

## Response to West Suffolk Consultation on Issues and Options for Local Plan

West Suffolk is starting to develop its Local Plan. A local plan provides a vision for the growth and development of an area and policies which sets out the way that the plan aims to meet the housing, employment, social and community needs of an area while at the same time protecting and enhancing the natural, built and historic environment.

This is the beginning of the process of drawing up a local plan for West Suffolk, which will provide strategic and local policies that will enable and guide the delivery of sustainable growth to 2040..

In brief the process can be described in three stages:

- This issues and options stage is the very beginning of the process of producing a plan for West Suffolk. Its scope is to identify the key strategic issues. The plan should address and set out options and initial ideas for the strategic policies in areas such as housing and economic growth and where the growth might take place (distribution), and the provision of strategic infrastructure. This is what is being consulted on now.
- Further research and studies then need to be carried out to give West Suffolk the evidence we need to develop strategic and local policies. This work and responses to this issues and options stage will contribute to the next stage, the preferred options draft of the plan. West Suffolk anticipate that consultation on this next stage of preparing the plan will take place in 2021.
- Responses to consultation on the second document will inform the submission draft of the local plan (anticipated publication date January 2022 and it is this draft, together with the responses to it that will be examined by an independent inspector appointed by the Secretary of State.

The evidence base that has been prepared to support the issues and options local plan includes:

- Sustainable settlements study – a study to identify those settlements in the district which would be the most appropriate to deliver sustainable growth and inform a new settlement hierarchy for the district.
- Strategic housing and economic land availability assessment (SHELAA) – It is part of the evidence base which underpins the local plan and is required by the NPPF (paragraph 67). The SHELAA provides a clear understanding of the availability, suitability and achievability of sites in the plan area, but does not allocate land for development nor does it indicate that planning permission would be granted for development of a site.
- Environmental constraints study – identifies the environmental and land use constraints in the district.

West Suffolk is inviting responses on 3 questionnaires, which deal with:

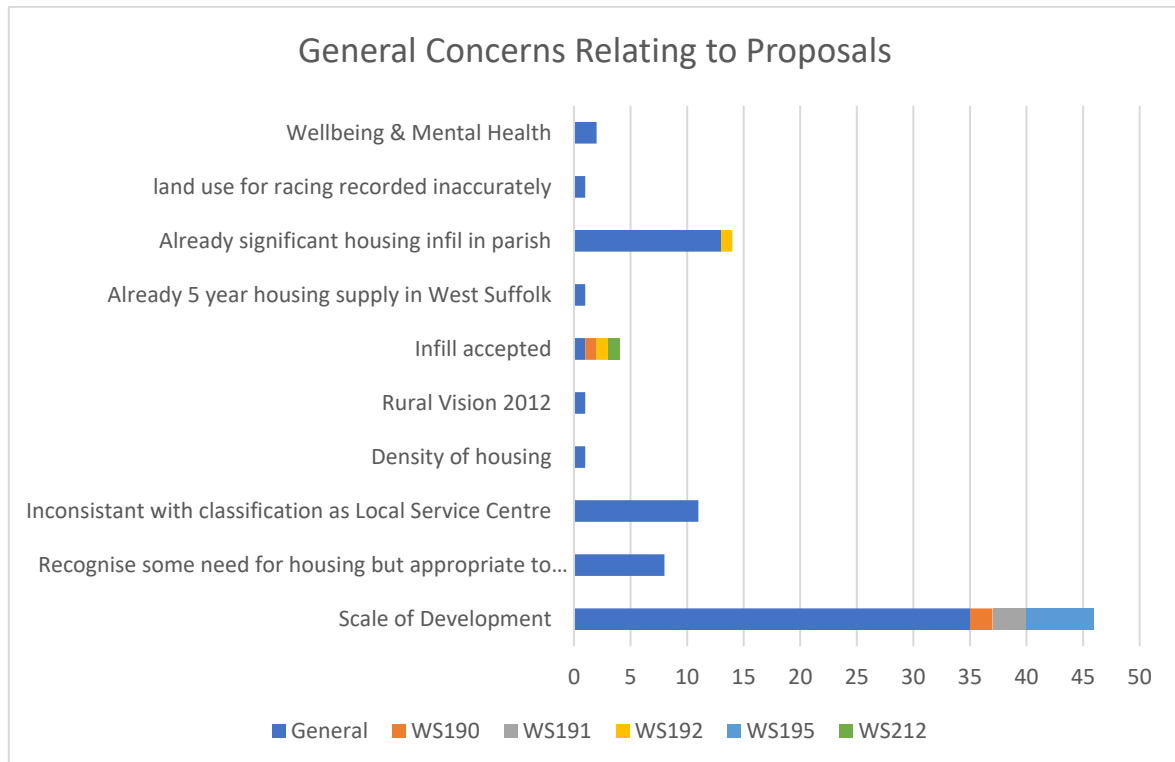
1. [West Suffolk's vision, strategic objectives and planning issues](#)
2. [West Suffolk's Local Planning Issues](#)
3. [West Suffolk's Settlements](#)

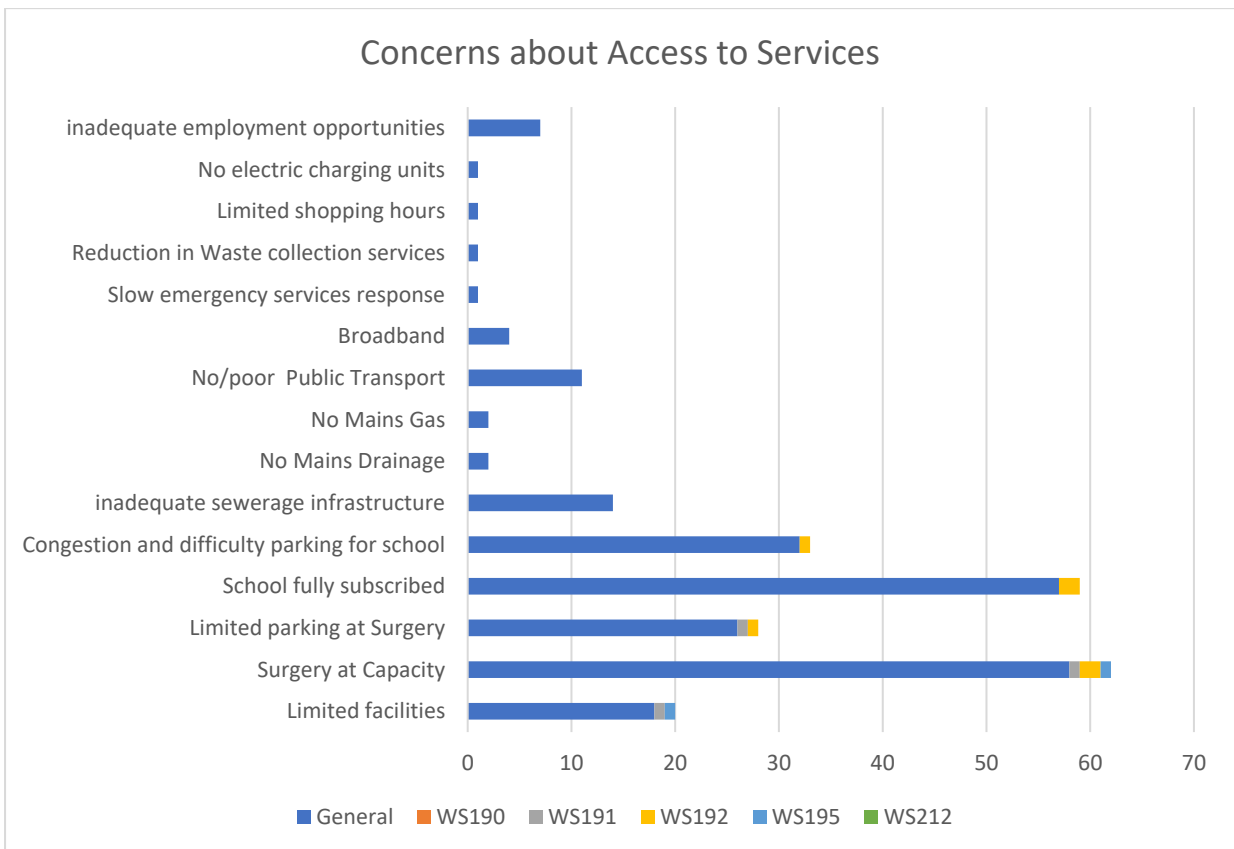
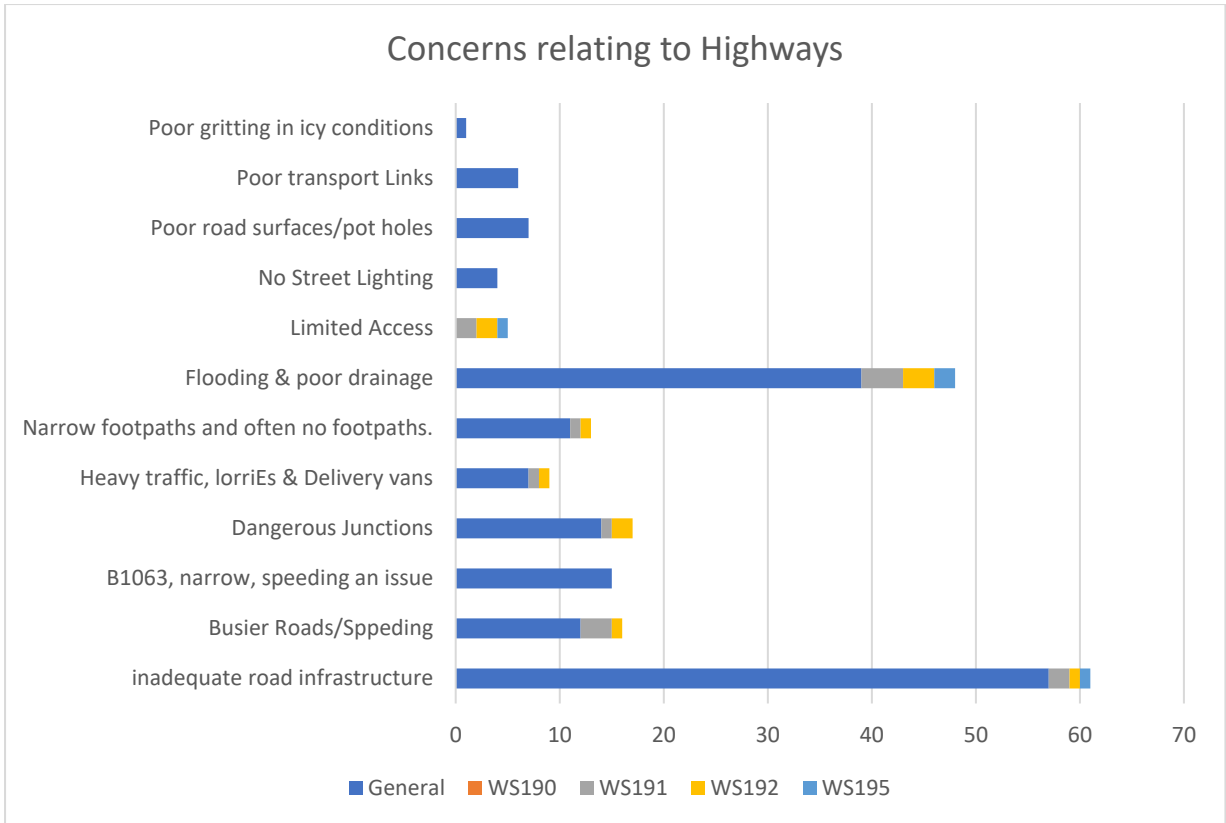
And further responses on:

