



Wickham Market Neighbourhood Plan 2018 to 2036

Referendum version 1.1

August 2023

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Erratum 30th August 2023: The first published Referendum Version contained inconsistencies in the bibliography reference numbering which have been corrected in this version.

1. INTRODUCTION

Purpose of the Plan

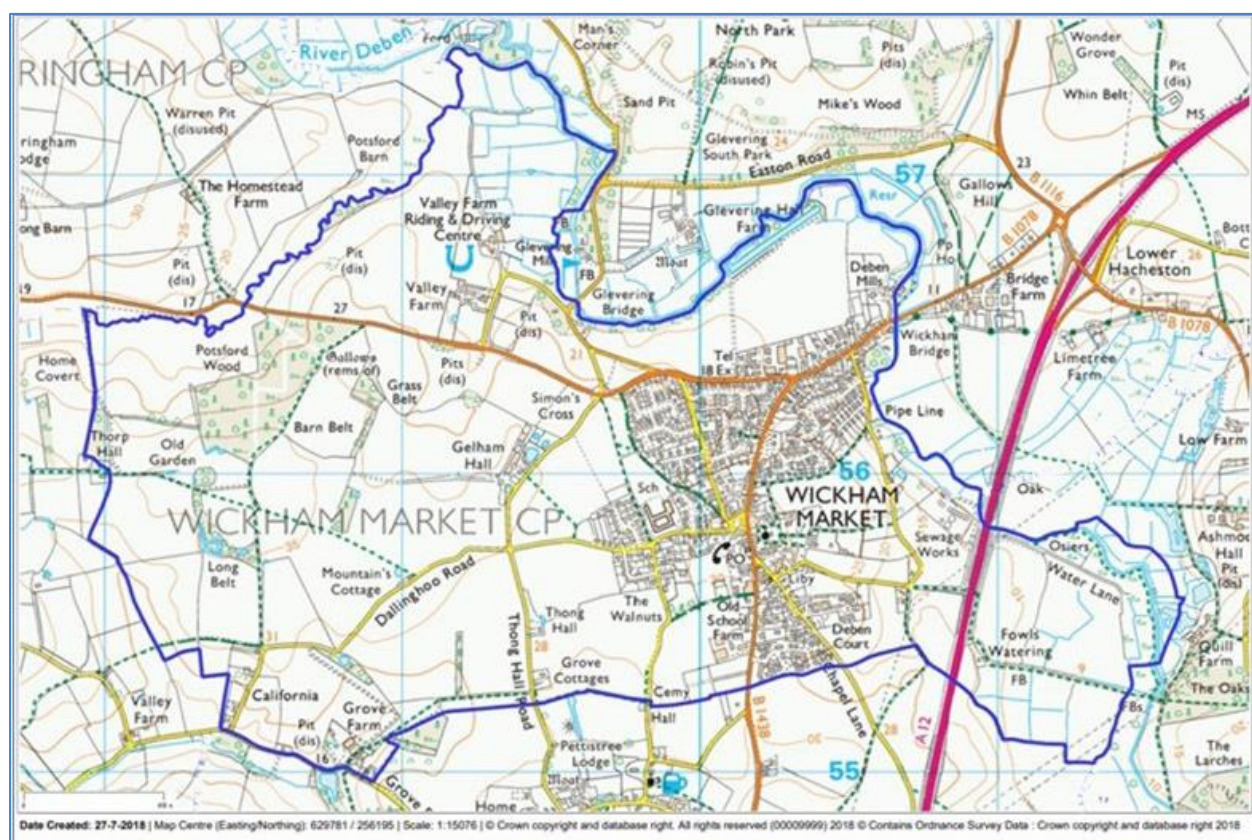
- 1.1. This document represents the Neighbourhood Plan for Wickham Market for the period 2018 to 2036. The Plan contains a vision for the future of Wickham Market and sets out clear planning policies to realise this vision.
- 1.2. The principal purpose of the Neighbourhood Plan is to set out the policy for development within Wickham Market and it will form part of the East Suffolk Council Development Plan. It also provides guidance to anyone wishing to submit a planning application for development within the village. The process of producing a plan has been informed by the Parish Council's commitment to put the views and wishes of the community first and has therefore involved the community as widely as possible. Our approach and the processes followed are documented on our Neighbourhood Plan web site (1). The different topic areas are reflective of matters that are of considerable importance to Wickham Market, its residents (children and adults), businesses and community groups. We are also committed to promoting sustainable development in line with the National Planning Policy Framework (NPPF) (2) which also contains a useful glossary of many of the terms used throughout this document.
- 1.3. Some of the Neighbourhood Plan policies are general and apply throughout the plan area, whilst others are site or area-specific and apply only to the appropriate areas illustrated on the relevant map. Nevertheless, in considering proposals for development, East Suffolk Council will apply all relevant policies of the plan. It is therefore assumed that the Neighbourhood Plan will be read as a whole, although some cross-referencing between the policies has been provided.
- 1.4. The process of producing the Neighbourhood Plan has confirmed the Parish Council's commitment to put its community first. The plan process has identified a number of actions which have not been included in the policies' sections. This is because these are not specifically related to land use matters and therefore sit outside the scope of a Neighbourhood Plan. These actions will be addressed by Wickham Market Parish Council (WMPC) outside of the Neighbourhood Plan process but will be considered alongside the Neighbourhood Plan.

Policy Context

- 1.5. The Core Strategy and Development Management Policies, covering the former Suffolk Coastal district, was adopted in 2013. It then provided the strategic context for the Neighbourhood Plan, particularly in respect of the spatial strategy for the Key Service Centres (subsequently changed to Large Village) which included Wickham Market, housing requirements, employment and the environment. It is supported by the Site Allocations and Area Specific Policies Development Plan Document 2017 (3).
- 1.6. A new Suffolk Coastal Local Plan (4) has now been issued which was adopted on 23rd September 2020 and now forms the basis of policy decisions in the Neighbourhood Plan so as to ensure that it is in general conformity with the relevant strategic policies.
- 1.7. Suffolk Coastal District Council, as the local planning authority at the time, designated the Wickham Market Neighbourhood Area in January 2016 to enable WMPC to prepare the Neighbourhood Plan. The Plan has been prepared by the community through the Wickham Market Neighbourhood Plan (WMNP) Committee, which is a sub-committee of WMPC. WMPC are the Qualifying Body and have overall responsibility for the production of the Neighbourhood Plan.

- 1.8. The WMNP has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012 (as amended). The WMNP Committee has prepared the plan to establish a vision for the future of the village and to set out how that vision will be realised through planning and controlling land use and development change over the plan period.
- 1.9. The map in Figure 1.1 below shows the boundary of the Neighbourhood Plan area (enclosed within the blue line), which is the same as the boundary of Wickham Market parish at the time of the area designation. The area covered by this Neighbourhood Plan is the area covered by the Parish at the time of designation, preparation and Submission. The Parish boundary was expanded from 1 April 2023 following East Suffolk Council's Community Governance Review to include the land at Wickham Gate allocated under Local Plan Policy SCPL12.60, however the Neighbourhood Plan area remains the same as that designated in 2016 and shown in Figure 1.1.

Figure 1.1: Wickham Market Neighbourhood Plan area boundary



The previous Suffolk Coastal Local Plan Core Strategy (2013) covered the period 2010 – 2027 and proposed no additional housing for Wickham Market. This is because four developments at Wickham Place (65 Houses), Castell Close (11 houses), The Oaks (8 houses) and Gospel Hall Close (8 Houses) were approved between 2010 and 2014. The housing requirement for the Neighbourhood Plan covering the period to 2036 is now set out in Policy SCLP12.1 'Neighbourhood Plans' of the Suffolk Coastal Local Plan (4), as a minimum of 70 dwellings.

1.10. In support of the Neighbourhood Plan, the following evidence is presented:

1. Housing Need Assessment (2016)– AECOM (5)
2. Heritage and Character Assessment (2017)– AECOM (6)
3. Landscape Character Assessment Parts 1, 2 and 3 (2108) – L Wylam (7) (8) (9).
This report was funded by the WMPC.
4. Site Assessment Report (2018) – AECOM (10)
5. Non-Designated Heritage Assets – R Jenkinson (11)
6. Local Green Space Assessment – R Lewis (12)
7. Strategic Environment Assessment Report (2021) (13)
8. Habitats Regulation Assessment Report (2021) (14)
9. Basic Conditions Statement (2021) (15)
10. Consultation Statement (2021) (16)

Timeline

- 1.11. The dates of the key events throughout the preparation of the Neighbourhood Plan are summarised as follows:

25 Jun 2015 – First monthly meeting.
13 Jan 2016 – Approval granted by SCDC for Wickham Market Neighbourhood Plan.
29 Jan 2016 – Neighbourhood Plan website www.wickhammarketnp.org created.
01 May 2016– Funding approved by Locality and for Technical Support Packages.
15 May 2016 – First Open Day to gain residents' views. 113 replies were completed.
06 Nov 2016 – Second Neighbourhood Plan Open Day attended by 142 residents.
14 Apr 2017 – Aims and Objectives agreed.
18 Mar 2018 – Neighbourhood Plan Open Day. 104 questionnaires completed.
18 Feb 2019 – Issue of Regulation 14 Version of Neighbourhood Plan.
22 Feb 2019 - Regulation 14 Neighbourhood Plan Open Day.
01 Apr 2019 – Regulation 14 Consultation period ended.
01 Apr 2020 - ESC Parking review withdraws Long Stay business parking.
28 Apr 2020 - Regulation 14 Comments incorporated in NP
09 Mar 2021 - Local Green Space Assessment complete
09 Mar 2021 – Non-Designated Heritage Assets document complete
19 Mar 2021 – Strategic Environment Assessment complete
06 Oct 2021 - Habitats Regulation Assessment received from ESC– Final version
20 Oct 2021 - Draft Reg 15 pre-submission version of the NP posted on website.
20 Oct 2021 – Draft Consultation Statement prepared
21 Oct 2021 – Draft Basic Conditions Statement completed
25 Nov 2021 –Draft Reg 15 Version of NP and associated documents sent to ESC for informal review
22 Mar 2022 - Basic Conditions Statement completed and posted on website
22 Mar 2022 – Strategic Environmental Assessment and the Non-Technical Summary completed and posted on website
30 Mar 2022 - Reg 15 pre submission version of NP completed and all associated documents sent to ESC for review
28 Oct 2022 – Final version of Consultation Statement completed
31 Oct 2022 – Final Reg15 version of NP and associated documents submitted to ESC
09 Nov 2022 – Start of Reg 16 consultation
11 Jan 2023 – Independent examiner appointed
09 May 2023 – Start of additional 3 week consultation requested by the Examiner
28 June 2023 – Independent Examiner’s Report published
02 Aug 2023 - ESC issues Decision Statement which gives approval for the Plan to go forward to referendum.

A timeline of all key events is also given in the Timeline document (17)

Monitoring and Potential Review of the Plan

- 1.12. WMPC, as the Neighbourhood Plan authority, will be responsible for maintaining and periodically revisiting the Plan if and as required to ensure relevance and to monitor delivery.
- 1.13. As part of the monitoring process the Parish Council will pay particular attention to two matters. The first would be where the development of the allocated sites did not proceed (and therefore the village would not deliver its strategic housing requirement). The second would be if East Suffolk Council was to adopt a new Local Plan. Should either of these circumstances arise, the Parish Council will consider the need or otherwise for a partial or a full review of the Plan.

