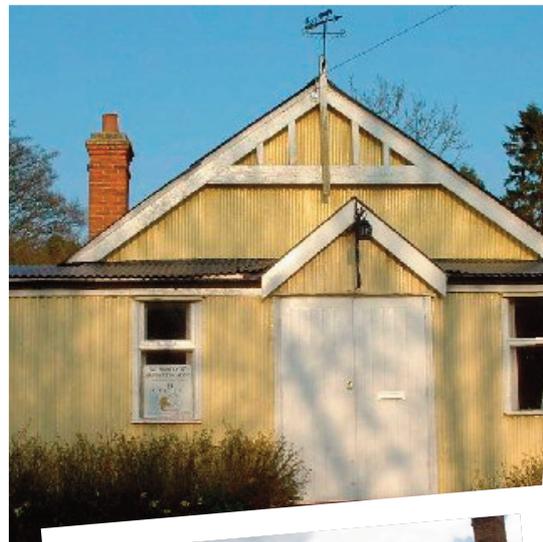


Dalham Parish Plan 2009-14



(Inside cover)

Acknowledgements

Since the start of this project the Parish Plan Team have logged well over 2500 hours in producing the material comprising this document. So a special thank you is due to:

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CONTENTS

	Page
Executive Summary	i
Section I Action Plan	
1. Introduction	1
2. Introduction to the Action Plans	1
3. Parish-facing Action Plan	3
4. Public Authority-facing Action Plan	11
Section II Background	
1. Project introduction	19
i. Parish planning – the national, regional and county context	19
ii. The Plan’s policy context	20
a. Regional	
b. County	
c. Local	
iii. A brief outline of the Dalham planning process	25
iv. Research results and data analysis	26
2. Parish description	27
i. Dalham’s county context	27
ii. Dalham Parish composition	28
a. Dalham Village	
b. Dunstall Green – hamlet	
c. Outliers	
iii. Is sustainability a relevant issue for Dalham Parish?	31
iv. Strategic implications	34
3. Parish demographics	35
i. Overview	35
ii. Age of respondents	35
iii. Gender	36
iv. Household size	37
v. Length of residence	37
vi. Type of residence	38
vii. Occupational status	39
viii. Disabled residents	40
ix. Access to own transport	40
Section III Review of findings	
1. Fieldwork	41
2. Data review	41
3. Key issues	41
4. Positive & negative attitudes towards the Parish	43
i. Overall picture	43
ii. More positive than negative	43
iii. Key issue prioritisation	44
5. The Parish and its environment	48

i. Overview	47
ii. Environment	48
iii. Traffic/road safety issues	52
iv Other issues	57
6. Facilities	60
i. Key facilities – Church, Village Hall and Pub	60
ii. Post office, Mobile Library etc.	62
iii. Wish-list of facilities	62
iv. Activities	63
v. Transport to events/activities	64
7. Alternative housing in the Parish	64
8. Transport	65
i. Key issues	65
a. Access to own transport	
b. Bus use	
c. Taxi use	
d. Combination of bus/taxi use	
e. Dial-a-ride	
f. Disabled access	
g. Employed/self-employed access	
h. In education access	
ii. Commentary	67
iii. Issues	70
9. Communications	73
Overall commentary	
i. Internet access	73
ii. Receiving information	75
iii. Personal communications	79
iv. Organised social events	80
v. Co-operative action	80
10. Children’s/young people’s findings	82
i. Respondents’ overview	82
ii. Parish and its environment	82
a. Road safety	
b. Reaction to proposed road safety initiatives	
c. Other issues	
iii. Facilities and leisure	84
a. Current facilities	
b. Facilities wish list	
c. Activities	
d. Affordable housing	
iv. Communications	87
v. Social events	87
vi. LETS & Good Neighbours	87
11. Additional ideas	88
Section IV Towards a Parish Plan	
1. Primary needs/problems identified	89
2. Draft Plan	90

i. Modified 'Ideas for the Plan'	90
I. Environment	90
A. Protecting the countryside	90
B. Road traffic issues	93
II. Facilities/Services	96
III Social	99
IV. Sustainability	102
ii. Action Plan development	105
iii. Next steps	105