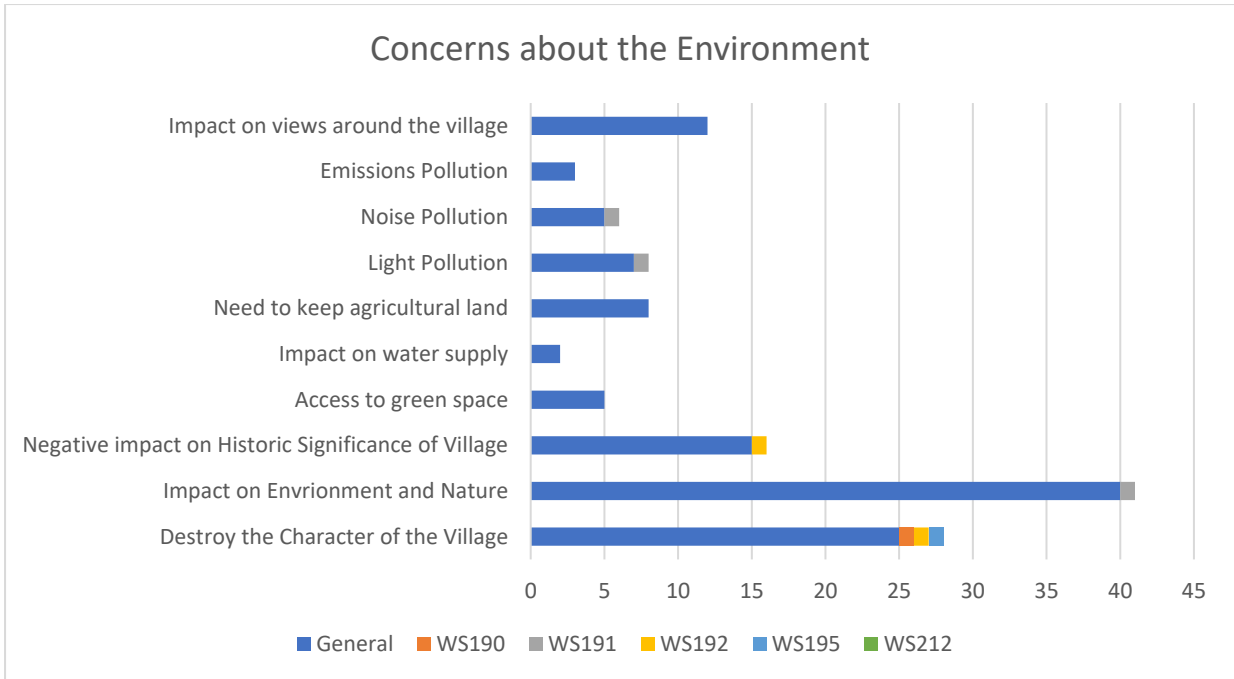
1. [Sustainable Settlements Study](#); and
2. [Environmental Constraints Study](#)

In response to information posted to the parish notice board and website, and a “Wickhambrook Says No” flyer produced and distributed by a group of local residents, the parish council has received 87 submissions from local residents (previously circulated to councillors) raising their concerns about the proposed options published by West Suffolk. Specifically, their concerns are about the likely impact on the parish and its settlements should all the proposed sites identified under SHELAA be included in the local plan, and subsequently be approved for development. This is because the total allocation to all the sites currently identified represents over 700 new homes. Currently, Wickhambrook consists of 546 homes clustered within the settlement boundary and through the outlying greens across the parish. The proposals as they stand therefore represent an increase of 78% on the current property base in the parish.

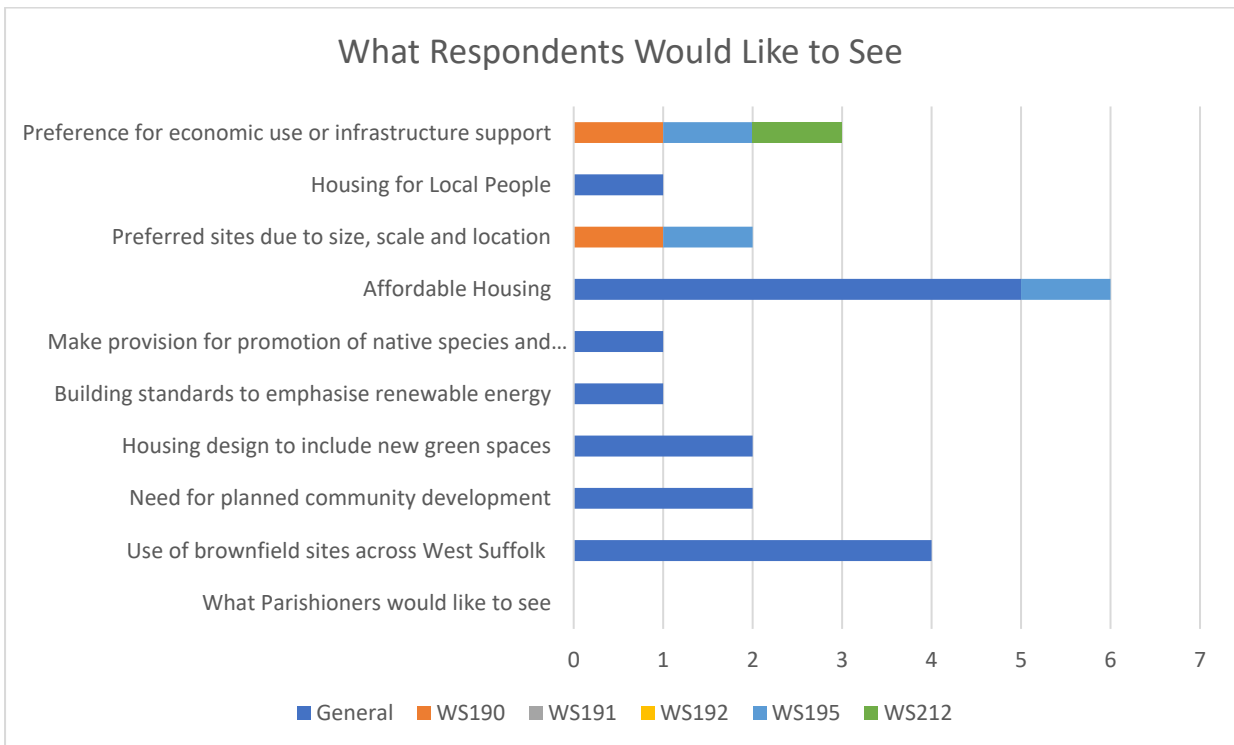
The views expressed by residents are summarised below:







In addition to the concerns raised by respondents, some have also indicated the type of development which could be acceptable or meet the needs of residents within the parish, and these have been summarised below:



These views have been taken into account in drafting each part of the consultation response for West Suffolk, as summarised below:

## **West Suffolk's vision, strategic objectives and planning issues – Appendix A**

There was a strong emphasis from respondents on the poor road infrastructure in the parish which would not support development on the scale proposed.