2. LOCAL CONTEXT

Historical Development of Wickham Market

- 2.1. Wickham Market was recorded in the Domesday Book in 1086 when it was called 'Wikham'. It has been a village of some importance in the past with a town hall in which quarter sessions were held. In 1440 King Henry VI granted a weekly fair which was held on the Market Hill. Wickham Market continued to grow and from the 15th century onwards many fine houses, now mostly listed, were built. Local enterprise flourished and in 1780 Nathaniel Whitmore founded an Iron Works at the north end of the village which later became Whitmore and Binyon in 1867, when the site and business was expanded further. At its height, the Iron Works employed 200 men from the village. Sadly, in 1901 the business ran into financial difficulties and was wound up.
- 2.2. A notable and prominent feature of the village is its church of All Saints which is the oldest surviving building in the village and its unique octagonal tower and lead spire rises 137.5 feet and can be seen from much of the local area around the village. It dates back to the beginning of the 14th century but is likely to be on the site of an older Anglo-Saxon church.
- 2.3. The initial development in Wickham Market comprised a number of farmhouses around the Market Hill. Later development of houses took place either side of the main road and the majority of these buildings are now within the village Conservation Area (18). There are 42 listed buildings within the parish (19), most of them situated at points along the High Street, Dallinghoo Rd, and around the Market Hill. Most of these buildings range in age from 15th to 18th century and reflect the growth in wealth and trade during this period. With its market, it had become an important centre for commerce and trade. It was also located on the main coaching route from London to Lowestoft and Great Yarmouth and its large 15th century Coaching Inn, The White Hart, occupied a commanding position in the village centre. Sadly, it succumbed to the loss in trade when the bypass was built in 1978 and has now been converted into shops and flats. Council and private housing estates built in the 20th Century characterise much of the rest of the village. These are typically semi-detached or detached and there is often a generous space between the building façade and the street. Although many of the council houses are now in private ownership, there remains a high level of social housing (now in Housing Association ownership) in Wickham Market, which is almost double the percentage in what was the former Suffolk Coastal District as a whole.

Wickham Market today

- 2.4. The socio-economic profile of Wickham Market is detailed in (20). In summary, the population of Wickham Market at the last census in 2011 (21) was 2,156. Since then, there has been considerable development and the population is now approximately 2,400. As with the rest of Suffolk, the average age of the population is rising, but this seems to be more marked in Wickham Market. This is not surprising as the cost of housing is well above that which local people can afford and it is viewed as an excellent place to retire. In the 2011 census, 22% of the population of the village was retired. Between 2001 and 2011 the working population shrank. The number of 19 to 29 year olds reduced by 2.5%, whereas it increased in Suffolk Coastal district as a whole, and the percentage of 30 to 44 year olds reduced by 4.2%, more than twice the reduction experienced in Suffolk Coastal district as a whole. The main occupation for those that work is predominantly public administration, health or education. Over 40% of the residents get to work by car with less than 5% working from home; however, since the last census fast broadband has been brought into the village, so it is felt that the number of residents working from home is likely to be increasing. The 2011 census showed that Wickham Market has a high proportion of social rented accommodation (24%) compared with 11% in Suffolk Coastal district and 14% in Suffolk overall.
- 2.5. In the Local Plan, Wickham Market is designated as a Large Village. The village has significantly more than the Local Plan suggests as the minimum requirement for a Large Village but is not large enough to be considered a Market Town. The settlement provides an extensive range of facilities namely:
- Public transport access to local towns (albeit very limited)
 - Shops meeting everyday needs
 - Local employment opportunities
 - Meeting place for example Village Hall
 - Post office
 - Pub or licenced premises (under restoration)
 - Primary school
 - Doctors surgery
 - Dentist
 - Restaurants
 - Church
- 2.6. The village has all of these services although the last pub remaining, The George, burnt down in 2013. Efforts are currently ongoing with a view to restoring this listed building and operating it as a community-run pub.
- 2.7. Wickham Market is a hub for many of the surrounding villages. There has been considerable development in many of these villages such as Ufford, Easton, Campsea Ashe and Rendlesham and this has put a considerable strain on the village services as well as road networks within the village. Rendlesham and Wickham Market are a combined medical centre practice, and their workload continues to increase. The dental practice in Wickham Market is also struggling to cope with the increase in demand.
- 2.8. The Local Plan (4) provides details of the Wickham Market District Centre and the Riverside Industrial Estate. These locations contain the majority of business premises within Wickham Market. A small number of units are also located at the junction of High St and Spring Lane.

It is concluded that the Local Plan (4) adequately meets business needs in Wickham Market and therefore no additional policies are required within this plan.

- 2.9. A business survey conducted in Feb 2017 (22) shows that businesses on the industrial estate were largely well established and were satisfied with their current position. However, several showed concern about the possibility of losing the post office and felt the bus service was inadequate. In the Wickham Market District Centre, it was suggested that more footfall was needed to ensure a healthy retail future. It was felt that more retailers would help, and that a pub was important for the village. Nearly 50% of workers in the village travelled over 5 miles to work in Wickham Market. The vast majority used cars therefore the need for workers car parking was high. Many of the shops requested free parking for visitors. Start-up support was seen as being important and the post office identified the need for small business units.
- 2.10. Two significant developments, Wickham Place (65 homes) and Castell Close (11 homes) took place in the village between 2011 and 2015, as well as other smaller developments. One of the main issues raised by the community in respect of both developments is that they have inadequate parking for a rural village. It is important that future developments are designed to provide sufficient off-road parking. New development has added to traffic congestion in the village. With the historic pinch points along the High Street remaining, this congestion is exacerbated, and the narrow pavements make it unsafe for pedestrians, parents/carers with pushchairs, and mobility scooter users. This can discourage these groups from walking to or accessing the village centre. This is clearly described in the Wickham Market Traffic and Parking Report dated Apr 2014 (23)
- 2.11. A range of new housing types are needed in Wickham Market to address the requirements of first-time buyers, families, and older downsizers. Whilst the village already has a significant number of bungalows - 17% of the current housing stock (5) (24) - demand continues for such provision. The Wickham Market Housing Needs Assessment (5) identified that the affordability ratio of entry level owner occupation for lower quartile income in Suffolk Coastal district was 7.6, the highest in Suffolk. This is borne out by the Wickham Place development where there is evidence that the majority of buyers were retiring from out of the area and many local people could not afford to purchase these houses. The new houses resulted in only one additional child for the village primary school. However, the refurbishment of the 32 Deben Court (former workhouse) flats, has generated some additional school pupils.
- 2.12. The Housing Needs Assessment stated that the maximum number of dwellings required to address local needs in Wickham Market by 2036 was 110 with a minimum figure of 32. Subsequently the Local Plan (4) gives a final figure of 70, which was reduced from 100, as the Local Plan includes Policy SCLP12.60, a development formerly in Pettistree Parish (now in Wickham Market Parish) for 150 dwellings, which is within the Settlement Boundary of Wickham Market, but not within the Neighbourhood Plan area. Planning permission was granted for this development on June 3rd, 2021 (Reference DC/20/3264/FUL).
- 2.13. EDF have proposed that a Park and Ride facility is to be built just to the north of Wickham Market for the construction phase of Sizewell C. It has been estimated that at peak construction, traffic through the north of the village along the B1078 will increase by an extra 1050 vehicles a day (25).

3. VISION AND OBJECTIVES

Wickham Market Neighbourhood Plan Vision

- 3.1. In consultation with the community (26) (27) (28) (29) (30) and applying the principles of Community Comes First (31), a vision (32) has been established that has informed the objectives of the WMNP. Within the vision there are seven themes which are:

1. Housing for all

By 2036 Wickham Market is likely to have to accommodate a number of new homes. We will find the best location/s and specify the type and style of housing that will meet the needs of our local community. We intend that any new housing will be energy efficient and where possible carbon neutral, have adequate parking and be sited so that any increase in traffic congestion is kept to a minimum.

2. An Inclusive and Caring Society

Wickham Market has a strong sense of community and local spirit. We wish to ensure that any future development will consider the impact on the community, its services and overall well-being. At all times consideration should be given to the local population and in particular to the less able and vulnerable amongst us.

3. A Viable Community

We wish to maintain the character of Wickham Market as a place with a strong sense of community and history. We aim to enhance local employment opportunities, in particular providing support for start-up businesses. We wish to ensure the community can manage its future growth through appropriate infrastructure and services to meet the everyday needs of its population.

4. Maintaining the Green Environment

We intend that the village should remain rural, preserve its open landscape, its views and allotments and ensure that its heritage is protected. Our aim is to ensure that any development has adequate landscaping and green spaces and does not have a negative impact on our lanes, byways, footpaths and encircling green landscape.

5. An Attractive Village Centre

We will work to improve the vitality and viability of the village centre while retaining its unique rural and historic character. We will endeavour to improve the quality of the village centre by encouraging retention and support of existing retailers whilst also encouraging new enterprise to occupy available units. We will aim to improve the quality of the public areas by making them more pedestrian focused.

6. Traffic and Parking

We are concerned that at present narrow pavements and vehicle choke points make it difficult for pedestrians and cyclists to safely move around the village. We will endeavour to improve traffic flows and pedestrian safety and we are aware that parking within the village continues to be a problem and WMPC will press for a plan that will give a village wide solution.

7. Better facilities and services

Community assets such as the play parks, pub and village hall need to be improved or re-provided. Mobile phone signals need to be strengthened and we wish to improve the sport, leisure and learning facilities to help create an environment for participation by all ages and abilities.

Objectives of the Neighbourhood Plan

- 3.2.** For each of these vision themes, a set of objectives have been developed for both the Neighbourhood Plan and the Community. These have all been derived from the Neighbourhood Plan public consultation process and are reflected in our policies and supporting text. These objectives rely on the various local government and community groups to action.

The Neighbourhood Plan objectives are considered to be achievable through the application of the policies in the Neighbourhood Plan. The Community objectives will be achieved outside the Neighbourhood Plan by other community groups. These are shown in Tables 3.1 and 3.2. below.

Table 3.1: Visions and Objectives – Neighbourhood Plan Objectives

	Neighbourhood Plan Objectives	Vision Themes						
		Housing for all	An Inclusive and Caring Society	A Viable Community	Maintaining the Green Environment	An attractive village centre	Traffic and Parking	Better Facilities and Services
1	New development includes provision and management of suitable infrastructure.	y			y			
2	New developments are built with adequate parking.	y						
3	New houses are energy efficient	y						
4	Mix of housing to meet local needs	y						
5	Provide greenspace, play space, and sports fields in line with Local Plan green infrastructure requirements for new development.	y			y			
6	New development is designed to reflect local character and include comprehensive schemes for landscape and ecological enhancement to ensure that the quality and character of the Parish is not compromised.	y						
7	Provide safe routes through the village, particularly for people with disabilities		y					
8	Ensure provision of adequate sport and leisure provision for all ages.		y					y
9	Enhance the play area provision within the village.		y					y
10	To retain and protect the current allotment provision.		y		y			
11	Make the public areas more pedestrian friendly.		y					
12	Protect and enhance the vitality and viability of the village centre.			y				
13	Protect all the village heritage assets (both designated and non-designated)			y				
14	Preserve the setting and quality of the Parish Cemetery and ensure adequate future provision.				y			
15	Provide electric charging points for cars				y			
16	Conserve, enhance and link natural spaces and their associated biodiversity				y			
17	Create new green space such as meadows, woodland and orchards.				y			
18	Preserve and enhance the character and appearance of the Conservation Area					y		
19	Provide adequate short term, long term and overspill parking facilities for workers and visitors to the core business centres.						y	y

Table 3.2: Visions and Objectives – Community Objectives

		Vision Themes						
		Housing for all	An Inclusive and Caring Society	A Viable Community	Maintaining the Green Environment	An attractive village centre	Traffic and Parking	Better Facilities and Services
1	Provide additional sheltered housing.	y						
2	Provide improved village hall facilities		y					y
3	Support the initiative to provide a village pub.		y					y
4	Provide adequate mobile phone signals throughout the village		y	y				
5	Support and maintain the regular market in the village centre			y		y		
6	To support proposals for new initiatives to bring new business to the village, in particular to occupy available units.			y				
7	To support and protect premises and infrastructure to promote and protect local businesses and home workers.			y				
8	Provide availability of fast broadband connection throughout the village			y				y
9	Protect all important trees				y			
10	Enhance the parish treescape through planting new trees and hedgerows.				y			
11	To support the extension of the Conservation Area boundary in order to include important buildings, spaces and heritage assets.					y		
12	Making it safer for pedestrians, cyclists, and road users to move through and within the village		y				y	
13	Easing traffic flow through village and minimise delays						y	
14	Alleviation of parking problems through the provision of additional space for on-street parking.						y	
15	Reduction of illegal and inconsiderate parking		y				y	
16	Provide improved facilities for youth		y					y
17	Ensure provision of adequate sport and leisure provision for all ages.		y					y
18	Manage and protect the quiet rural lanes, bridleways and footpaths		y		y			