APPENDICES

1. Rural Action East's Rural Themes	107
2. Fieldwork	108
i. Questionnaire	108
ii. Fieldwork issues	110
3. Draft project timetable	111
4. Publicity support materials	112
5. Data fields and coding frames	114
i. Data fields	116
ii. Coding frames	121
6. The original 'Ideas for the Plan' document	124
7. Dalham Conservation Area Appraisal – issues	142
8. Project brief for retention of River Kennet water levels	144
9. Glossary	146

EXECUTIVE SUMMARY

Section I Introduction

This document comprises the Draft Plan and draft Action Plans. While it is the sum of the Plan Team's efforts to date on behalf of Dalham Parish, it is not yet complete as it awaits this Community's response and suggestions before the overall Plan and Action Plans can be ratified.

This phase of the Parish Plan project commenced in autumn 2006 and completion of it is anticipated during 2009.

It transpires this project has been undertaken at a particularly auspicious time. National, regional and county-level initiatives that require the type and quality of evidence from communities that a Parish Plan generates are now well advanced. Today, more so than in the past, such plans from April 2009 have been formally part of the public services' decision-making process.

Section II Background

The Plan's policy context

Relevant regional, county and local policies impinge on and influence the nature of such development activity. Accordingly, any Plan developed by the Parish needs to take proper account of this policy context, viz. the regional Integrated Sustainability Framework, the county's and strategic partnership's Community Strategy, Forest Heath District Council's Local Development Framework, as well as its Conservation Appraisal.

Dalham Parish description

Dalham is a small Parish with few facilities, but nevertheless it has several eye-catching historic landmarks set in a highly attractive landscape.

It should be noted that in its Local Development Framework (LDF) the local planning authority, Forest Heath District Council (FHDC) identifies the community of Dalham as being "a settlement in open countryside". The implications of this description is spelt out below.

Further, the Parish's diminutive size means it is at a competitive disadvantage when considered alongside larger parishes in terms of scarce public services resources.

Relevance of the 'sustainability' issue

As a small rural community the Parish of Dalham is deemed deficient in terms of dynamic community success criteria (as defined by the East of England Rural Forum and adopted by the Forest Heath District Council's LDF), so much so

that it can be regarded as unsustainable. As this is the common plight of rural communities, the Parish should not be unduly exercised by such a conclusion.

However, if the Parish is to retain its unique character, it will still have to work hard in terms of the environmental and social dimensions of sustainability. In other words, if it wishes to maintain and improve aspects of either of these sustainable dimensions, the Parish will necessarily have to become increasingly involved in the process of sustainable development. Sustainability is therefore a relevant issue for the Parish and thus for its Plan.

Towards the key issues

During the preparation phase of the project a preliminary list of the primary problems/challenges were perceived by the Plan Team to be the impact of road traffic, transport connectivity, road safety, crime, the built environment, flooding and aspects of the surrounding natural environment.

A research project was then undertaken to ascertain whether these were indeed the primary issues/challenges and to attach a degree of prioritisation to them.

Parish Demographics

The Parish's age profile revealed by the research displays a degree of polarisation, with pronounced skews towards the over 60s and 5-9 year olds.

The Parish is no longer a retirement community, although there was a slight skew towards retirees, when compared to the national profile.

The Parish emerged as being a well-settled community, with <5% second homes and no unemployment.

Section III Review of Findings

Fieldwork

Questionnaire

The anonymous questionnaire, as well as posing questions concerning the key issues perceived as important to the residents, it also sought residents' demographic details and their open-ended responses to 'likes and dislikes' about the Parish.

A total of 208 questionnaires were distributed to all residents aged 5 years or over for completion. An extremely healthy overall response rate approaching 81% (168 questionnaires received) was gathered. The completion rate of the questionnaires was high as well – over 75% were in excess of two-thirds fully completed.

Data quality was also good with over 20,000 separate items of data being stored in the project's Access database for analysis by the Team.

Positive & negative attitudes towards the Parish

The population were almost 2:1 more positive than negative in their attitudes towards the Parish – a very healthy sign.