Poor local public transport options do not support a sustainable development which contributes to the mitigation of climate change factors, and works to reverse contributory factors.

More emphasis on the maintenance of the road and public rights of way network to enable foot and cycle traffic, contributing to sustainable development, health and well being.

There was a strong desire for affordable housing for local people, to enable them to remain in their community.

It should be noted that the convenience store and post office are one premises, thus reducing Wickhambrook's score on the Matrix to 5.

There were significant concerns from respondents (over 50% of respondents) with respect to the Surgery and School. These are already oversubscribed, with limited parking and safety issues outside the school at drop off and pick up times.

The sewerage plant is inadequate to sustain the proposed development.

Preference for style of development focussed on infill within the existing settlement boundary and outlying greens.

## **West Suffolk's Local Planning Issues – Appendix B**

### **Climate change:**

Responses to the proposals submitted by local residents to Wickhambrook Parish Council focussed strongly on the need for encouraging sustainable modes of transport, environmental quality and halting the loss of biodiversity through green infrastructure provision, improving air quality, and ensuring sufficient water capacity.

### **Housing Issues:**

Responses focussed on:

- enabling local people to change their housing and tenure types whilst remaining in their home parish.
- The provision of housing which enables young people to move (back) to independent living within their parish if they chose to do so.
- enabling wickhambrook residents to downsize to more accessible properties or small scale supported housing developments so that they can remain in their community
- mixed residential and business purpose buildings in the local community to enable local business to flourish and reduce impact of travel on the environment.

### **Employment:**

Respondents referred to inadequate employment opportunities within the parish, and the impact poor public transport links have on enabling sustainable commuting for employment out of the parish

A preference for one or more of the sites identified under SHELAA to be allocated to employment land or mixed residential and business (retail) purpose buildings in the local community to enable local business to flourish and reduce impact of travel on the environment.

## **Transport**

Responses identified the following issues:

- The prevalence of speeding vehicles through the village, concerns about safety of pedestrians and cyclists
- The network of roads through the parish are almost all single track, inadequate to support access to new development sites, and the prevalence of dangerous junctions impeded by poor maintenance of hedgerows impeding sight lines
- Poor maintenance of ditches and culverts leading to poor drainage, flooding onto roads and increased incidence of pot holes
- Poor maintenance of public footways, footpaths and byeways, and overgrown hedges and verges impedes their use by pedestrians and cyclists
- Poor public transport links to towns and key service centres, insufficient to support commuting for employment and impeding a move to a more sustainable travel network.

## **Retail, Leisure and Wellbeing**

Respondents were concerned that the scale of development would limit their access to open space and views around the village which contribute to their health and sense of well being.

## **Rural Communities**

Responses focussed on:

Key concerns raised by residents are:

- Affordable housing and housing for local people
- Poor public transport
- Poor broadband
- Oversubscribed surgery and school
- Any development would further reduce the scale and quality of district, county and public services such as bin collection, emergency response

## **Natural Environment**

Residents in Wickhambrook strongly concurred with the key issues identified for the local plan:

- Protection of biodiversity
- Protection of landscapes and landscape features
- Provision of green infrastructure to support development (namely, the maintenance of its networks of greens and open spaces).

## Natural Resources

Residents in Wickhambrook strongly concurred with the key issues identified for the local plan

- Fluvial and surface water flooding management
- Maintaining water supply and quality
- Protecting best and most versatile land and reuse of brownfield land
- Air quality improvements and minimising noise effects and light pollution.

## Historic Environment

Residents in Wickhambrook strongly concurred with the issues identified, particularly:

- Protect, conserve and enhance heritage assets, including their setting and significance, and contribute to the maintenance and enhancement of historic character through the design, layout and setting of new development.

## Horseracing

One response identified that horse racing sites had been missed.

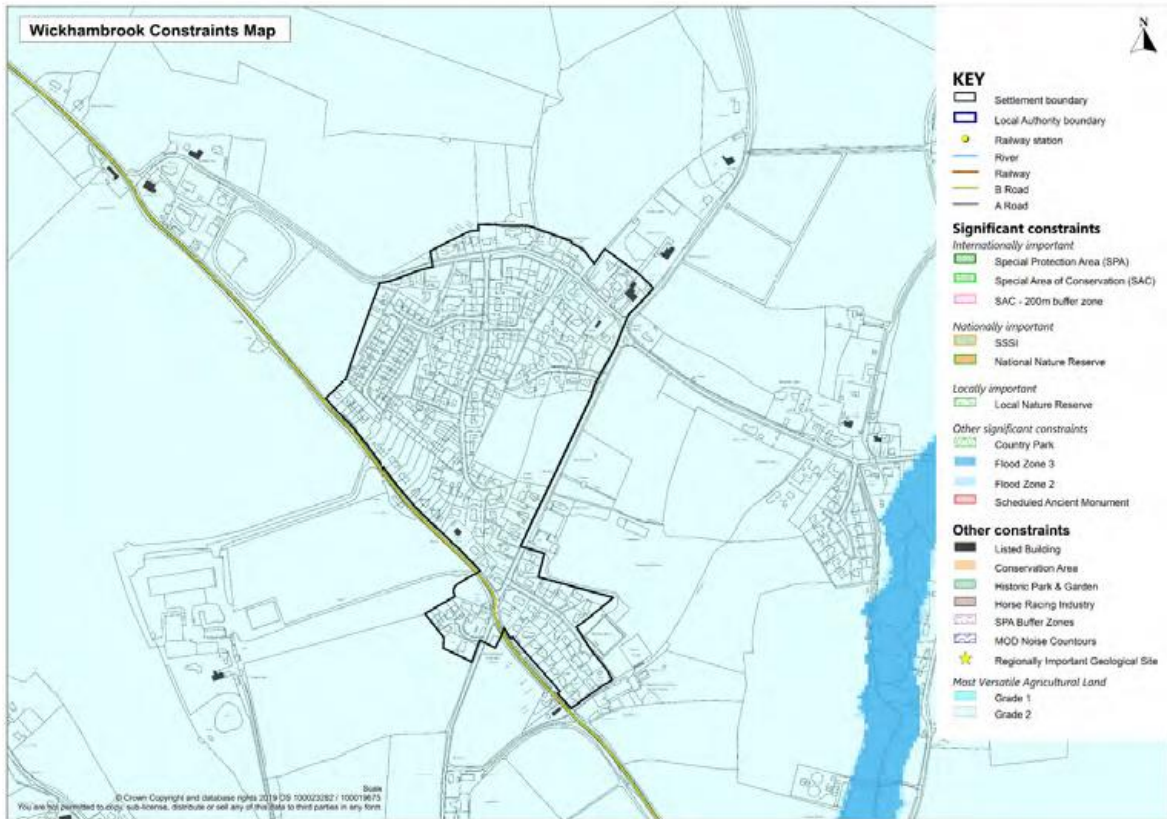
## West Suffolk's Settlements – Appendix C

For West Suffolk's proposals see the excerpt from part 3, Settlements, at **Appendix D**.

