

West Suffolk Local Plan Issues and Options October 2020

Part 3 questionnaire

West Suffolk's settlements

Please complete a separate form for each settlement and/or site you wish to comment on

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Note

Please be aware that any representations made cannot be treated as confidential and will be made available for public inspection.

Towns

Please select the town, where the site you wish to make comments on is in, from the drop down box below (click on 'choose an item').

Choose an item.

Please enter your comments in the box below. Ensure you state which site you are referring to.

What improvements to infrastructure, services and facilities do you think are needed to facilitate growth in the town?

Please state which town you are referring to from the drop down list below.

Choose an item.

Key service centres

Please select the key service centre, where the site you wish to make comments on is in, from the drop down box below (click on 'choose an item').

Choose an item.

Please enter your comments in the box below. Ensure you state which site you are referring to.

What improvements to infrastructure, services and facilities do you think are needed to facilitate growth in key service centre?

Please state which town you are referring to from the drop down list below.

Choose an item.

Local service centres

Please select the key service centre, where the site you wish to make comments on is in, from the drop down box below (click on 'choose an item').

Wickhambrook

Please enter your comments in the box below. Ensure you state which site you are referring to.

In 2010 St Edmundsbury revised Wickhambrook down in the settlement hierarchy from Key Service Centre to Local Service Centre following representations about the services available within the village, and acknowledged that the infrastructure (particularly the road network) was inadequate to support the settlement as a key service centre. Since 2010, the number of public houses has reduced from two to one, and due to cuts in local authority funding, particularly at County level, the road infrastructure and links through public transport has deteriorated further. It is also important to note that the Surgery has taken on additional patients from a closed surgery in Haverhill, and the School has had to absorb two additional years resulting from the eradication of middle schools in Suffolk. This has left both the surgery and the school over-subscribed, with severe limitations on available parking and access.

Wickhambrook is made up of a number of hamlets, many of which have no pedestrian access to the service area of the village. Despite repeated logging of issues with SCC Highways, many issues have not been dealt with and as a number related to pedestrian safety, this does not give confidence for adequate infrastructure to cope with increased housing and use of services in the village.

Two sites, WS191 and WS195 based on the calculations set out in para. 1.8 of part 3 (settlements) – 30 dwellings per hectare, would be subject to a reduction of 40% of land to be set aside for infrastructure (access and landscaping). This should result in the following assessment:

WS191	9.1 ha – 164 (correct as stated); and
WS195	15.0 ha – 270 (incorrectly stated as the 40% set aside for infrastructure does not appear to have been applied)

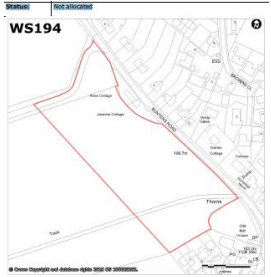
Some of the land identified in this plot is already in use and would therefore not be available for future development. This reduces the plot to 10Ha, which would result in not more than 180 units.

Taking into account the further constraints of a Grade II listed property (Gaines Hall) and the need to ensure that the greens do not merge, a plot equivalent to WS194, which was not included in the consultation, though part of the original 2019 consultation, would result a further reduction in scope of this plot would reduce it to 81 units.

This would reduce the total allocation across the five sites, WS191, 191, 192, 195 & 212 to between 364 to 553. This would still represent almost double

the property base within the parish, and is inappropriate in scale to develop a sustainable community.

Notwithstanding the calculations set out in Part 3: Settlements, at the 2019 consultation on sites submitted and considered under SHELAA, the maximum number identified due to site constraints was 10 for each site:

Site	2019 SHELAA Consultation		2020 Issues & Options Consultation
WS190	10 1 – 5 years	<i>"The site is located on the edge of Wickhambrook which is designated within the former St Edmundsbury area Core Strategy as a local service centre and so capacity has been restricted to 10 dwellings on the site".</i>	48
WS191	5 1 – 5 years 5 6 – 10 years	<i>There are no significant constraints to development, however further assessment would be required to understand other environmental issues. There are listed buildings adjacent to the site. Further assessment is required. The site is located on the northern edge of Wickhambrook which is designated within the former St Edmundsbury area Core Strategy as a local service centre and so capacity has been restricted to 10 dwellings on the site.</i>	164
WS192	10 6 – 10 years	<i>The site is under single ownership and there are no known legal issues constraints The site is located within the settlement of Wickhambrook which is designated within the former St Edmundsbury area Core Strategy as a local service centre and so capacity has been restricted to 10 dwellings on the site. There are a number of constraints on site that could delay the delivery of the site.</i>	39
WS194	10 11- 15 years	<i>There are no significant constraints to development, however further assessment would be required to understand other environmental issues. The site is adjacent to trees protected by a tree preservation order, further tree assessment would be required. The site is adjacent to a listed building. Further assessment would be required. The site is located within the settlement of Wickhambrook which is designated within the former St Edmundsbury area Core Strategy as a local service centre and so capacity has been restricted to 10 dwellings on the site. There are a number of constraint on the site which would delay the development of the site.</i>	<p>Not included:</p>  <p>But would equate to 81 dwellings based on 30 dpha</p>
WS195	10 11- 15 years	<i>There are no significant constraints to development, however further assessment would be required to understand other environmental issues. The site is adjacent to trees protected by a tree preservation order, further tree assessment would be required. The site is adjacent to a listed building. Further assessment would be required. The site is located within the settlement of Wickhambrook which is designated within the former St Edmundsbury area Core Strategy as a local service centre and so capacity has been restricted to 10 dwellings on the site.</i>	<p>Incorrectly quoted as 450 (40% reduction not calculated).</p> <p>@ 30dpha with 40% reduction, would equate to 270</p>