4. DEVELOPMENT STRATEGY

- 4.1 The growth of Wickham Market over the plan period needs to be informed by a number of key principles and issues. As a 'large village' in the Suffolk Coastal Local Plan (4), it provides not only for its own changing housing, employment and service needs but also those of the smaller rural villages it serves. Through the engagement with the local community in preparing the Plan, the following have been identified as being important development principles:
- Encouraging recreation and healthy living.
 - Protecting the environment, including the local landscape.
 - Encouraging and enabling walking and cycling to the schools and services in the village, so reducing the impact of vehicle traffic through the village and helping to lower air and noise pollution levels.
 - Delivering local priorities in terms of community infrastructure.
 - Ensuring a full range of housing to address local needs.
- 4.2 The Local Plan (4) provides for significant levels of housing growth in order to address the identified needs of the district over the plan period to 2036. Much of this growth is proposed to be located within the A12 corridor. This specifically identifies that between 2018 and 2036, Wickham Market's indicative contribution is 230 dwellings, of which 150 are in the adjoining village of Pettistree. As of 1st April 2018, 10 of these dwellings had either been completed or had planning permission, reducing the requirement to a minimum of 70 dwellings in Wickham Market parish. A further 5 dwellings have been granted planning permission between 1st April 2018 and 31st March 2020, and permission for 2 of the 10 dwellings (as per table 3.5 of the Local Plan (4)) have since expired. The Local Plan has extended the settlement boundary of Wickham Market to include the allocated site (SCLP 12.60) formerly in Pettistree parish (now within Wickham Market Parish). Planning permission was granted for the development of the site in June 2021.
- 4.3 What is important is that this growth is in the right place and provides the right types of housing for our needs. The growth needs to be supported by the infrastructure that is most needed in Wickham Market and will provide the greatest benefit to the wider community. The Neighbourhood Plan's core development principles are based around these key considerations. These matters are addressed in Part C of Policy WICK1. The Parish Council fully support the Local Plan where it proposes that, for proposals of 10 units or more, at least 50% of the dwellings will need to meet the requirements for accessible and adaptable dwellings under Part M4 (2) of the Building Regulations.
- 4.4 The Wickham Market Housing Needs Assessment (5) identifies a requirement for the Wickham Market Neighbourhood Plan to allocate sites within the parish to address a requirement for between 32 and 110 additional dwellings over the Plan period. It was decided, in early 2018, that this assessment should be taken as the housing need to be provided and that the upper limit should be the planning figure. Subsequently the Local Plan (4) was published allocating Wickham Market a housing figure of 230 dwellings of which 150 were allocated in Pettistree Parish. The site is not within the Neighbourhood Plan boundary but is within the settlement boundary of Wickham Market. Planning permission was subsequently granted for this development on 3rd June 2021 (ref DC/20/3264/FUL), DC/20/3361/FUL was withdrawn.
- 4.5 Following extensive assessment, consultation and consideration of the Wickham Market area, the WMNP allocates two sites (33) (10) for development which are expected to deliver housing

along with a range of specific infrastructure and community facilities. More generally, these allocations and other developments are expected to provide high quality schemes which are in keeping with the character of Wickham Market, minimise their impact on the landscape, generally enhance the public realm and improve accessibility for pedestrians and cyclists through improvements to road safety and congestion.

POLICY WICK1: DEVELOPMENT STRATEGY AND PRINCIPLES

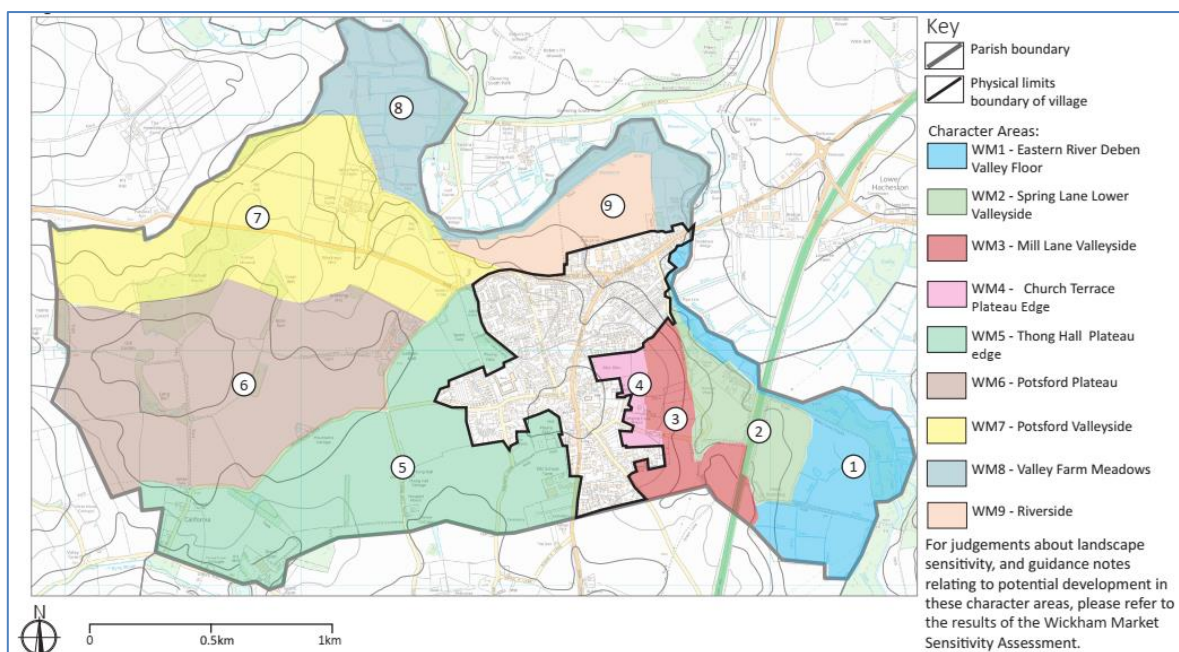
- A. New development in the Wickham Market Neighbourhood Plan area will be focused within the settlement boundary of Wickham Market village and on the site allocations in Policies WICK12 to WICK13 as identified on the Policies Map.**
- B. New developments of up to 110 dwellings will be supported within the site allocations at land at Old School Farm (up to 85 dwellings) and land at Simon's Cross (up to 25 dwellings), in accordance with the requirements as outlined in Policies WICK1 and WICK2. These numbers reflect the density of developments which are consistent with existing development within Wickham Market.**
- C. Housing developments should provide a mix of dwellings in accordance with relevant policies contained in the Local Plan.**
- D. As appropriate to their scale, nature and location, development proposals should address the following matters:**
 - the provision of new housing which addresses evidence-based needs as set out in the Wickham Market Housing Needs Assessment.
 - the provision of key infrastructure including pedestrian access to the village centre, additional car parking serving the village centre, community facilities, utilities, and public realm improvements, through direct provision and/or developer contributions (including Community Infrastructure Levy and/or Section 106) as directed in the relevant policies.
 - high quality design of buildings and layouts which include high quality natural landscaping in order to retain the rural character and physical structure of Wickham Market, conserving, and where possible, enhancing the historic environment.

5. LANDSCAPE AND ENVIRONMENT

Landscape character

- 5.1 Whilst Wickham Market is not in any statutorily designated landscape, the northern and eastern parts of the parish were within the Suffolk Coastal Special Landscape Area (SLA). SLAs were designations contained in Policy SSP38 of the Site Allocations and Area Specific Policies DPD (2017). The Local Plan (4) has removed this designation and relies on the landscape character assessment approach. The Neighbourhood Plan has been informed by a specific Landscape Character Assessment (LCA) (7) (8) (9), this identifies the landscape character types shown in Figure 5.1. The Suffolk Coastal Landscape Character Assessment (34) has also been used to inform the Neighbourhood Plan.

Figure 5.1: Wickham Market landscape character types



Source: Wickham Market Landscape Character Assessment 2018

- 5.2 The Wickham Market LCA noted that a number of these character areas were sensitive to development and identified common issues needing careful consideration, including the view of the spire of All Saints Church.

View from Thong Hall Road towards village edge



Source: Wickham Market Landscape Character Assessment 2018

- 5.3 It is important that development protects the landscape setting of Wickham Market and is informed by the LCA. In particular, development on the edge of the settlement, or that which is prominent in the landscape, should demonstrate what measures are proposed to adequately mitigate adverse impacts. This may be through comprehensive landscaping, the retention of mature trees and hedgerows and the design of the built environment. In addition, the landscape character of Wickham Market is informed by its network of lanes, byways, footpaths. Development should ensure that these are retained and that their appropriate use is encouraged, including by cyclists, pedestrians and horse riders.
- 5.4 Layout of any new development is required to follow best practice advice found in the government's guidance documents: 'Manual for Streets' and 'Manual for Streets 2' (35) (36).