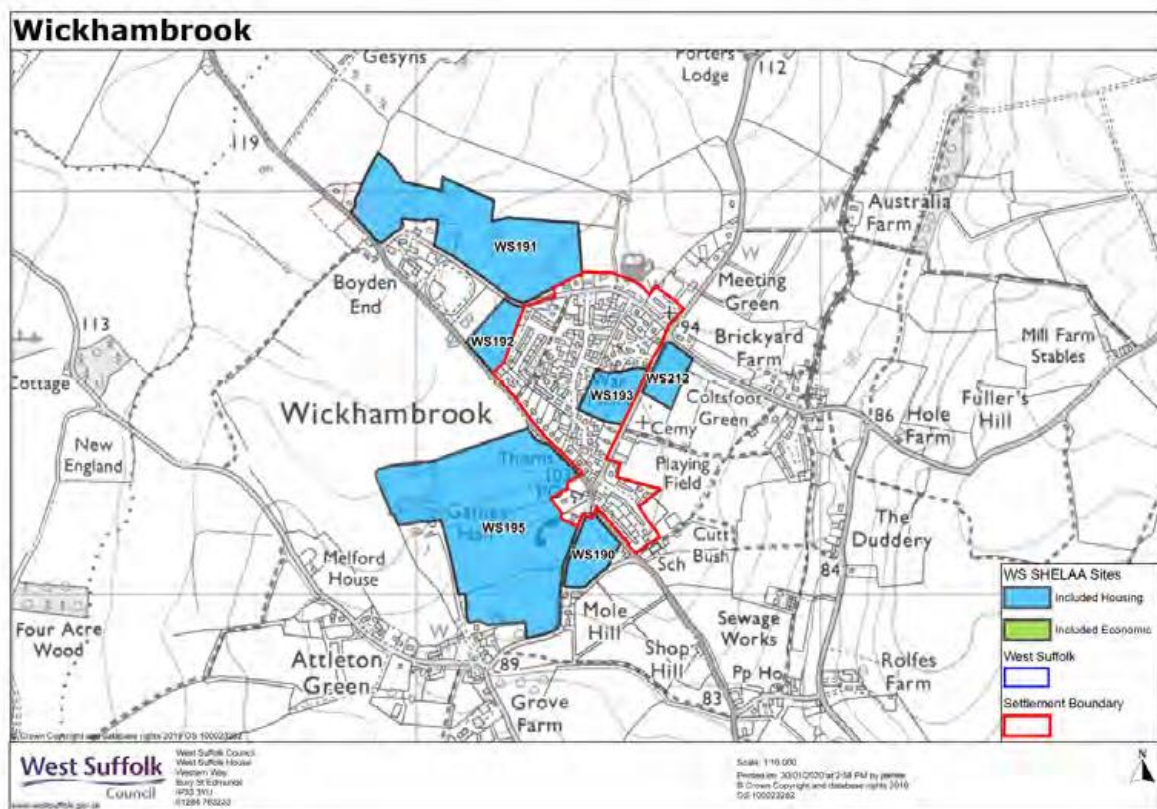
St Edmundsbury revised Wickhambrook down in the settlement hierarchy from Key Service Centre to Local Service Centre following representations about the services available within the village, and acknowledged that the infrastructure (particularly the road network) was inadequate to support the settlement 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.

The current settlement boundary is shown below:





The proposed sites identified by West Suffolk through SHELAA, in relation to the settlement boundary are shown below:



Hilary Workman  
 Clerk & RFO  
 November 2020



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)

This would reduce the total allocation across the five sites, WS191, 191, 192, 195 & 212 to 553. This would still more than double the property base within the parish, and is inappropriate in scale to develop a sustainable community.

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):**

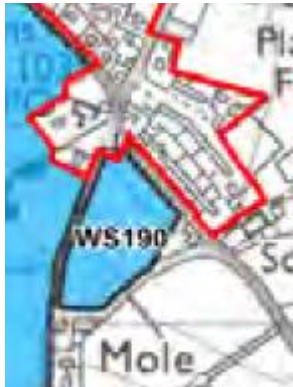


*"Planning policies should: a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities"*



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 (80<sup>th</sup> 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.

Specific comments from respondents relating to each of the sites are summarised below:

Site	Comments
<p><b>WS190</b></p>  <p>A map showing a residential area with a red outline indicating the site WS190. The area is labeled 'Mole' at the bottom.</p>	<ul style="list-style-type: none"> <li>• Concern about the scale of the development</li> <li>• Some infill accepted</li> <li>• Would be likely to destroy the character of the village</li> <li>• Preferred sites due to size, scale and location</li> <li>• Preference for economic use or infrastructure support</li> </ul>
<p><b>WS191</b></p>  <p>A map showing a residential area with a blue shaded area indicating the site WS191. The area is labeled 'Boyden End' on the left.</p>	<ul style="list-style-type: none"> <li>• Concern about the scale of the development</li> <li>• Inadequate road infrastructure</li> <li>• Busier roads and speeding through village</li> <li>• Dangerous junctions</li> <li>• Heavy traffic, lorries and delivery vans</li> <li>• Narrow or no footpaths</li> <li>• Flooding and poor drainage</li> <li>• Limited access onto site</li> <li>• Limited Facilities</li> <li>• Surgery at capacity</li> <li>• Limited parking at surgery</li> <li>• Impact on environment and nature</li> <li>• Light pollution</li> <li>• Noise pollution</li> </ul>
<p><b>WS192</b></p>  <p>A map showing a residential area with a blue shaded area indicating the site WS192. The area is labeled 'Boyden End' on the left.</p>	<ul style="list-style-type: none"> <li>• Some infill accepted</li> <li>• Already significant infill in parish</li> <li>• Inadequate road infrastructure</li> <li>• Busier roads and speeding through village</li> <li>• Dangerous junctions</li> <li>• Heavy traffic, lorries and delivery vans</li> <li>• Narrow or no footpaths</li> <li>• Flooding and poor drainage</li> <li>• Limited access onto site</li> <li>• Surgery at capacity</li> <li>• Limited parking at surgery</li> <li>• School fully subscribed</li> <li>• Congestion and difficulty parking for school</li> <li>• Destroy character of village</li> <li>• Negative impact on Historic significance of village</li> </ul>

<p><b>WS195</b></p> 	<ul style="list-style-type: none"> <li>• Concern about the scale of the development</li> <li>• Inadequate road infrastructure</li> <li>• Flooding and poor drainage</li> <li>• Limited access onto site</li> <li>• Limited Facilities</li> <li>• Surgery at capacity</li> <li>• Destroy the character of the village</li> <li>• Need for affordable housing</li> <li>• Preference for economic use or infrastructure</li> </ul>
<p><b>WS212</b></p> 	<ul style="list-style-type: none"> <li>• Infill accepted</li> <li>• Dangerous junctions</li> <li>• Narrow footpaths and often no footpaths</li> <li>• Preferred site due to size, scale and location</li> </ul>

**Action:**

**Councillors are asked to consider the draft responses to West Suffolk’s questions on each aspect of the Evidence Base of their Issues & Options Consultation.**

**Recommendation**

**That the Clerk make known to West Suffolk Council the Council’s responses to the issues and options consultation, as tabled at WPC20.11.01 subject to any modifications agreed by the Council at its meeting.**

## West Suffolk Local Plan Issues and Options October 2020

### Part 1 questionnaire

#### West Suffolk's vision, strategic objectives and planning issues

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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.**

## Landowner details

Please provide full contact details of the landowner, including name, address, telephone number and email address.

Name:
Address:
Telephone number:
Email address:

## Developer details

If there is a developer for the site please provide their full contact details, including organisation name, address, telephone number and email address.

Organisation:
Contact name:
Address:
Telephone number:
Email address:

## Agent details

If you are an agent please provide full contact details, including your name, organisation (if applicable), address, telephone number and email address.

Organisation:	Wickhambrook Parish Council
Contact name:	Clerk: Hilary Workman
Address:	123 York Road Bury St Edmunds Suffolk IP33 3EG
Telephone number:	07508 039810
Email address:	parishclerk@wickhambrook.org.uk

**Part one sets out a draft land use vision for West Suffolk, draft strategic objectives and the draft strategic issues that we need to plan for in the district. There are options for how we plan for these, and your responses to the questions in this section will help develop the policies that we will consult on at the next stage of plan preparation.**

## **Vision for West Suffolk question**

**Do you think (in the bold text above) we have captured how we bring the vision to life through the local plan - what we want to achieve for West Suffolk and the type of place we would like it to be by 2040?**

(Please click in the box to show your answer)

- |                            |                                     |
|----------------------------|-------------------------------------|
| Strongly agree             | <input type="checkbox"/>            |
| Agree                      | <input type="checkbox"/>            |
| Neither agree nor disagree | <input checked="" type="checkbox"/> |
| Disagree                   | <input type="checkbox"/>            |
| Strongly disagree          | <input type="checkbox"/>            |

Please set out any changes you think we need to make.

There is no mention of rural communities in how the vision will be brought to life. As these communities particularly are disadvantaged by poor infrastructure, access to services and transport links (specifically public transport as a focus on protecting the environment and limiting/mitigating factors which contribute to climate change, this is a key area which should be addressed as a priority.

## Strategic objectives question

**Do you think the strategic objectives are appropriate to deliver the plan's vision?**

(Please click in the box to show your answer)

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please set out any changes you think we need to make.

**Yes, provided these objectives are applied to rural communities as well as the towns.**



## Strategic issues for West Suffolk question

**Do you think that we have identified the right strategic issues?**

(Please click in the box to show your answer)

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please set out any changes you think we need to make.

More emphasis on rural infrastructure, particularly maintenance of roads, cutting back of hedgerows and verges to ensure safe pedestrian access on smaller roads where no pavements.

## Strategic issue 1: question

Please tell us about any changes you think we should make to the **climate change section**

Reference support of Local Electricity Bill going through parliament, a Bill to enable electricity generators to become local electricity suppliers; and for connected purposes

## Strategic issue 2: question

Please tell us about any changes you think we should make to the **right homes for our communities section**.

Reference to housing available to enable local people to remain in their communities, whether young families, or more elderly residents looking to downsize and remain in their communities – possibly also supported living within the communities.

Reference to CIL (will this be introduced in West Suffolk) to support parishes to invest in additional infrastructure to support development.

Reference to combined business and homes in specific units.

### **Strategic issue 3: question 1**

Please tell us about any changes you think we should make to the **economic growth and provision of strategic infrastructure section**.

