SCC comments.
- 31 Broad Road: displaced parking. We have concerns about loss of parking, the parking issue exacerbated by the fact that this area is also used by business parking (ESC parking charges increased).

32 Ash Road junction; agree with SCC.

Additional problems that W MPC identify:

Border Cot Lane and the proposals does not appear to have been assessed. We wish to see a gateway at the western approach to the village with 30mph. A second gateway entering a 20mph zone would be beneficial.

Page | 4

The parking proposed along the verge appears to conflict with forward visibility (there is a curve to the road coming into the village) along the road and highway visibility when exiting the Riverside Industrial Estate.

Parking in this location will merely create problems and risk of head on conflicts. It is not a suitable area for residents due to lack of lighting, no footway back to High Street, dangerous road especially when considering SZC traffic volumes and current speeds.

Accesses off the High Street: There are some 23 locations which might be problematical in terms of access on and off the High Street. There will be impeded visibility from some of the highway elements and there are already challenges when trying to enter the road.

Broad Road: a crossing point in this location is inappropriate, located close the junction with Churchill Crescent and conflicting with visibility splay/grass verge. It is important to ensure safe crossing but a position away from the junction would be more appropriate.

Build outs: the proposed build outs still cause some concern for cyclists, drainage and risk of them being driven into. Are there alternatives such as paved zones, surface treatment, painted roundels or signs?

20mph zone – this has been suggested on several occasions but not included in the current proposals. There would appear to be sufficient traffic calming proposals to support the effectiveness of a 20mph limit. We seek comments from SCC and EDF as to why this has not been included and fully support this lower limit throughout most parts of the village affected by the proposed additional construction traffic.

Gateways: with respect to gateways we still favour the design produced by SCC May 2018 'Composite Village Gateway', as stated previously.

Rat Running and Quiet Lanes

We have recently secured the designation of Spring Lane, Mill Lane and Chapel Lane as Quiet Lanes with the formal process being progressed. Our concern regarding rat -running and the lack of commitment from EDF to agree to any form of monitoring for private vehicles and LGV's merely increases our concern regarding the use of these lanes (and others such as Walnuts Lane and Dallinghoo Road) as rat runs.

Deed of Obligation: We would like assurance that the scheme design, implementation and ongoing maintenance costs are all to be included in the Deed of Obligation. Looking at the June draft version it is not clear that this is the case. There will be remedial repairs and ongoing maintenance costs will be incurred in the future, and these should not fall to the local authorities. We would expect SCC to undertake basic maintenance costs such as cleaning of signs, management of overgrowing vegetation, surfacing and pothole repairs so that all features are kept in good order, safe and clearly visible.

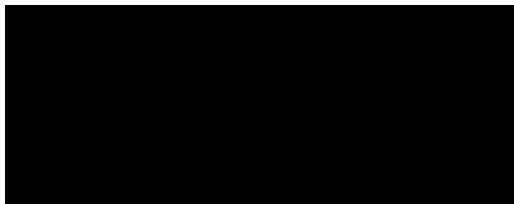
We have considered the revised timetable from EDF Tom McGarry noting the consultation dates. Perhaps public events later in September would be appropriate. We are considering the village hall and local representative's availability and will feed back to EDF.

We have noted in the last set of Examining Authority questions:

HW.2.1 (for the) The Applicant, and SCC Severance (i) In light of the concerns expressed by a number of Parish Councils please advise of the progress of the work that has developed on the schemes at Wickham Market, Little Glemham and Marlesford and elsewhere along the proposed transport corridor.

(ii) Are any of the schemes likely to be presented to the Examination setting out the details of proposed mitigation?

We expect to see the scheme, even if in draft, presented to the ExA in time for this to be considered in respect to its appropriateness for the village highway network and anticipated increase in traffic volume.



Ivor French
Chairman Wickham Market Parish Council

Cc: County Cllr A Nicoll and District Cllr C Poulter
Cc: Richard Bull, EDF