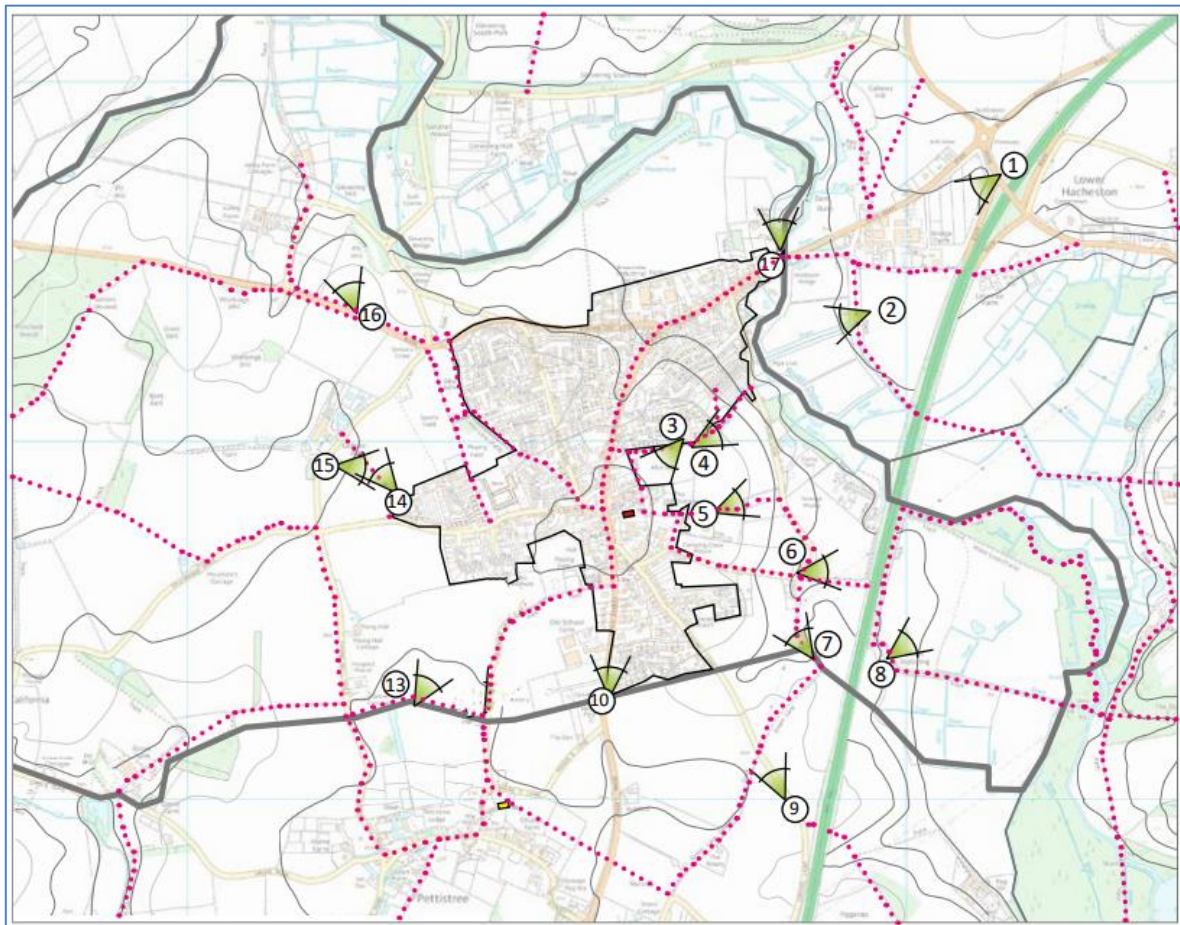
POLICY WICK2: LOCAL LANDSCAPE CHARACTER

- A. Proposals for development should demonstrate how they have been informed by the special qualities and features in the Wickham Market Landscape Character Assessment 2018 (including, where relevant, the mitigation measures identified in the Wickham Market Landscape Sensitivity Assessment 2018) or successor and site-specific landscape evidence.**
- B. In particular, development proposals should demonstrate their location, scale, form, design and materials will protect and where practicable, enhance the following:**
- The special qualities and features of the area.
 - The visual relationship and environment around settlements and their landscape settings.
 - Distinctive landscape elements including but not limited to watercourses, commons, woodland trees, hedgerows and field boundaries, and their function as ecological corridors.
 - Visually sensitive skylines (significant local views are specifically identified in Policy WICK3).
 - The network of green infrastructure supporting health, wellbeing, and social interaction.
- C. Proposals for development should secure the retention, preservation and appropriate restoration or enhancement of natural, historic, or manmade features across the Neighbourhood Area as identified in the Wickham Market Landscape Character Assessment and successor landscape evidence.**
- D. Proposals for development should ensure that development is sensitively and effectively integrated into the landscape in order to secure the enhancement of habitat and green corridors, connectivity to the surrounding green and blue infrastructure and Public Rights of Way network.**

Views

- 5.5 In a relatively flat landscape such as that surrounding Wickham Market, there are a number of long-distance views of significance (8). It is important that the integrity of such views is retained. The nature of such long-distance views is that they are both into and out of Wickham Market, and therefore some may relate to development outside the parish boundary. In particular, this concerns residential development abutting the Neighbourhood Plan area boundary. Pettistree is a small village that is adjacent to Wickham Market. The growth proposed in the Local Plan (4), whilst formerly in Pettistree parish, now forms an extension of Wickham Market village. It is particularly important that, to retain their distinct identities, the two settlements are not allowed to coalesce. One of the main implications of such a scenario would be the loss or significant reduction in the quality of a number of views in both directions.
- 5.6 The proposed EDF/SZC southern park and ride site, located in Hacheston parish, associated with Sizewell C is on the skyline to the north of the village adjacent to the A12. This is an example of a neighbouring development which could have a detrimental impact on views from Wickham Market parish.
- 5.7 The Wickham Market Neighbourhood Plan will not form part of the development plan in neighbouring parishes. However, where development proposals in neighbouring parishes are likely to impact on views from Wickham Market parish, developers will be encouraged to demonstrate how the requirements of Part A of policy WICK3 are met. The parish council will work with other parishes and the LPA to encourage suitable design and mitigation.
- 5.8 The Wickham Market Landscape Assessment document (8) identified a number of key views both into and out of the parish. It is important that when development comes forward, in the parish it takes into account key views and is informed by the Landscape Character Assessment - Key Views Assessment document (8) which is available on the Neighbourhood web site. Key views 11 and 12, shown in the Key Views Assessment document, have not been carried forward into the Neighbourhood Plan, due to their overlap with the allocation of land at the Old School (policy WICK12) (37)

Figure 5.2: Key views into and out of Wickham Market



Source: Wickham Market Landscape Character Assessment 2018 (with views 11 and 12 removed)

..... Footpaths

POLICY WICK3: KEY LOCAL VIEWS

- A. The scale, form and design of development proposals should protect and, where practicable, enhance key local views as identified on the Policies Map. This process should be informed by the Wickham Market Landscape Character Assessment Part 2 (2018) - Key Views.**
- B. Development proposals which would have an unacceptable impact on an identified key local view will not be supported**

Biodiversity

- 5.9 The Suffolk Nature Strategy 2015 (38) included a recommendation that Neighbourhood plans should include reference to protecting and enhancing local environmental assets. East Suffolk Council have developed the Recreational Avoidance and Mitigation Strategy (RAMS) (39) to mitigate recreational disturbance impacts on habitats sites. The approach set out in the RAMS document will apply across the Neighbourhood Plan area.
- 5.10 The design of housing developments, new buildings, green and open spaces, and boundary treatments, should ensure that the biodiversity of species in the area can not only survive but thrive. This is crucially in line with the NPPF (2) requirement to achieve net gains for biodiversity through all new development. Wickham Market still has populations of particularly vulnerable species such as hedgehogs, grass snakes and swifts. Measures to protect and enhance their habitats should be considered with any development proposals. Examples include:
- Designing developments, houses and green and blue infrastructure and spaces so that there is space for wildlife. For example, at the individual building scale, incorporating integral bird and bat boxes under the eaves of the new houses, or creating artificial nests sited in places away from windows and doors, can create vital new roosting sites to support populations of birds and bats.
 - Boundary treatment between dwellings must be designed to be sensitive to the need for hedgehogs and birds to use the spaces and move around. Hedges or permeable fences should be used wherever possible.
 - New planting schemes should focus on native and locally appropriate species to ensure that they provide habitat for birds, amphibians, and insects and support bees and other pollinators by including nectar-rich plants. Advanced planting will be required in order to ensure that early landscape mitigation is incorporated. Occupiers of new housing developments can be encouraged to adopt a wildlife-friendly approach to gardening through inclusion of educational literature in 'home-information' packs. All schemes should be appropriately managed through specific landscape and environmental management plans.
 - Veteran, mature, specimen trees, copses and hedgerows should be retained and incorporated into landscaping in new developments and suitably protected. Natural features often create attractive features and habitats and can provide focal points for public open space. Natural vegetation, even where it is of declining condition can be retained to provide habitat and part of the food chain for a variety of species. Grassland, hedgerows, ponds and scrub offer good habitat for species such as hedgehog, amphibians and grass snakes.
- 5.11 Wickham Market parish is within proximity of habitats sites designated for their international wildlife value, including the Sandlings Special Protection Area to the south and east, and the Alde and Ore Estuary and Deben Estuary Special Protection Areas and Ramsar sites also to the south and east. The Staverton Park and the Thicks, Wantisden Special Area of Conservation is located to the east of Wickham Market.

Effective Sustainable Drainage Systems and biodiversity

- 5.12 The issue of flooding has been raised consistently during the engagement phase for the Neighbourhood Plan. The Neighbourhood Plan presents an opportunity to encourage effective urban drainage solutions that can add additional capacity and flexibility to water drainage systems in cost effective ways.
- 5.13 Sustainable Drainage Systems (SuDS) provided on new developments should be made attractive and accessible to people and designed to enhance biodiversity, in line with the requirements of the NPPF. Opportunities should be sought to mitigate the increasing threat of water stress through effective water capture, integration into new development and positive management of the systems. When determining the appropriate SuDS method, developers need to give consideration to green infrastructure value as well as the basic function of moving water away from the built form. This is particularly important, given that well-designed SuDS can not only improve the environment and provide biodiversity benefits, but can also provide a place for residents and others to enjoy and be closer to nature.
- 5.14 Recent developments in Wickham Market have often failed to take full advantage of the benefits of well-designed SuDS schemes leading to localised problems with flooding.
- 5.15 There are many examples elsewhere of creative use of space within developments where a 'multi-value' approach to SuDS provision has been adopted. The common theme is that a wide range of techniques and approaches have been used to maximise the potential for SuDS to mitigate climate change. These approaches start from the point that SuDS is about more than just flood mitigation and that, importantly, good design means SuDS can be provided even where there is very little available space. For example, when rainwater or greywater is captured, it can be used to keep greenery watered and to generally cool the ambient temperature of built development. The provision of SuDS can also be provided through the use of green roofs, permeable surfaces and rain gardens. In this regard, even the very smallest developments can make a contribution.

POLICY WICK4: PROVISION FOR WILDLIFE IN NEW DEVELOPMENT

- A. As appropriate to their scale, nature and location, development proposals should incorporate design features which both protect and enhance the ability of wildlife to thrive. Development proposals should provide net gains for biodiversity. In particular, new development proposals should incorporate measures and appropriate spaces to retain and protect trees and hedges, provide for new native plant species (including within drainage swales), wildlife corridors, specific amphibian, bird and bat measures, and wildlife friendly boundaries. This should be complemented by construction management processes which ensure that there is no harm to wildlife and biodiversity.**
- B. New housing development should incorporate on-site sustainable drainage systems (SuDS) wherever technically feasible. Wherever practicable, and as appropriate to their scale, nature and location, new housing development should also incorporate a wide range of creative SuDS solutions including the provision of SuDS as part of green spaces, green roofs, permeable surfaces, and rain gardens.**
- C. SuDS provision should be designed to enhance green infrastructure, wildlife and biodiversity as well as minimise the impacts of flooding.**

Renewable energy and carbon reduction

- 5.16 It is vital that new development both minimises its own impact in terms of emissions (created by its construction and use) and takes advantage of the opportunities it creates to provide renewable energy. The guidance given in the Local Plan Policy SCLP9.2 is strongly supported. In addition, the guidance given in “Neighbourhood Planning in a Climate Change Emergency” (40) on “Binding Energy Performance Standards for New Housing” (pages 43 & 44) has been taken into account in preparing the Neighbourhood Plan.
- 5.17 It is appreciated that this Neighbourhood Plan cannot specify that all new development is carbon neutral. However, changes to Part L of the Building Regulations, introduced in June 2022, require dwellings to produce around 30% lower carbon emissions than the previous 2013 Regulations. Further, the provision of solar PV panels is strongly supported by the Neighbourhood Plan. It is important that development does not minimise the potential for such provision at a later date. Development should be designed and laid out to ensure that as many of the roofs of new dwellings face the direction and have a pitch that maximises their potential to receive solar energy. Therefore, at a subsequent time when the owner of the property wishes to put solar panels on the property, it will be ensured that the potential to generate renewable energy from solar is maximised.
- 5.18 In relation to water efficiency, Policy SCLP9.2 of the Suffolk Coastal Local Plan expects all new residential development to achieve the optional technical standard for water efficiency (110 litres/person/day). However, if such provision is demonstrated to contribute towards making a development unviable then it is important that development does not minimise the potential for such provision at a later date by the homeowners or by the Registered Provider in the case of affordable housing.
- 5.19 Equally, if residential properties are not fitted with greywater recycling systems, then it should be ensured that their design enables retrofitting of such systems. All properties should incorporate the fitting of water butts of external rainwater pipes.
- 5.20 There is likely to be an increase in the use and ownership of electric vehicles. All new development should make provision for electric charging facilities which is adequate to meet the needs of all households within the development.

POLICY WICK5: DESIGNING FOR RENEWABLE ENERGY AND CARBON REDUCTION

- A. All new housing development should achieve water efficiency through the use of measures such as grey water, rainwater harvesting and SuDS schemes.**
- B. The layout and design of new housing development should be configured to secure the optimum use of natural sunlight and solar gain including enabling the provision of solar energy generation measures.**
- C. Development requiring parking should make provision for on-plot electric charging facilities which is sufficient to meet the needs of all households within the development as recommended by the most up to date Suffolk Guidance for Parking.**

Green Infrastructure including Local Green Spaces

- 5.21 Green infrastructure contributes to the quality and distinctiveness of the local environment. It creates opportunities for walking and physical activity and generally adding to the quality of life. Green infrastructure is diverse in character and can include formal parks, and gardens, informal grassed areas, lineal paths, towpaths, sports pitches and various other kinds of landscaped area. Many of these examples are found in Wickham Market.
- 5.22 Under the NPPF (2), Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances.
- 5.23 The following areas have been assessed against the criteria of the NPPF (2) and have been designated as Local Green Spaces. More information including the location of these green spaces and the assessment criteria they fulfil are given in the Local Green Space Assessment document (12) which is available on the NP web site:
1. The Triangular Field on the B1078
 2. The Simon's Cross Playing/sports Fields
 3. Wickham Market Primary School Playing Fields
 4. The Glebe Allotments
 5. The Beehive Field
 6. The Red Triangle Bowling Green
 7. All Saints Churchyard
 8. The Church Pightle
 9. The Village Hall Playing Field
 10. The Parish Cemetery
 11. The Simon's Cross Allotments

The policy takes on the matter-of-fact format of paragraph 103 of the NPPF. East Suffolk Council will be able to make its own assessment of the extent to which any development proposals are consistent with the designation of the various local green spaces. This may include any proposals for an ancillary feature to an identified local green space, and where it can be clearly demonstrated that it is required to support or enhance its role and function.