### **Strategic issue 3: question 2**

Are there any infrastructure improvements which would specifically help to encourage employment growth and opportunities across the district?

Improved bus services from local and key service centres so that residents can access key service centres and towns for employment, schooling and other services

## Types of place and settlement hierarchy question

**Do you think that the six types of place identified for West Suffolk are the right ones?**

(Please click in the box to show your answer)

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please set out any changes you think we need to make.

However, the sites identified for Wickhambrook, if taken up fully, is not proportionate to the village as a local service centre, and growth on the scale identified if there was uptake on all the SHELAA sites would overwhelm the infrastructure and sustainability of the village and parish.

## Draft settlement hierarchy question 1

**Do you think that the positions of the settlements within the draft settlement hierarchy are correct?**

(Please click in the box to show your answer)

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please set out any changes you think we need to make

## Draft settlement hierarchy question 2

**Are there any settlements you consider should be included within the draft settlement hierarchy, or removed from the hierarchy?**

If so please tell us which settlement this is and give your reasons with details of the services and facilities the settlement provides, or is provided by a nearby settlement to which it has good links.

## Draft settlement hierarchy question 3

**A matrix at appendix 2 of the issues and options consultation document sets out the services and facilities of each settlement included in the draft settlement hierarchy.**

Please let us know of any recent changes.

The convenience food store and post office are one premises, and should arguably be recorded as such which would reduce the score for Wickhambrook to 5.

There is only one pub in Wickhambrook.

The Doctor's surgery and School are already over subscribed. There is no room for growth for the Doctors surgery and parking overflows onto single track lane. There is already inadequate parking for the school, and the issues with speeding on the B1063 outside the school are a safety issue which has been raised many times.

The matrix takes no account of the drainage or roads infrastructure in the parish. There is no A route access through the village, most of the roads are single track only with limited passing places.

The sewerage plant would be inadequate to sustain any further development.

# West Suffolk Local Plan Issues and Options October 2020

## Part 2 questionnaire

### West Suffolk's local planning issues

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#### Note

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## Agent details

If you are an agent please provide full contact details, including your name, organisation (if applicable), address, telephone number and email address.

Organisation:	Wickhambrook Parish Council
Contact name:	Hilary Workman
Address:	123 York Road Bury St Edmunds Suffolk IP33 3EG
Telephone number:	07508 039810
Email address:	parishclerk@wickhambrook.org.uk

## Climate change question

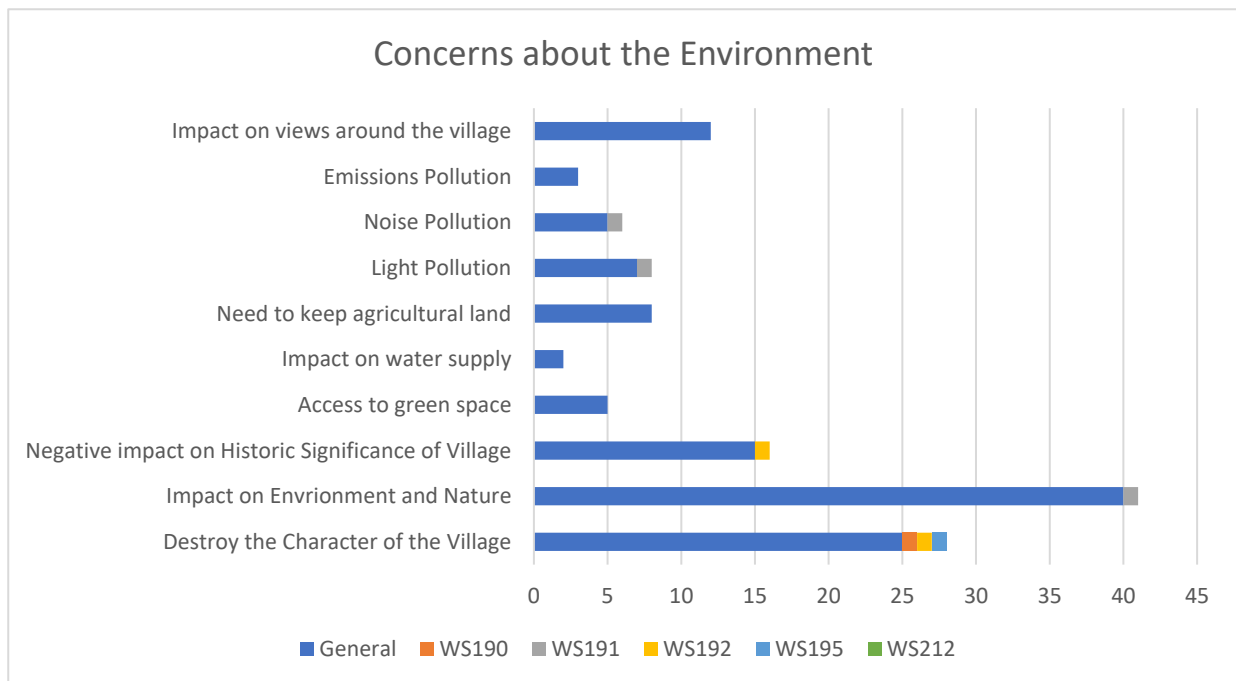
**Do you think that this is the right climate change issue to focus on?**

(Please click in the box to show your answer)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Please set out any changes you think we need to make.

Responses to the proposals submitted by local residents to Wickhambrook Parish Council focussed strongly on the need for encouraging sustainable modes of transport, environmental quality and halting the loss of biodiversity through green infrastructure provision, improving air quality, and ensuring sufficient water capacity.



# Housing question

## Do you think these are the right housing issues to focus on?

(Please click in the box to show your answer)

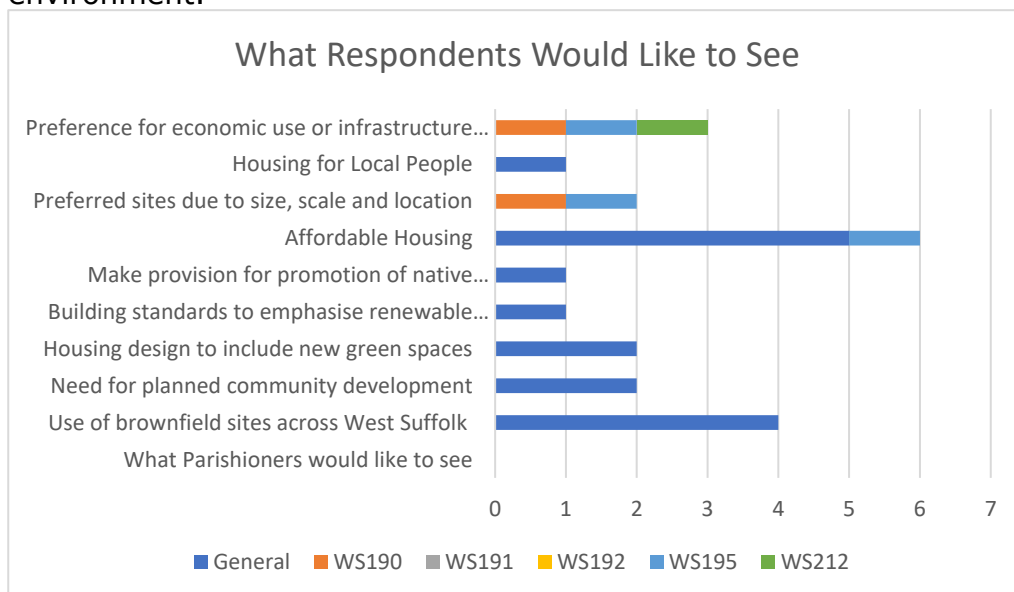
- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Please set out any changes you think we need to make.

### Focussing on

- enabling local people to change their housing and tenure types whilst remaining in their home parish.
- The provision of housing which enables young people to move (back) to independent living within their parish if they chose to do so.
- Enabling wickhambrook residents to downsize to more accessible properties or small scale supported housing developments so that they can remain in their community
- Affordable provision for veterans moving back into their former local area, with adapted or full disable access housing where needed.

More generally, mixed residential and business purpose buildings in the local community to enable local business to flourish and reduce impact of travel on the environment.



Meeting the needs of Gypsies, Travellers and Travelling Showpeople question

**Are you aware of any suitable sites to meet the accommodation needs of Gypsies and Travellers?**

**YES**                       **NO**

Please submit details of the size and ownership of the site with a red line.

Provision for Gypsies, Travellers and Travelling Show people has already been made in Wickhambrook at      - a site for 10

## Employment question

**Do you think that these are the right employment issues to focus on?**

(Please click in the box to show your answer)

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please set out any changes you think we need to make.

Don't understand why employment land is only being interpreted to include B class use development only, when certainly A, C and possibly also D would be relevant to the creation of sustainable local service centres. In rural areas, it may not be possible to attract or use land for B Class, whilst other classes may on their own make significant contributions to the sustainability and vibrancy of the local community.

For example, if further housing development takes place, there may be an increased demand for arts, cultural and leisure facilities such as a local library.