A clear prioritisation of issues was established, with the area's positive attributes of peace and tranquillity, coupled to its pleasing aspect and friendly, community nature far outscoring the chief negative, namely the impact of road traffic.

The Parish and its Environment

Consistent with the likes and dislikes results, two issues emerged as warranting separate analysis, namely the environment and road traffic.

i. Environment (including both natural and built)

Conservation of the countryside at 90.3% (151), wildlife at 84.5%(142) and trees at 78.2% (131) appear together as being of much greater significance to residents than traffic issues (echoing the likes and dislikes data).

Maintenance of the River Kennett and the management of riverbanks and roadside ditches emerged as being of almost equal significance at 75.5% (127) and 83.7% (141) respectively.

Flood prevention secured 69.6% concern levels, whilst almost 60% of residents were in favour of a disaster response strategy. But measures to address the possible effects of climate change only secured 39.6% approval.

The built environment was also highly valued. The Village Hall, the pub and the St. Mary's were the object of many positive comments (with a few negative as well). Further less frequent remarks made it plain that some prized the Hall, the Almshouses, the Windmill, as well as the malting kiln. It was concluded the Plan needed to consider all of these built components.

Comments were also made regarding improving various aspects of the local environment. For instance, most residents in both Dalham Village and the hamlet of Dunstall Green did not want street lighting.

Feelings over light pollution were more mixed, being of concern to 51% of respondents.

Crime prevention was highly significant with 82.9% of respondents expressing concern.

Attitudes towards mud on the road varied considerably, but revealed an overall concern for 65% of respondents.

Noise pollution was considered significant at 56.2% (94), but of a lower order of significance.

Views were equally split over the 'wirescape' (the term used in the Dalham Conservation Area Appraisal [DCAA] document to describe the network of unsightly overhead wires and supporting poles supplying telephone lines and power across the Parish).

ii. Traffic

Speeding and HGV traffic elicited the highest levels of concern (87.2% and 84.9% respectively).

Traffic volume registered a 64% level of concern.

There was a difference between the issues of pedestrian safety (at 71.1% concern) and that of cyclist safety (58.4% concern), though pedestrian concern was pronounced.

The degree of support for the proposed measures addressing these road issues was lower than for speeding and traffic volume issues. The level of acceptance for unspecified measures to secure traffic calming was at 53.7% and pedestrian safety at 45.4% respectively; whilst a specific measure intended to improve cyclist safety scored a lowly 22.8%.

Facilities

The three key facilities (the Village Hall, Pub and Church) were almost equally well regarded (the Village Hall being the most important) – although it may well be that Dunstall Green residents could have been referring in their responses to Ousden Village Hall, The Fox and St. Peter, Ousden respectively.

A greater degree of support arose over services. The post office was uniformly highly rated, with the mobile library second, the nursery third and the bulk oil deliveries fourth.

Views over the nursery, which secured third place, were split markedly with some highly rating the service and others completely ignoring it. Since the fieldwork was conducted the Village Hall re-build has led to the Nursery vacating the Village.

The wish list of facilities elicited a high degree of desire for a bottle bank (since happily achieved by the opening of the Affleck Arms' bottlebank in the summer of 2008) and for a playground/greenspace, particularly amongst children/young people and their parents.

Finally, with regard to activities outside the Parish, although there were areas of interest recorded, overall there was little appetite for more activities, even if transport was offered.

Affordable housing

Respondents largely left the section on affordable housing blank, which was suggestive of a general lack of interest. However, the few who completed this

section of the questionnaire tended to be forthright (although these included a few facetious responses as well), though no immediate need was identified.

Transport

96% of adults reported access to their own transport, while the responses to other modes (around 6% of adults use local buses, but none make regular use of taxis and 49% claim never to use either buses or taxis) demonstrates a very high level of car dependency for accessing facilities, services and maintaining social contacts.

This is not an unusual feature of settlements in rural areas that are over 5 km from main towns – as is the case with Dalham.