POLICY WICK6: LOCAL GREEN SPACES

A. The following areas shown on the Policies Map are designated as Local Green Spaces:

- 1. The Triangular Field**
- 2. The Simon's Cross Playing Fields**
- 3. Wickham Market Primary School Playing Fields**
- 4. The Glebe Allotments**
- 5. The Beehive Field**
- 6. The Red Triangle Bowling Green**
- 7. The Village Hall Playing Field**
- 8. All Saints Churchyard**
- 9. The Church Pightle**
- 10. The Parish Cemetery**
- 11. The Simon's Cross Allotments**

B. Development proposals for local green spaces will only be supported in very special circumstances.

6. HISTORIC ENVIRONMENT

Heritage and visual amenity value of open, green and treed spaces within the Conservation Area

- 6.1 One of the distinctive features of historic Wickham Market village is the number of open, green and treed spaces that break up the built form. These green spaces often provide space for trees and hedges to thrive and enhance the character and appearance of the Conservation Area and village. These spaces contribute to the setting of the 37 listed buildings within the Conservation Area. A number of the spaces are publicly accessible whilst others are private gardens and spaces where activities such as the felling of trees and inappropriate development are likely to have a detrimental effect.
- 6.2 Areas to be Protected from Development were identified in the superseded Suffolk Coastal Local Plan. The previous policy stated that development within these areas would be severely restricted to maintain the character of the area. Areas to be protected from development no longer feature in the Local Plan (4). However, there are policies and guidance relating to Local Green Space (see WICK6) and the Conservation Area Appraisal (18), which affords protection to important open green spaces in the community. Specifically, the Churchyard, Church Pightle and the former vicarage gardens are still considered to warrant protection (as was afforded by the former Local Plan Policy AP28). The Local Plan policies which are relevant and to be applied are SCLP11.5 Conservation Areas and also the requirements of the Listed Building and Conservation Act to preserve or enhance such heritage assets and their settings. Local Plan Policy SCLP8.2 Open Spaces also applies.
- 6.3 The Wickham Market Conservation Area Appraisal (CAA) 2016 (18) identifies a number of important open/green/treed spaces which are considered to contribute, in their undeveloped form to both the historic and visual character of the Conservation area. It specifically mentions the importance of numerous garden spaces forming the setting to many fine houses and groups of dwellings.
- 6.4 Many other gardens, gaps and trees in the Conservation Area also perform an important role in providing space and greenery that breaks up the built form. Whilst Policy SCLP5.7 of the Local Plan (4) supports appropriate development in rear gardens, it does state that Neighbourhood Plans are able to set their own policy in response to local circumstances. Clearly there is a need to ensure that any development in the Conservation Area preserves and enhances its character and it is unlikely that development in garden spaces will do that.
- 6.5 Within the Conservation Area it is considered that anything other than ancillary development is harmful to the character of the Conservation Area and it will not be supported. Where ancillary development, alterations or the felling of the trees is harmful to local character then that will also be considered as inappropriate. Development outside the Conservation Area which harms the setting of the Conservation Area will also be considered inappropriate.
- 6.6 It should be noted that green spaces as defined in policy WICK7 perform a necessary and different role to those designated as Local Green spaces as defined in WICK6.

POLICY WICK7: PRESERVING AND ENHANCING OPEN, GREEN AND TREED SPACES IN THE WICKHAM MARKET CONSERVATION AREA

- A. Development proposals should respond positively to the important open, green and treed spaces within the Wickham Market Conservation Area which make a significant contribution to the character and appearance of the Conservation Area in their undeveloped form. Development proposals which would involve the loss of the open, green and treed spaces or cause unacceptable harm to their character and appearance will not be supported.**
- B. Development proposals including the removal of good quality trees on or adjacent to these ‘important green spaces’ identified on the Policies Map should indicate how the character of the Conservation Area will be preserved or enhanced.**

- 6.7 The Wickham Market Conservation Area does not extend across the whole of the village. This has been recognised in the CAA and it is proposed that a review of the boundary will be undertaken by ESC in due course. Such a review is supported by the Neighbourhood Plan and, in preparing the CAA, a number of areas were identified by the community where they considered it would be appropriate to extend the Conservation Area. It will therefore be important that the community of Wickham Market, through the Parish Council, is involved in the review process at the appropriate time.
- 6.8 There is concern regarding the loss of valuable trees with visual amenity within the village and the Conservation Area. The WMPC will continue to work with the Local Planning Authority and expect such trees to be protected by the use of Tree Preservation Orders where there is the opportunity to do so. Positive management of trees will be encouraged where opportunities exist.

Heritage assets

- 6.9 Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. Guidance from the NPPF is that Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.
- 6.10 Designated Heritage Assets within Wickham Market are those buildings and two bridges which have been ‘listed’ by Historic England (19). There are 42 structures which are classified as Grade II and II* within the parish of Wickham Market. These are protected by national and local plan policy.
- 6.11 The Local Plan (4) Policy SCLP11.6, encourages the identification of ‘non-designated heritage assets,’ provided they meet a number of criteria as set out in the Local Plan (appendix F) (41). A non-designated heritage asset can be a building, monument, site, place, area, or landscape identified as having a degree of significance meriting consideration in planning decisions. WMNP have currently identified a number of properties, artefacts, and ancient woodland which merit the term of ‘non-designated’ heritage assets. These are shown in the list below. More information is given in the Non-Designated Heritage Assets document (11) which is

available on the web site (1). The locations of these non-designated heritage assets can be seen in the policy map section at paragraph 10.

1. Milepost on the High Street outside No. 178.
2. Entrance to Whitmore and Binyon Ironworks, High Street
3. The Village Pump on the High Street
4. The War Memorial, Chapel Lane
5. Pill Box, Gelham Hall Lane
6. The Old School, High Street
7. The Old Workhouse, Deben Court, Chapel Lane
8. Flint Cottages 52 & 56 Border Cot Lane
9. The Gallows, Potsford Wood
10. Flint Cottages, 40 & 42 Dallinghoo Rd
11. Rendered Cottages, 23 & 23a Dallinghoo Rd
12. Waterloo House, Chapel Lane
13. Orchard House, High Street
14. Thong Hall and Thong Hall Cottage, Thong Hall Road
15. 198 High Street
16. Parish Cemetery and Bier House
17. Home Covert (ancient woodland)
18. Potsford Wood (ancient woodland)

- 6.12 The policy applies the national approach set out in paragraph 203 of the NPPF. Within this wider context proposals for the re-use of non-designated heritage asset structures will be supported if they are compatible with the significance of the asset, including its setting, and use appropriate materials and designs in any construction work. Applications should be accompanied by a heritage statement describing the significance of any heritage asset affected. The adaptive reuse of a non-designated heritage asset should not cause substantial harm to its physical structure or setting. Where substantial harm is unavoidable, it must be clearly and convincingly justified in the heritage statement. In considering proposals which involve the loss or alteration of a non-designated heritage asset, the criteria set out in Local Plan Policy SCLP 11.6 will apply to built assets. In addition, for non-built features consideration will be given to the impact on the feature and how damage will be avoided.

POLICY WICK8: NON-DESIGNATED HERITAGE ASSETS

A. The Plan identifies a series of non-designated heritage assets as follows:

- 1. Milepost on the High Street outside No. 178.**
- 2. Entrance to Whitmore and Binyon Ironworks, High Street**
- 3. The Village Pump on the High Street**
- 4. The War Memorial, Chapel Lane**
- 5. Pill Box, Gelham Hall Lane**
- 6. The Old School, High Street**
- 7. The Old Workhouse, Deben Court, Chapel Lane**
- 8. Flint Cottages 52 & 56 Border Cot Lane**
- 9. The Gallows, Potsford Wood**
- 10. Flint Cottages, 40 & 42 Dallinhoo Rd**
- 11. Rendered Cottages, 23 & 23a Dallinhoo Rd**
- 12. Waterloo House, Chapel Lane**
- 13. Orchard House, High Street**
- 14. Thong Hall and Thong Hall Cottage, Thong Hall Road**
- 15. 198 High Street**
- 16. Parish Cemetery and Bier House**
- 17. Home Covert (ancient woodland)**
- 18. Potsford Wood (ancient woodland)**

B. In determining development proposals that directly or indirectly affect non designated heritage assets, a balanced judgement will be taken having regard to the scale of any harm or loss and the significance of the heritage asset.

7. TRANSPORT AND MOVEMENT

- 7.1 Wickham Market village attracts many people to use its shops and services as it is the hub for some 26 surrounding villages. Most people travel to the village by car as Wickham Market station is in Campsea Ash some 2.3 miles from the village centre and the bus service is poor, however it is sometimes difficult to find a parking space. Inadequate public parking is increasingly an issue for many who visit. Many village residents also travel by car for safety reasons as the pavements are very narrow in places and there are no suitable cycle routes. The need is to provide improved walking and cycling routes into the village and key locations such as the Primary School.

Public Car Parking

- 7.2 In April 2020, as part of a car parking review, ESC removed the reduced rate long stay business car parking scheme which significantly increased long stay business car parking charges. The new charges make it too expensive for lower paid workers who now park on the Village Hall car park where there is free parking. During the COVID-19 pandemic this has not caused too much impact but will severely impact on parking availability for the users of the Village Hall in future. In November 2020 ESC implemented their review in full changing the pricing structure and the amount of free time available, the impact of this change has not been fully assessed. However, reducing the free parking allowance to half an hour at the Chapel Lane car park is already causing problems for patients at the Medical Centre. In addition, the new Sunday parking charge on the Hill significantly impacts worshippers at the Parish Church.
- 7.3 This situation is unsustainable and highlights the need for affordable long stay parking for business and retail workers many of whom are part time and on low income. The car parking need now is different to that which was assessed at the Regulation 14 stage of this Neighbourhood Plan. As a consequence, the need and best location for a new car park must be reassessed. It is noted that further pressure will be added as significant housing development is planned within the Wickham Market settlement boundary and in the local area generally. The George pub is due to open in 2023 which will further add to these pressures as it will not have its own parking facility.

This issue will be addressed as a Community Action – see Table 9.1.

Parking Guidance for New Developments

- 7.4 Residential developments must be designed with adequate parking in order to prevent parking spilling over onto the public highway and pavements. The previous SCC parking guidance (2002) was written to try to encourage people to use public transport, but this has had a detrimental effect on rural communities that depend on the car as the primary means of transport. This point is made clearly in the Foreword of the SCC Parking Guidance 2019 (42). In reality, the coverage and frequency of public transport is generally insufficient to meet the needs of rural communities who continue to depend on the car as a primary means of transport. The Local Plan (4) adopts the new guidance for all parking except those elements relating to Residential Parking Design, as set out in Local Plan Policy SCLP7.2, but the WMNP adopts the SCC Parking Guidance 2019 (42) in full. The matter is addressed in Policy WICK9. It acknowledges that there may be circumstances where the parking requirements may be impractical or where the transport requirements of the residents of the houses concerned can be satisfied in an alternative fashion. This is a matter which East Suffolk Council will be able to address on a case-by-case basis throughout the Plan period.