		The site has a number of constraints on the site which would delay the delivery of the site.	
WS212	10 1-5 years	<i>There are no significant constraints to development, however further assessment would be required to understand other environmental issues. The site is located within the settlement of Wickhambrook which is designated within the former St Edmundsbury area Core Strategy as a local service centre and so capacity has been restricted to 10 dwellings on the site.</i>	32

There is no explanation as to why the yield quoted in the consultation in 2019 has been so dramatically and substantially increased on all the plots.

It should be noted that WS193, which is being developed, is a plot of 1.51 Ha with 23 Dwellings – this equates to just over 15 dwellings per Ha.

Referring to the NPPF guidance for sustainable communities, as set out in the Sustainable Settlements Study, the following are particularly relevant to Wickhambrook:

NPPF Paragraph 103 (Promoting Sustainable Transport):

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making."

NPPF Paragraph 104 (Promoting Sustainable Transport):

"Planning policies should: a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities"

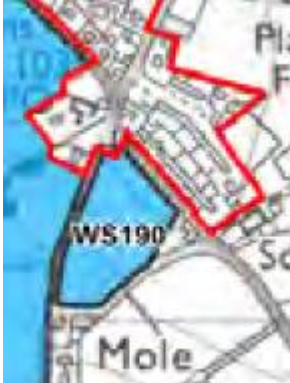
Wickhambrook already has a speeding problem and heavy traffic through the village which it is currently trying to resolve. The parish council provides regular information (80th percentile speeds from SID devices through the parish) on speeding to Suffolk Constabulary for enforcement purposes , and whilst it is recognised that Suffolk Constabulary's resources are constrained, enforcement resources have reduced considerably over the past twelve months.

The roads infrastructure in the parish is not adequate for heavy goods and commuting traffic (including school runs) and suffers from poor drainage and maintenance, and regular flooding.

This would only be magnified with further housing development.

Comments relating to individual sites are set out below:

WS190



- Concern about the scale of the development
- Some infill accepted
- Would be likely to destroy the character of the village
- Preferred sites due to size, scale and location
- Preference for economic use or infrastructure support

WS191



- Concern about the scale of the development
- Inadequate road infrastructure
- Busier roads and speeding through village
- Dangerous junctions
- Heavy traffic, lorries and delivery vans
- Narrow or no footpaths
- Flooding and poor drainage
- Limited access onto site
- Limited Facilities
- Surgery at capacity
- Limited parking at surgery
- Impact on environment and nature
- Light pollution
- Noise pollution

WS192



- Some infill accepted
- Already significant infill in parish
- Inadequate road infrastructure
- Busier roads and speeding through village
- Dangerous junctions
- Heavy traffic, lorries and delivery vans
- Narrow or no footpaths
- Flooding and poor drainage
- Limited access onto site
- Surgery at capacity
- Limited parking at surgery
- School fully subscribed
- Congestion and difficulty parking for school
- Destroy character of village

- Negative impact on Historic significance of village

WS195



- Concern about the scale of the development
- Inadequate road infrastructure
- Flooding and poor drainage
- Limited access onto site
- Limited Facilities
- Surgery at capacity
- Destroy the character of the village
- Need for affordable housing
- Preference for economic use or infrastructure

WS212



- Infill accepted
- Dangerous junctions
- Narrow footpaths and often no footpaths
- Preferred site due to size, scale and location

What improvements to infrastructure, services and facilities do you think are needed to facilitate growth in the local service centre?

Please state which town you are referring to from the drop down list below.

Wickhambrook

- Provision for growth of the surgery, which is already over-subscribed (move to a more accessible site)
- Improved access to the school which is already over-subscribed – provision for adequate safe parking and improvement to the road outside the school
- Improved maintenance of footways, footpaths and byeways to make it possible for residents to access and navigate to services within the settlement on foot or cycle
- Improved sewerage infrastructure

- Improved maintenance of roads, ditches and culverts to improve drainage and reduce flooding
- Improved cutting of verges and hedges to enable pedestrians to escape from traffic flow where there are no footpaths, and increase visibility at junctions
- Improved public transport links to and from village allowing for commuting to key service centres and towns for employment, services, leisure and amenities.

Type A villages

Please select the type A village, where the site you wish to make comments on is in, from the drop down box below (click on 'choose an item').

Choose an item.

Please enter your comments in the box below. Ensure you state which site you are referring to.

What improvements to infrastructure, services and facilities do you think are needed to facilitate growth in a type A village?

Please state which town you are referring to from the drop down list below.

Choose an item.