Respondents referred to inadequate employment opportunities within the parish, and the impact poor public transport links have on enabling sustainable commuting for employment out of the parish

A preference for one or more of the sites identified under SHELAA to be allocated to employment land or mixed residential and business (retail) purpose buildings in the local community to enable local business to flourish and reduce impact of travel on the environment.

## Transport question

### Do you think that these are the right transport issues to focus on?

(Please click in the box to show your answer)

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please set out any changes you think we need to make.

Yes, but there is insufficient focus on the development and re-instatement of regular public transport networks to key service centres and towns for the purposes of employment, access to services and leisure. This means regular routes which enable residents to arrive at their service centre in time to start a full day's employment and return home afterwards.

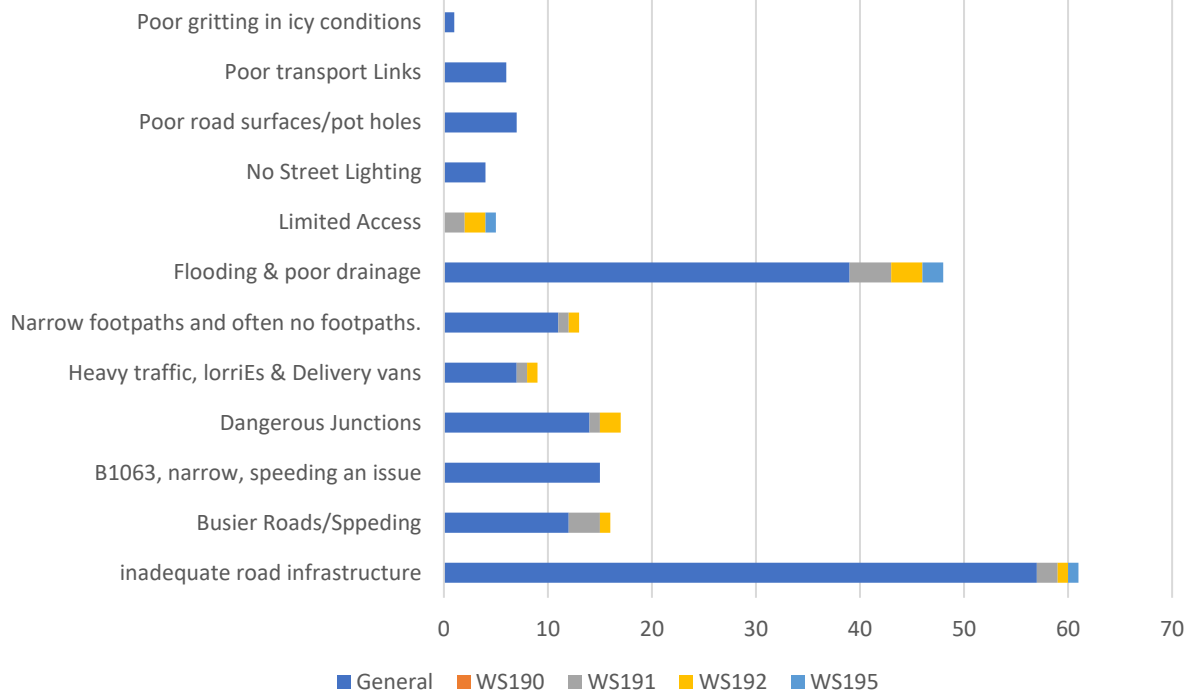
Focus on improving walking and cycling is unlikely to succeed without substantial work to change speed limits (down) on rural roads, regularly cut verges so that pedestrians can move about safely, establishment and maintenance of good quality footpaths/pavements accessible to all needs and consistent maintenance of the network of footpaths and byeways (drainage, surfacing, cutting).

Both of these are particularly important with an aging population, who may no longer have access to private transport.

Responses to the parish council included the following issues raised:

- The prevalence of speeding vehicles through the village, concerns about safety of pedestrians and cyclists
- The network of roads through the parish are almost all single track, inadequate to support access to new development sites, and the prevalence of dangerous junctions impeded by poor maintenance of hedgerows impeding sight lines
- Poor maintenance of ditches and culverts leading to poor drainage, flooding onto roads and increased incidence of pot holes
- Poor maintenance of public footways, footpaths and byeways, and overgrown hedges and verges impedes their use by pedestrians and cyclists
- Poor public transport links to towns and key service centres, insufficient to support commuting for employment and impeding a move to a more sustainable travel network.

## Concerns relating to Highways





## Retail, leisure and wellbeing question

**Do you think these are the right retail, leisure and wellbeing issues to focus on?**

(Please click in the box to show your answer)

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please set out any changes you think we need to make.

## Rural communities question

**Do you agree that these are the right rural community issues to focus on?**

(Please click in the box to show your answer)

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please set out any changes you think we need to make.

Agree – the key points relevant to Wickhambrook are;

- new development and settlement expansion has the potential to impact upon the varied and rich landscape character.
- It will be important to protect settlement identities, including settlement settings and the nocturnal landscape.
- Historically there has been an under provision of affordable housing in West Suffolk.

Please also consider:

Improved internet access

Improved public transport infrastructure

Improved grading of key routes in and appropriate speed limits to support local residents, businesses and key services, and reduce congestion

Key concerns raised by residents are:

- Affordable housing and housing for local people
- Poor public transport
- Poor broadband
- Oversubscribed surgery and school
- Any development would further reduce the scale and quality of district , county and public services such as bin collection, emergency response

## Natural environment question

**Do you think that these are the right natural environment issues to focus on?**

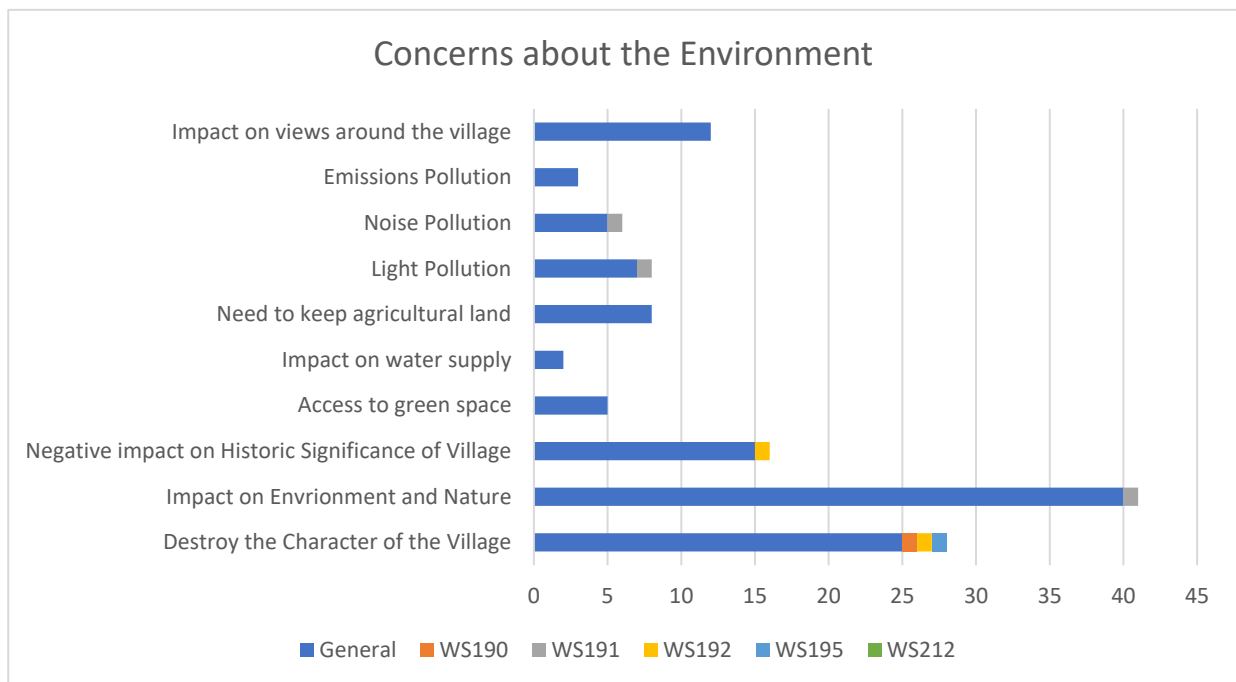
(Please click in the box to show your answer)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Please set out any changes you think we need to make.

Residents in Wickhambrook strongly concurred with the key issues identified for the local plan:

- Protection of biodiversity
- Protection of landscapes and landscape features
- Provision of green infrastructure to support development (namely, the maintenance of its networks of greens and open spaces).