On-Street Car Parking

- 7.5 Many residents require on street parking as their houses have no or inadequate integral parking facilities. The road widths are not always sufficiently wide enough to allow parking on one side of the road and also facilitate two-way traffic. The problem is exacerbated as some pavements are either too narrow or too wide. This situation could be improved through a combination of adjustment of pavement widths and installation of parking boxes at critical points in the road network. WMPC will work with SCC Highways to seek improvements through the CIL and other sources of funding.

This issue will be addressed as a Community Action – see Table 9.1.

Public Transport

- 7.6 WMPC has little influence over Public Transport, and it is not a planning policy matter. However, WMPC is committed to working with Suffolk County Council and the private bus company to try to ensure that there is a continued provision of an adequate bus service for Wickham Market. WMPC are members of ESTA (East Suffolk Travellers Association) which is set up to promote public transport within Suffolk. Through membership of this group WMPC will endeavour to improve public transport links for the village.

POLICY WICK9: CAR PARKING

- A. All residential development proposals should provide car parking to meet the standards in the 2019 Suffolk County Council Suffolk Parking Guidance. Development proposals which do not meet the relevant standards will only be supported where it can be demonstrated either that the standards are impracticable for the site concerned or that alternative arrangements are in place to address the transportation needs of the occupiers of the dwellings concerned.**

Pedestrian Safety

- 7.7 Road layout, traffic and roadside parking combine to significantly introduce safety hazards to pedestrians from vehicles driving over, and parking on, pavements in several parts of the village. The historic layout of Wickham Market village means that there are certain crossings and pinch points where pedestrian movement is particularly unsafe. More detail is given in the Wickham Market Traffic and Parking paper dated 2014 (23). There are five particularly difficult crossing locations:
1. High St – The Coop to the War Memorial
 2. High St – The Post Office to the Hill
 3. High St – E W Revett & Son Butcher to the George Public House
 4. Dallinghoo Rd – The Hill to beyond the row of terraced houses which includes the British Legion
 5. Broad Road – Entering The Hill
- 7.8 Vehicles will sometimes mount the pavement in order to get through due to the narrowing of the roadway. The Dallinghoo Road location does not have a pavement but is narrow and is one of the main walking routes to the primary school with obvious consequences.

- 7.9 Whilst the Neighbourhood Plan process has not identified any specific solutions to these safety issues the WMPC needs to investigate options and proposals with primary objectives of:
- Making it safer for pedestrians, cyclists, and road users to move through and within the village.
 - Easing traffic flow through village and minimise delays.
- 7.10 This would also have the secondary objectives of:
- Alleviation of parking problems through the provision of additional space for on-street parking.
 - Reduction of illegal and inconsiderate parking.
- 7.11 It is intended that the highest priority options will be achieved using available funds. The Parish Council has been working with EDF on traffic calming measures to mitigate the impact of traffic arising as a result of Sizewell C's Southern Park & Ride car park planned just north of the village. The Plan seeks to take account of these works and to ensure that funding is secured for some mitigation measures which might include speed reduction to 20mph. This and other suggested proposals put forward by the Parish Council are set out in paragraph 7.14 and are referred to in Table 9.1 Community Actions. Where it is considered necessary, and as identified by local traffic survey work, the provision of infrastructure improvements to enhance pedestrian safety should be secured via the necessary conditions and/or legal agreements.

POLICY WICK10: PEDESTRIAN SAFETY

- A. Major development proposals (as defined in the NPPF) should demonstrate that they have been prepared constructively to ensure that the development does not have an unacceptable impact on pedestrian safety on the following sites:**
- a. High Street – War Memorial to the Coop**
 - b. High Street – The Hill to the Post Office**
 - c. High Street – The George Public House to E W Revett & Son Butcher**
 - d. Dallinghoo Road – The Hill past the Royal British Legion**
 - e. Broad Road entering The Hill.**

Walking, cycling and disability access.

- 7.12 It is necessary to protect and enhance the Public Rights of Way in the village. Allied to this is the safety of pedestrians, it is necessary to improve generally the quality of routes between the main residential areas and key destinations in the centre of the village, including the shops, Post Office and the Primary School. Such improvements are necessary to encourage residents to undertake more of these short journeys on foot, bicycle, or mobility scooters.
- 7.13 The key access routes are along the High Street, Broad Road, and Dallinghoo Road where they directly serve residential areas and the school. These routes should be the focus of investment, primarily from Community Infrastructure Levy, in new and improved walking and cycling infrastructure. This could include widening of the footways (particularly where this improves the usability for disabled users), particularly where traffic levels are highest, the provision of new pedestrian crossings and the creation of cycle lanes or shared paths. It will also be important that new development provides easy and safe pedestrian and cycle access to it.

POLICY WICK11: CYCLING, WALKING AND DISABILITY ACCESS ROUTES

- A. Development proposals to improve cycling, walking and disabled access will be supported. Provision of improved cycle and pedestrian/disabled access routes that are physically separated from vehicular traffic and from one another will be strongly supported. Such routes should also incorporate access for disabled users and users of mobility scooters.**
- B. As appropriate to their scale, nature, and location, new developments should ensure safe pedestrian and disabled access that link into the existing network, ensuring links to the village centre, retail facilities, primary school and High Street are retained and enhanced where practicable.**
- C. Proposals to enhance the walking, cycling and mobility scooter infrastructure along the High Street will be strongly supported.**
- D. Proposals that would have an unacceptable impact on the walking and cycling infrastructure along the High Street will not be supported. Mitigation measures will be sought in relation to highway safety and pedestrian access where harm is identified as a result of additional traffic movements.**

Potential Improvement Works

7.14 Wickham Market Traffic and Parking Working group has been addressing the problems listed above. A Traffic and Parking paper addressing the majority of these issues was written in November 2014 (23). Since then, significant additional work has been done by the group including measuring traffic speed and volume in 36 different locations. In addition, further work has been carried out in the village to ascertain the potential impact of a Park and Ride scheme just north of the village planned for the construction phase of Sizewell C nuclear power station. This work has led to the following proposed improvements:

1. Extending the 30mph speed limit further out from the village on Border Cot Lane.
2. Widening of pavement adjacent to the Post Office to improve pedestrian safety and create a one-way traffic priority system.
3. Creation of a raised area at the Chapel Lane/High Street junction to allow safe crossing of pedestrians and slow traffic down.
4. Devising a method to indicate safe pedestrian walking down Dallinghoo Road from the Hill past Hill House, this being the main school access route.
5. Adjustment of pavement widths and the installation of suitably spaced parking boxes on High Street from Rackham's bridge to Border Cot Lane.
6. Widening of pavement adjacent to E W Revett & Son, 87 High Street to improve pedestrian safety and create a one-way traffic priority system.
7. Creating 20mph zones through parts of the village road network to improve safety.
8. Installation of permanent flashing speed signs on the B1078 just after entering speed limit signs and on the B1438 when entering the 30mph speed limit from the south.
9. Install village gateway on B1078 Border Cot Lane west approach.
10. Install village gateway on B1438 southern approach.
11. Install gateway on B1078 northern approach just north of Rackham's bridge.
12. Adjustment of pavement widths and the possible installation of parking boxes on High Street from Border Cot Lane to Yew Tree Rise.
13. Traffic calming zone at the B1078 and High Street junction.
14. Pedestrian crossing for Bus Stop on High Street near Spring Lane.
15. Traffic calming zone at High Street, Spring Lane Junction
16. Improve pedestrian safety on Broad Road as it enters The Hill.

The WMPC are pressing SCC to implement these improvements whilst securing funding for them through CIL and other funding sources.

8. SITE ALLOCATIONS

- 8.1 The Suffolk Coastal Local Plan (4) allocates Wickham Market an indicative minimum of 70 dwellings within the parish boundary. This is in line with the Wickham Market Housing Needs Assessment (5) which identified a requirement to allocate sites to address a requirement for between 32 and 110 additional dwellings over the Plan period. Particular sites put forward through the Suffolk Coastal Local Plan ‘Call for Sites’ process were considered.
- 8.2 As a result of this process, the Neighbourhood Plan allocates two sites for approximately 110 dwellings. Two sites were considered to be most suitable (33) (10) for development in the Site Assessment and to fulfil our requirements as stated in the independent Housing Needs Assessment (5).

Old School Farm, High Street

- 8.3 The Old School Farm site was one of two sites which were considered suitable for development in the Site Assessment report (10). In order to preserve key views and to maintain a visual separation between Wickham Market and Pettistree the west boundary of the development area has been set back from Walnuts Lane. Vehicular access to the site will be from the High Street (B1438). Pedestrian access routes to the School and village are good. Adjacent to the site is the opportunity to provide informal green space on the field known as The Penny Field, which lies on the west side of the Village Hall playing field.
- 8.4 The Old School building is listed as a Non-Designated Heritage Asset (11) and must be retained and preserved for non-residential use. The setting of the parish cemetery (NDH) must also be considered and preserved by ensuring that the development respects its natural boundary and its tranquil and dark character. Investigation using geophysical survey to inform the evaluation of any archaeological potential on the site prior to determination of planning applications on the site will be required.
- 8.5 East Suffolk Council is undertaking work to understand the supply and demand of open spaces and sports facilities across East Suffolk, including Wickham Market. This includes play areas, and it is expected that open space provision on this site will have regard to any needs for play space identified through this work.
- 8.6 As outlined in paragraph 5.9, the Neighbourhood Plan area falls within the remit of the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) (39). Development on this site will therefore be required to make a financial contribution towards the mitigation of Likely Significant Effects on Habitat Sites. This approach is in accordance with Suffolk Coast RAMS and Policy SCLP10.1 of the Suffolk Coastal Local Plan.
- 8.7 In addition to securing a RAMS contribution, proposals should include provision of well-designed open space. Such provisions can help minimise any predicted increase in recreational pressure on Habitat sites by containing the majority of recreation within and around the development site boundary. Provision of open space, proportionate to the size of the development, should acknowledge that there are some broad design principles that can help to reduce pressure on European sites, which can include the provision of high quality semi natural areas, links to surrounding public rights of way (PRoW) creating circular dog walking routes in line with published best practice guidance, signage/information leaflets to householders to promote these areas for recreation, and dog waste bins. A commitment to the

long term maintenance and management of these provisions would be expected from the developer.

- 8.8 Groundwater and Contamination. The site falls within the Anglian Water Source Protection Zones 1, 2 and 3. Insofar as the land concerned may have been affected by contamination as a result of its previous use or that of the surrounding land, sufficient information should be provided with planning applications to satisfy the requirements of the NPPF for dealing with land contamination. This should take the form of a Preliminary Risk Assessment (including a desk study, conceptual model, and initial assessment of risk), and provide assurance that the risk to the water environment has been fully understood and can be addressed through appropriate measures.