Communications

i. Communication preferences

There is a high desire for communication, with perhaps around 87% of adults wanting to read a parish magazine. Although 80% of households claimed Internet access, 63% of them still said they preferred information on paper, though 63% were prepared to view a parish website for this purpose.

ii. Events

About 7 out of 10 Dalham Village residents had attended village social events and stated they were adequate. Few Dunstall Green residents claimed to attend these events.

iii. Schemes

A higher level of interest was expressed in a Good Neighbour Scheme than for a LETS scheme, especially amongst Dalham residents, so much so that it may be worth exploring the former scheme further.

Children/young people

22% of households in the Parish have children and/or young people living at home.

A considerable amount of time and effort was devoted to ascertaining this group's views and it emerged that, on the whole, their comments only diverged from those of adult respondents in terms of emphasis and priority. Wherever such difference were noted they were identified in the text examining the specific topics concerned.

Like adults, conservation was of particular concern to young people; road safety was a primary issue, though like adults they were less concerned about road safety initiatives. The Village Hall clearly emerged as the most favoured facility, with the mobile library a distinctly valued second. This group also identified the lack of publicly accessible greenspace as a shortcoming in the Parish's facilities.

Section IV Towards a Parish Plan

Parish Plan's purpose

The Plan's purpose is to:

- a. give voice to the Community's concerns, issues, needs and wishes
- b. deliver a summary of them to the relevant providers of public service and
- c. indicate ways in which they might be addressed.

'Ideas for the Plan'

This document was originally circulated to certain parishioners and made available to all on the Dalham website in late 2008 (see Appendix 6). Over the ensuing months a raft of comments were received and, in due course, the original document was modified (see pages 90 – 104 below)

The four strands of the Plan, viz. the local environment, facilities, social cohesion and sustainability, are displayed in the order of importance attached to them by residents and constitute a coherent and comprehensive framework for the Plan.

With regard to the 'local environment', it is proposed that the ideas for the Plan address, along with the natural and built environments, the local environment's appearance and the impact of road traffic.

With regard to 'the impact of road traffic', it is considered that a comprehensive programme of short, medium and long-term proposals will be essential. Such 'road traffic' proposals will need to be realistic in the context of the responsible authorities' expressed view, in terms of their current spending plans, of Dalham as being a low priority.

Turning to 'facilities', it is proposed that ways and means of conserving (and improving) the current infrastructure and maintaining (and improving) the present services should be presented in the Plan, including various opportunities for expanding current services and installing new facilities (such as a children's play area), plus options for the return of a post office service and perhaps other mobile services.

Additionally it is considered appropriate that detailed consideration be given to the development, and adoption, of a formal disaster response strategy, i.e. a set of Emergency Plans.

In the interests of improving 'social cohesion' it is proposed that consideration should be given to encouraging additional community-based activities through the good offices of the Village Hall Charity. Perhaps adoption of the Good Neighbour Scheme could also be explored.

As to the issue of 'sustainability', there are a number of reasons for the Parish to consider and, possibly, begin to address the issue of its unsustainability - both locally and in a global context. Although the village of Dalham, like most villages, is inherently unsustainable it may be possible to offset this imbalance

somewhat in the interests of the community's future development, by considering appropriate strategies for local affordable housing and improved transport choices. The latter is a more immediate problem and it is suggested it would be advantageous for a transport-related residents' survey to be conducted – as a basis for considering how residents' independent travel choices might be improved and their current dependency on car use might be reduced.

On the global front, thought (possibly leading to community-level action) might be given to the adoption of various carbon footprint reduction measures, recycling activities and exploring renewable energy possibilities. These and similar measures might best be handled in the form of a sub-group to the environment advisory committee proposed above, open to all interested residents.

Process

The Parish Plan Team has:

- a. gathered and considered the Community's reactions to the initial 'Ideas for the Plan' together with suggestions from relevant authorities
- b. assembled a revised set of proposals in the light of them (the revised 'Ideas' document, and
- c. produced a formal draft Parish Plan document, plus a draft Action Plan for community consideration/discussion.

Where are we now?

The Parish Plan Team is presently awaiting the adoption, dependent on the views of the mid-October Parish Meeting of the draft Parish Plan document and the accompanying Action Plan.