## Natural resources question

**Do you think these are the right natural resources issues to focus on?**

(Please click in the box to show your answer)

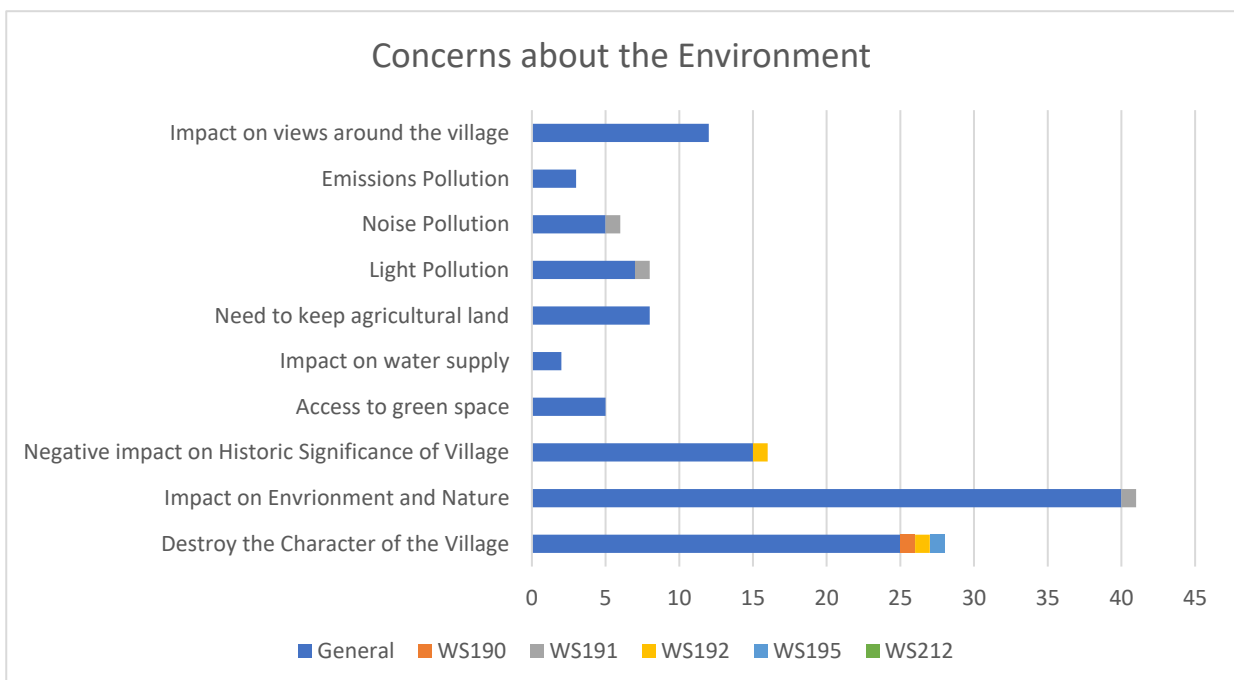
- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Please set out any changes you think we need to make.

No changes, residents in Wickhambrook strongly concurred with the key issues identified for the local plan

- Fluvial and surface water flooding management
- Maintaining water supply and quality
- Protecting best and most versatile land and reuse of brownfield land
- Air quality improvements and minimising noise effects and light pollution.

See below responses from residents of Wickhambrook.



## Historic environment question

**Do you think these are the right historic environment issues to focus on?**

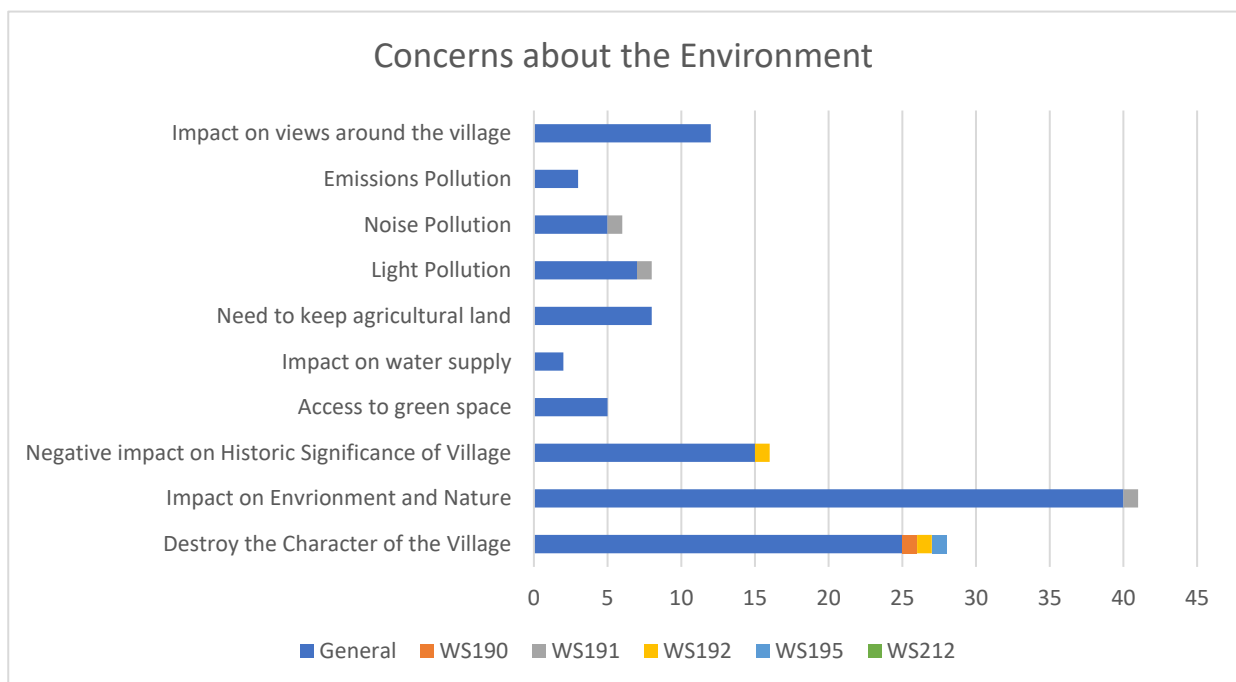
(Please click in the box to show your answer)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Please set out any changes you think we need to make.

Include in this, Identify, protect, conserve...

The historic significance of the landscape and built environment needs to carry the same weight when considering planning applications as that of historic towns.



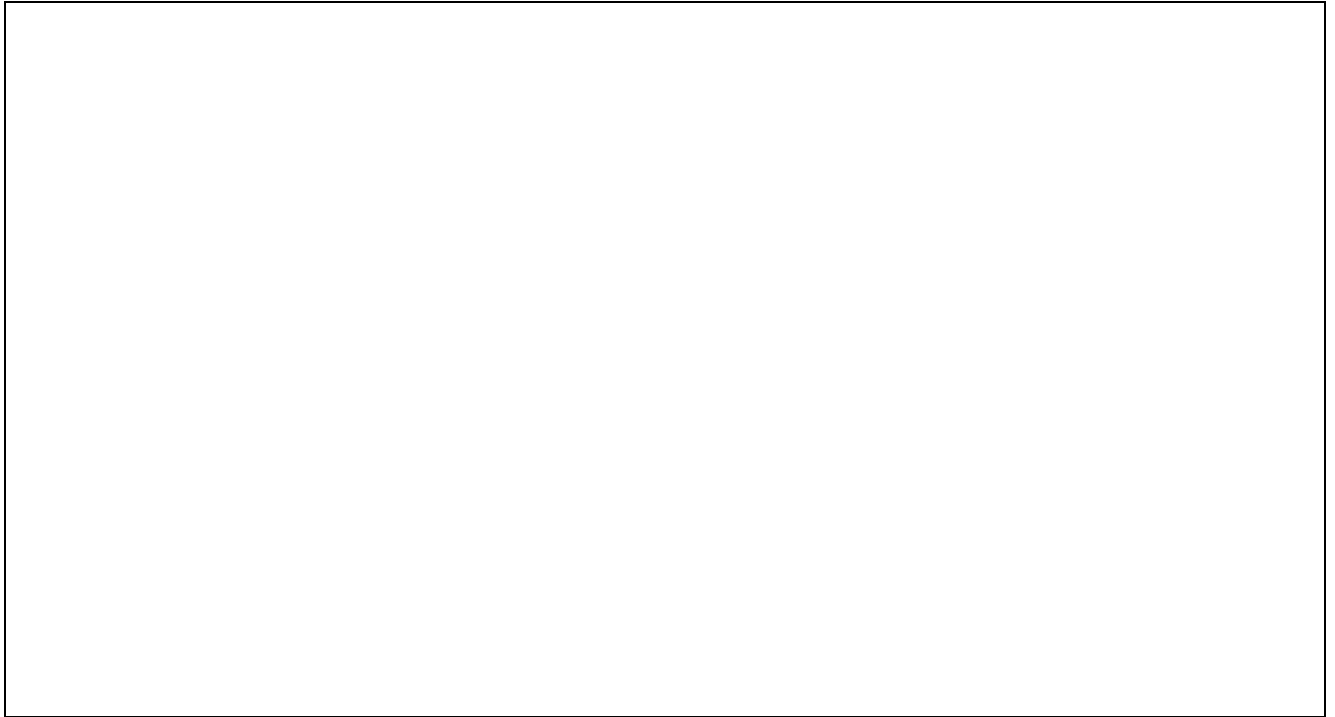
## **Horseracing question 1**

**Are there any horseracing related issues that we have missed? If so, please tell us what they are**

Please tell us what horseracing issues you think we have missed, if any.