POLICY WICK12: LAND AT OLD SCHOOL FARM

Land at Old School Farm (approximately [4.4] hectares) as identified on the Policies Map) is allocated for residential development. Proposals for up to 85 dwellings will be supported subject to the following criteria:

- a. It provides an appropriate mix of dwelling types and tenures as required by Policy WICK1.**
- b. It provides for affordable housing to meet the requirements of the Suffolk Coastal Local Plan.**
- c. The boundary of physical development, including any access roads/driveways, is to extend no further than the line between the Walnuts Lane junction with the bridleway and the north west corner of the cemetery as shown on the Policy Map. The western edge of the development must be planted with native species hedges and trees to provide a visual screen.**
- d. The Old School Building should be retained and incorporated sensitively into the layout of the site. The layout should ensure that the building has appropriate parking provision for its intended use.**
- e. Vehicular access must be from the High Street (B1438).**
- f. Pedestrian and cycle access links will be provided to the High Street, Walnuts Lane and the playing field/Penny Field.**
- g. Provision of public open space, including formal play space if a need is identified.**
- h. Sensitive design in the area adjacent to the north boundary, Penny field and playing field will be required in order to preserve the character of these open spaces.**
- i. A footpath (public right of way) is to be provided along the southern boundary from the High Street to Walnuts Lane. Sensitive design in the area adjacent to the southern boundary will be required in order to preserve the setting of the Parish Cemetery.**

Land at Simon's Cross

- 8.9 The Simon's Cross allotments have been re-located to Thong Hall Lane nearby, the land that they were sited upon is now available for development. This site was one of two sites which were considered suitable for development in the Site Assessment report (10). This development will generate additional traffic at the choke points within the village, but this increase is assessed to be manageable. SCC Highways advise that access to the site from the B1078 is not suitable and will need to be provided from the existing estate roads. The pedestrian access to the school and the village centre is good, but improvements to the bridleway heading north to Border Cot Lane are required.
- 8.10 Suffolk County Council Highways have advised that in this location, and Broad Road, Broadway, Dallinghoo Road, there are a number of connected drainage issues. Most of the drainage system outfalls to ditches directly to the west of Simons Cross, i.e., where the proposed site is located, and these are not sufficient for the current rainfall. The land around Simon's Cross is generally damp and appropriate drainage design will need to be undertaken.
- 8.11 There is an existing play area on the site, and it is intended that this would be upgraded or replaced as part of the development of this site. Consistent with paragraph 97 of the NPPF (2), play space on the site should be retained unless it is demonstrated that it is surplus to requirements, that the loss would be replaced by equivalent or better provision in terms of quantity and quality or that the benefits of alternative sports and recreation provision outweigh any loss. East Suffolk Council is currently undertaking work to understand the supply and demand of open spaces and sports facilities across East Suffolk, including Wickham Market. This includes play areas, and it is expected that the replacement or upgrading of the play space, or any alternative provision, will have regard to any needs for play space identified through this work.
- 8.12 As outlined in paragraph 5.9, the Neighbourhood Plan area falls within the remit of the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) (39). Development on this site will therefore be required to make a financial contribution towards the mitigation of Likely Significant Effects on Habitat Sites. This approach is in accordance with Suffolk Coast RAMS and Policy SCLP10.1 of the Suffolk Coastal Local Plan.
- 8.13 Groundwater and Contamination. The site falls within the Anglian Water Source Protection Zones 1, 2 and 3. Insofar as the land concerned may have been affected by contamination as a result of its previous use or that of the surrounding land, sufficient information should be provided with planning applications to satisfy the requirements of the NPPF for dealing with land contamination. This should take the form of a Preliminary Risk Assessment (including a desk study, conceptual model, and initial assessment of risk), and provide assurance that the risk to the water environment has been fully understood and can be addressed through appropriate measures.
- 8.14 This site has cropmarks of a likely enclosure of possibly prehistoric date and, therefore, a trenched archaeological evaluation by condition will be required.

POLICY WICK13: LAND AT SIMON'S CROSS

Land at Simon's Cross (approximately [1.4] hectares) as identified on the Policies Map is allocated for residential development. Proposals for up to 25 dwellings will be supported subject to the following criteria:

- a. It provides an appropriate mix of dwelling types and tenures.**
- b. It provides for affordable housing to meet the requirements of the Suffolk Coastal Local Plan. This may be secured via agreement with the registered provider in order to secure the identified site access requirements.**
- c. Appropriate vehicular access is to be provided from Simons Cross estate between houses 101 and 103 or between houses 57 and 59 which will require re-provisioning of the existing garages.**
- d. The vehicular crossing of the bridleway will be to a high-quality design, in terms of safety and aesthetics.**
- e. The layout of the site should respect the amenities of the existing houses to the immediate east in Simon's Cross.**
- f. Replacement or upgrading of existing play space on the site. Any proposals involving the loss of any existing play space will need to demonstrate that such provision is surplus to requirements, that the loss would be replaced by equivalent or better provision in terms of quantity and quality or that the benefits of alternative sports and recreation provision outweigh any loss.**
- g. Pedestrian and cycle access links will be made to the Sports field and to the new allotment site, and also to Little Lane adjacent to 57 and 59 Simon's Cross.**
- h. Appropriate drainage design will need to be carried out in order to address known local drainage issues.**

- 8.15 The former draft Neighbourhood Plan Policy related to the relocation of the Simons Cross Allotments to a new site on Thong Hall Road. This has now been completed resulting in WICK14 being removed from the current Neighbourhood Plan. However, there are two outstanding criteria from the policy (b and c) elements of which need to be actioned. These have been included in the Community Actions in Table 9.1.

9. ACTIONS AND INVESTMENT PRIORITIES

- 9.1 There are a number of matters raised through the development of the Neighbourhood Plan which are not best served through a policy in the Plan. Such matters are mainly issues which require an action plan and, in many cases, funding. In this regard, new development within the Neighbourhood Plan area will make contributions through the Community Infrastructure Levy (CIL), 25% of which will come directly to the Parish Council to spend on addressing the needs arising from growth. In addition, CIL funding secured more generally from development across the district can be bid for by the Parish Council.
- 9.2 The spending of District CIL will be based upon the principles outlined in East Suffolk District Council's CIL spending strategy. Infrastructure priorities have therefore been categorised as either critical, essential, or desirable. The Infrastructure Delivery Framework in the Suffolk Coastal Local Plan (Appendix B) (4) defines this as follows:

Critical infrastructure is infrastructure that is needed to unlock development sites allocated in the Local Plan (i.e., without the infrastructure the development cannot physically take place).

Essential infrastructure is the infrastructure that is necessary to support and mitigate development and ensures policy objectives of the Local Plan (or in this case, Neighbourhood Plan) are met. Development could take place without this infrastructure, but its sustainability would be undermined.

Desirable infrastructure is infrastructure that could support development in the Local Plan (or in this case, Neighbourhood Plan) and make it more sustainable and help deliver other place-making objectives. However, development planned in the Local Plan could take place sustainably without it.

- 9.3 The following items have been identified as investment priorities:

Critical Infrastructure:

- Nil

Essential Infrastructure:

- Improvement in traffic management and pedestrian safety throughout the village as identified by the Traffic and Parking Group following evidence- based research and public consultation.
- Additional floorspace and enhancements at Wickham Market Medical Centre.
- Improvements to dental provision.
- Potential phosphate treatment at Wickham Market water recycling centre
- Early Years setting in Wickham Market Ward

Desirable Infrastructure:

- Improvements and modernisation of the Village Hall.
- Improvements to existing play and youth facilities.
- Creation of community Green Spaces and Woodland.
- Improvements to On-Street Car Parking
- Creation of Cycleways.
- Wickham Market Library enhancement
- Provision of a long stay public car park
- Maintain and improve Parish Council leased assets such as Simon's Cross Playing fields and the Simon's Cross and Glebe Allotments

9.4 As these priorities are either addressed or they change, this list will be updated in consultation with the community. The Parish Council are committed to producing a Parish Infrastructure Investment Plan which will allow for a level of priority to be given to different projects.

Community Actions

9.5 A consolidated list of community actions that have been identified are shown in the following Table 9.1:

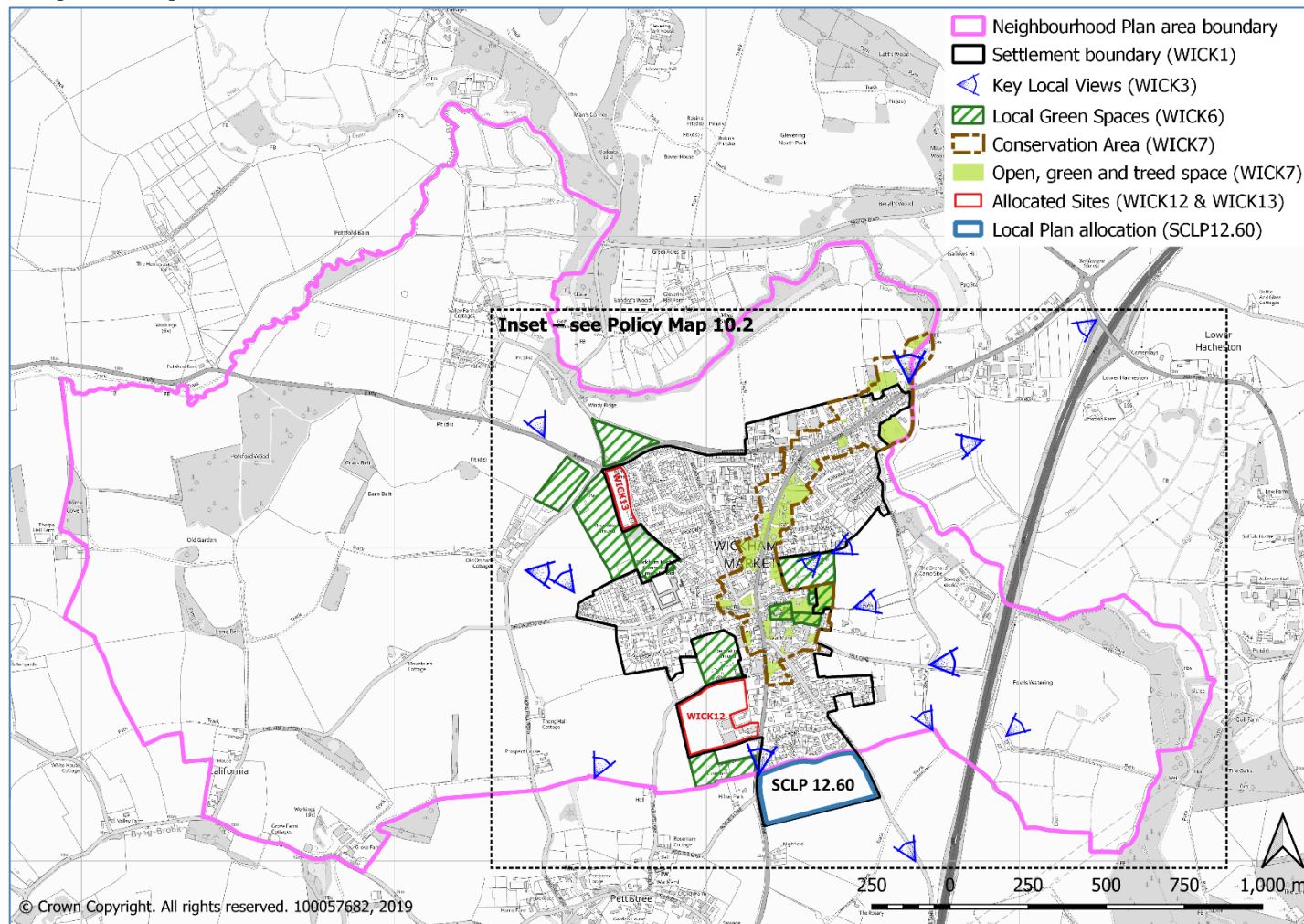
Table 9.1: Community actions

ID	Issue	Action	Lead party
1	Medical provision – the need to provide additional medical floorspace	Work with the Clinical Commissioning Group to identify possible options.	Clinical Commissioning Group
2	Dental care provision – the need to provide additional dental care capacity	Work with the local Dental Practice to identify possible options for increasing capacity.	Wickham Market Parish Council
3	Better cycleways needed	Create cycleways to allow cycle access to all the key village facilities and to the Train Station in Campsea Ashe.	Wickham Market Parish Council working with developers and other Parishes.
4	Support needed for Village Hall modernisation programme	Work with and support the Village Hall Modernisation Steering Group	Village Hall Modernisation Steering Group
5	Support needed for The George Community Pub	Work with and support the George Management Committee to assist in the delivery of this project.	The George Management Committee
6	Long stay car park capacity is needed for businesses and retail centre	To secure adequate and affordable long stay car parking	Wickham Market Parish Council
7	Library enhancement	To find ways to make the Wickham Market library capable of serving a greater number of residents.	Suffolk's Libraries IPS Limited
8	Provision and enhancement of Community Green Spaces	Secure the provision of Community Green Space and ensure it is managed to give the greatest benefit to residents	Wickham Market Parish Council
9	Improving Youth and Play facilities	Continue to improve the Youth and Play facilities	Parish Council and various youth and sports clubs within the village
10	Conservation Area	Request that ESC review the Conservation Area boundary with the objective of expanding it to include notable buildings that are currently outside the Conservation Area	ESC following Parish Council request.
11	Proposed improvements to traffic, parking and pedestrian safety (see list in section 7.14)	To implement the proposed improvements as detailed in Section 7.14 and secure funding them through CIL and other means	Wickham Market Parish Council
12	Simons Cross Allotments	Provision of pedestrian access and boundary planting	Wickham Market Parish Council
13	Additional car parking is required for Village Hall Playing Field	To consider the creation of parking between bowls club and coop.	Wickham Market Parish Council