## **Horseracing question 2**

**If you know of any sites or proposals for racehorse industry related uses that should be allocated in the new plan please submit a site plan along with details of the uses.**



## Broad options for distribution of growth question

Please rank the distribution options in the order of which you feel will be the most appropriate and sustainable to meet the district's housing needs to 2040 (with 1 being the most appropriate and 4 the least appropriate):

Select the most applicable option in each row.

Grid showing question statements vs. ration options	1	2	3	4
Option 1: focus growth on new settlement(s) which would be of a sufficient scale to support new community infrastructure and employment.			x	
Option 2: focus development in the towns and key service centres where infrastructure and environmental constraints allow.	x			
Option 3: focus growth on the towns, key service centres and local service centres through urban extensions and infilling.				x
Option 4: disperse development around the district allocating sites across the towns, service centres and villages to allow them to grow.		x		

Please tell us of any alternative housing distribution options you think the council should consider.

Focus development through dispersed development across the district allocating to brown field sites and infill only before considering any new development sites (other than exception sites for local needs).

Focus any new development sites, when allocated, to small sites where half housing allocated is affordable, and centered on new green spaces with foot and cycle links to existing housing and services in the villages and towns.





# West Suffolk Local Plan Issues and Options October 2020

## Part 3 questionnaire

### West Suffolk's settlements

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

#### Contents

Towns .....	2
Key service centres .....	3
Local service centres .....	4
Type A villages .....	7

#### 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)

This would reduce the total allocation across the five sites, WS191, 191, 192, 195 & 212 to 553. This would still more than double the property base within the parish, and is inappropriate in scale to develop a sustainable community.

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 (80<sup>th</sup> 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

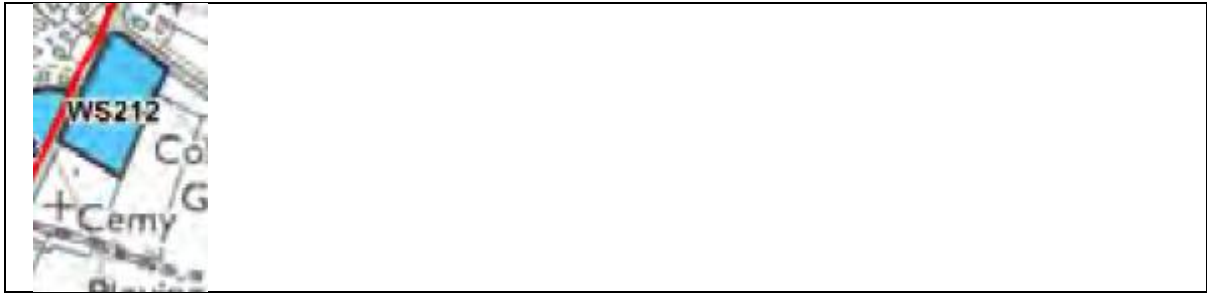
### WS195



- 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**

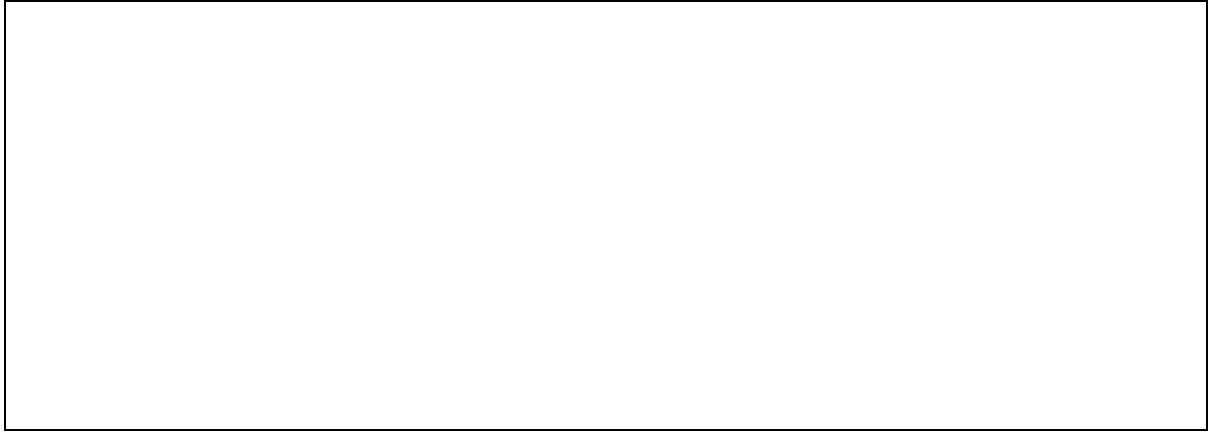
- Provision for growth of the surgery, which is already over-subscribed (move to a more accessible site)
- Improved access to the school which is already over-subscribed – provision for adequate safe parking and improvement to the road outside the school
- Improved maintenance of footways, footpaths 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.**





## 4.13. Wickhambrook

4.13.1 Wickhambrook is located in the southern part of the district 16 kilometres from Haverhill and Newmarket and 18 kilometres from Bury St Edmunds. It had a 2017 population of 1,266 (2018 mid-year estimate). It has a range of services including:

- a primary school
- GP Surgery
- two pubs
- a convenience food store and post office
- a petrol filling station.

4.13.2 Wickhambrook comprises the core village area and a number of hamlets and small groups of dwellings such as Ashfield Green, Attleton Green, Coltsfoot Green, Meeting Green, Malting End, Boydon End, Thorns and Wickham Street (which comprises a cluster of buildings including several listed buildings around the A143 crossroads south-east of the village) and Clopton Green which are mostly or entirely separated from Wickhambrook village by the A143.

4.13.3 There are a number of small businesses locally, including two that employ more than 10 people, and the village and surrounding greens are close to HMP Highpoint.

### Constraints and opportunities

- The topography of the area means that the land to the north-west of the settlement is on higher ground where there is a risk that large scale growth would be prominent in the landscape. In addition, proximity to a number of small groups of dwellings may potentially lead to some of these settlements coalescing which would significantly affect their character.
- Flood Zones 2 and 3 run adjacent to the eastern fringes of Thorns and Meeting Green which may potentially be a constraint to development.
- Despite being close to the A143 the village has a limited bus service to Bury St Edmunds and Haverhill.
- There is a conservation area at Wickham Street to the south-east of the main settlement.

### Settlement status

4.13.4 Wickhambrook is designated as a local service centre in the current local plan in recognition of the role it has to play in serving the residents of the village and those who live in the surrounding rural area. It is proposed to remain in the same position in the new West Suffolk settlement hierarchy.

4.13.5 The former St Edmundsbury area Rural Vision 2031 (2014) allocated one site in the village and permission was granted for 23 dwellings on the site in 2018.

### Site options

4.13.6 The level of development will be influenced by the settlement strategy which will determine the distribution of development across the district as well as the existing environmental and physical constraints and the overall capacity for growth in the settlement.

- 4.13.7 A number of sites have been submitted to the council by landowners and developers for potential inclusion in the local plan. Included sites in the Strategic Housing and Economic Land Availability Assessment (SHELAA) that lie within or adjacent to the settlement boundary are shown on the map below, as these have passed the initial tests of being suitable, available and achievable, and so are more likely to be sites that could be suitable for allocation in the local plan.
- 4.13.8 It is important to note that at this stage these sites have not been selected as preferred sites for development, but we are seeking views on them to assist with the preparation of the next draft of the plan, where decisions will be made on which, if any, sites would be suitable for allocation.
- 4.13.9 The table below provides information on these sites, setting out information on the proposed use and planning status. Also below is a map of the main settlement constraints to assist you in making a response.
- 4.13.10 Your comments on these sites will help in drawing up the next draft of the West Suffolk Local Plan for consultation in 2021. This will set out the council's preferred options for the distribution of housing and other land uses across the district. The council will also consult on the preferred sites across the district to achieve this distribution.



**Wickhambrook - included SHELAA sites**

<b>2020 reference</b>	<b>Site name</b>	<b>Area (hectares)</b>	<b>Proposed use</b>	<b>Current use planning status</b>	<b>Indicative capacity*<sup>26</sup></b>
WS190	Land south of Bunters Road	1.60	Residential	Agricultural none	48
WS191	North and west of Boyden End (also known as north of Nunnery Green)	9.10	Residential	Agricultural none	164
WS192	Land north of Bunters Road	1.30	Residential	Agricultural none	39
WS193	Land at Nunnery Green and Cemetery Hill	1.51	Residential	Agricultural allocated RV25(a) planning permission granted and commenced	23
WS212	Land at Cemetery Hill	1.08	Residential	Agricultural none	32
WS195	Land to the east of Gaines Hall	15.00	Residential	Agricultural and commercial buildings none	450

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**26. \*an indicative capacity of 30 dwellings per hectare is applied unless the site is already allocated or has planning permission. For sites over 100 dwellings, 40 per cent of land set aside for infrastructure.**