10. POLICIES MAPS

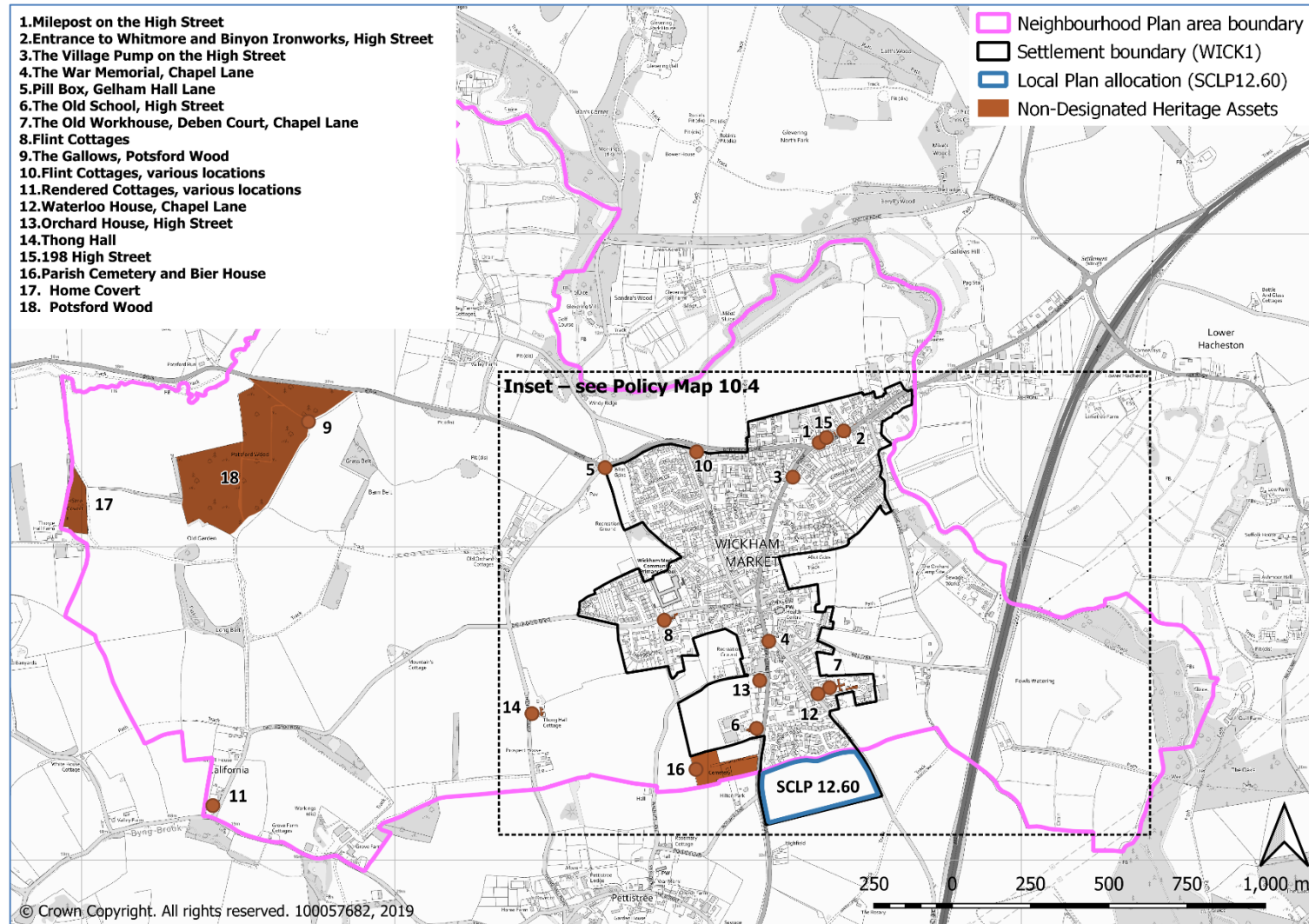
Policy Map 10.1 – Overview

(Also refer to Local Plan policies map for the District Centre and Riverside Industrial Estate Boundaries)

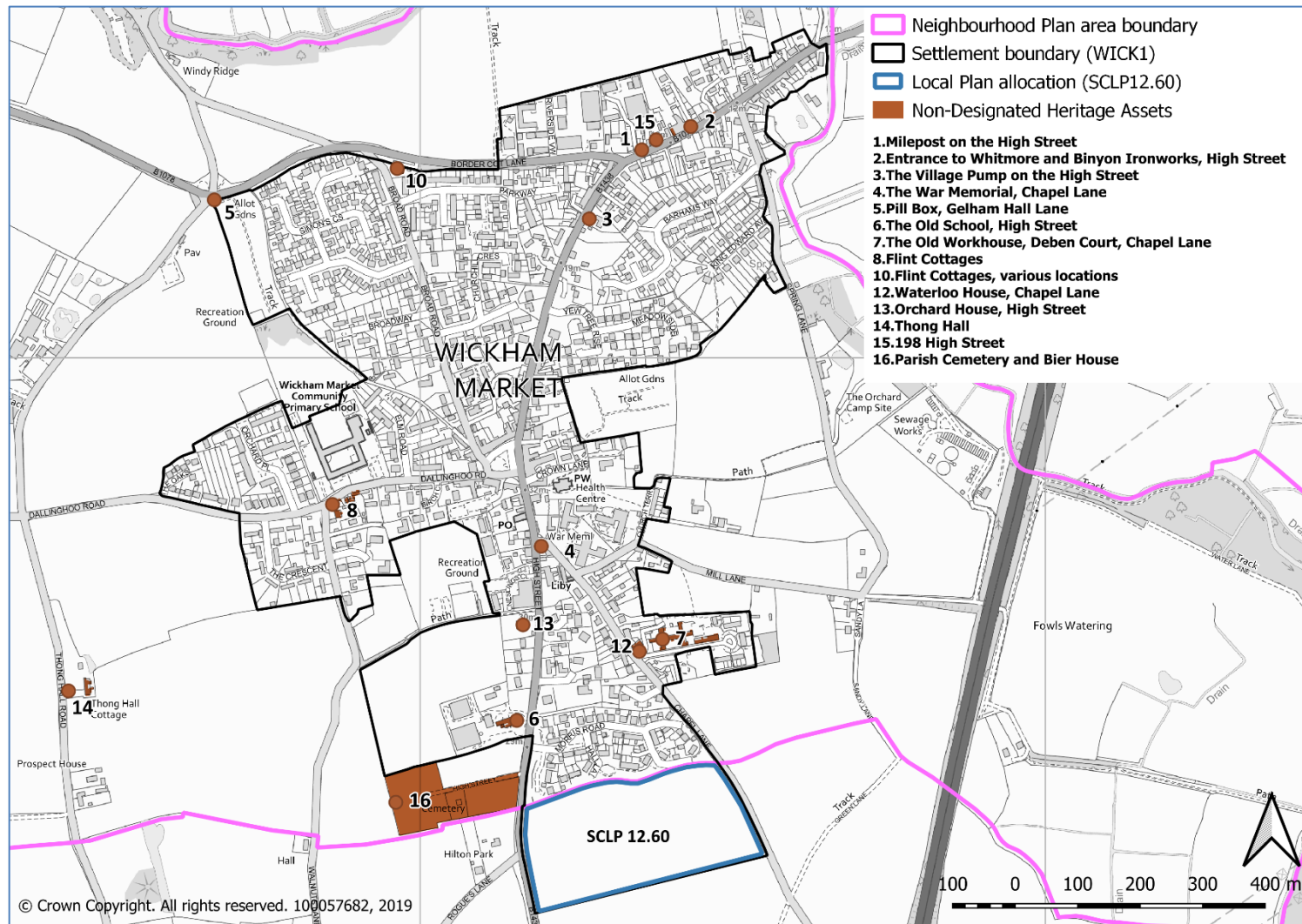


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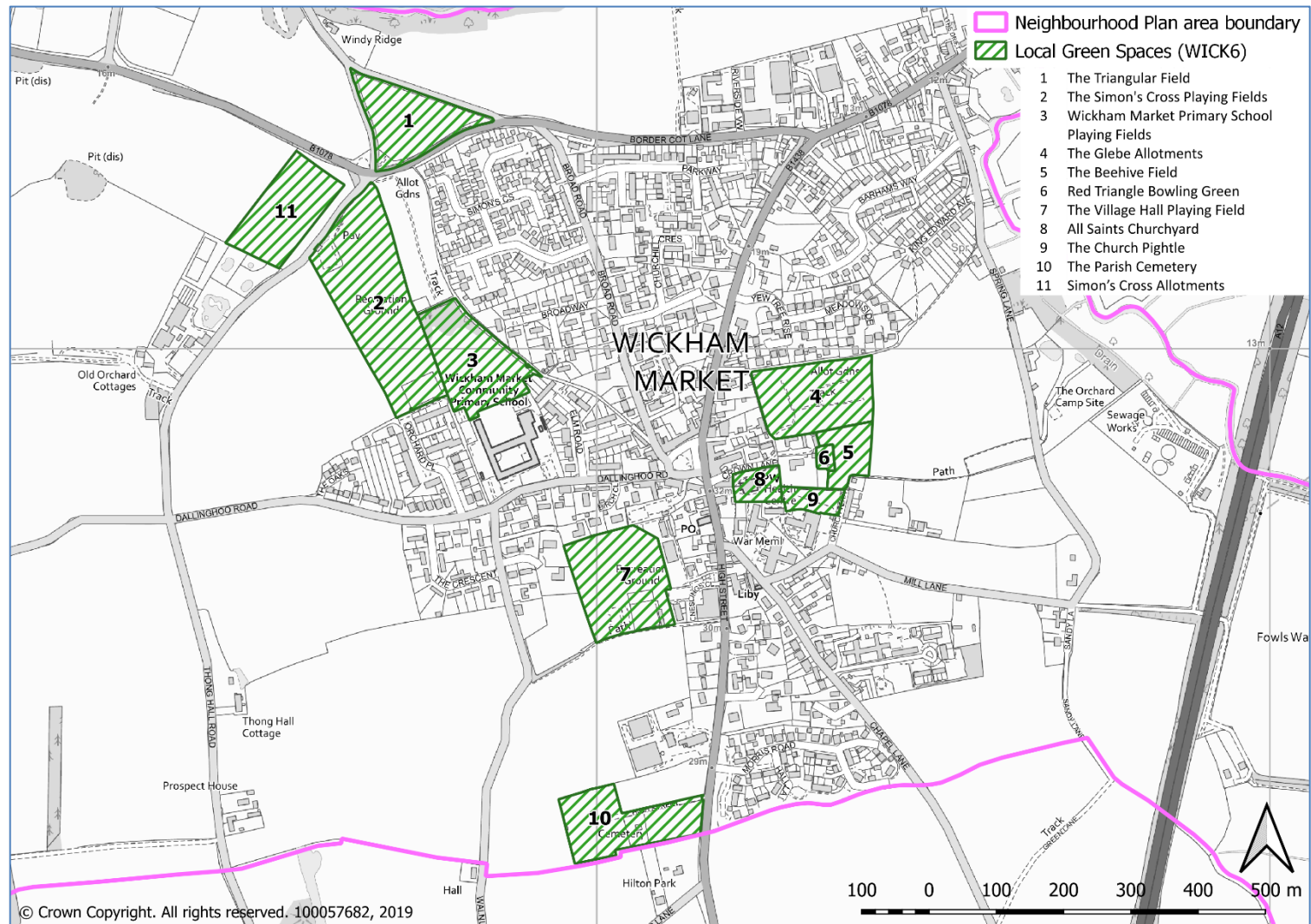
Policy Map 10.3 - Non-Designated Heritage Assets



Policy Map 10.4 - Non-Designated Heritage Assets insert



Policy Map 10.5 – Local Green Spaces



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