SECTION I. Action Plans

1. Introduction

This document comprises the Draft Plan and draft Action Plans. While it is the sum of the Plan Team's efforts to date on behalf of Dalham Parish, it is not yet complete as it awaits this Community's response and suggestions before the overall Plan and Action Plans can be ratified.

This phase of the Parish Plan project commenced in autumn 2006 and completion of it is anticipated during 2009.

It transpires this project has been undertaken at a particularly auspicious time. National, regional and county-level initiatives that require the type and quality of evidence from communities that a Parish Plan generates are now well advanced. Today, more so than in the past, such plans from April 2009 have been formally part of the public services' decision-making process.

As the priority outcome of the entire plan process was the development of an Action Plan for Dalham Parish, it was considered appropriate that these Plans should constitute the first section of this Parish Plan document – despite the fact that they are actually the end-result of the entire plan process this document presents.

2. Introduction to the Action Plans

These Action Plans are drawn directly from the 'Ideas for the Plan' documentation (see Appendix 6) circulated to the community in late 2008, then subsequently modified (see pages 90 – 104 below). In its turn the original 'Ideas' document had been derived from the material captured by the summer 2007 research fieldwork that secured an 80% + response rate. The Plan Team therefore consider these Action Plans are representative and properly respond to the views and wishes as expressed in the questionnaire by this community.

As previously indicated, once the modified Plan 'ideas' have been discussed/amended, they should be endorsed by the community, then a SMART-based¹ Dalham Parish Action Plan would be released to the Parish Council. By SMART we mean that the objectives and actions are clearly specified with realistic outcomes.

i. How to read the Action Plan documents

The Action Plan charts divide into the following seven columns:

Issue (title + RT#)	Proposal/action (+ page #)	Target	Responsible	Partner(s)	Timing	Funding/body
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Each of the Parish-facing worksheets deals with a different section of the Parish Action Plan. From the summer 2007 research it had emerged that the issue of primary importance to the Parish was its environment, thus the 'Environment' (consisting of natural, built and traffic segments) was adopted as the first component of the plan. Next

¹ A SMART target is defined as being one that is Specific, Measurable, Achievable, Realistic and Time-bound.

came facilities and services, followed by social/communications issues and, finally, the issue of sustainability

Within each of these four issue sections, column 1 describes the project and refers to its Rural Theme number² (for the full list of Rural Themes see Appendix 1) , plus the relevant main report page number(s) from which the detailed proposal is derived; the second column provides the chain of actions to secure the desired outcome; column 3 indicates the target to be achieved; column 4, indicates who will undertake the task(s); column 5, the partners who have ultimate responsibility/contribution to make to the issue concerned; column 6, over what timeframe this chain of actions is expected to be completed - three time periods have been adopted for the objectives, viz. short-term (1 – 2 years), medium-term (3 - 5 years) and long-term (5 years +); with, finally, column 7 indicating the source of any required funding.

To ease the reading of these Action Plans, which for brevity's sake feature a number of acronyms, a glossary is to be found at the end of the appendices (Appendix 9).

ii. Why two versions of the Action Plan?

Two versions of the Action Plan follow, first a Parish-facing plan, then the second, a public-authority-facing version. The contents of these two are exactly the same, there are only presentational differences.

The analysis of the Dalham parishioners' views, based directly on the research findings, suggested a very different agenda was needed for the Parish than that required by public authorities, who needed to easily access the Parish's needs and issues. Thus this document reflects these differing priorities with first a 'Parish-facing' version of the Plan, then a second set of plans ordered around the Rural Themes for the public authorities.

The Parish-facing version of the Action Plans display four component topics of the Draft Plan as specified in both versions of the 'Ideas for the Plan' documents – the first circulated to all Parish residents in late 2008, then the second was modified in the course of 2009 by the Plan Team and appears below. The order in which these topics appear is as follows:

- I. Environmental
 - A. Protecting the countryside – both the natural and built environments
 - B. Road traffic issues
- II. Facilities/services
- III. Social
- IV. Sustainability

So that the various public authorities can readily exploit this document's content, it is understood by the Dalham Plan Team that there is a need for the Action Plan to be primarily structured around these 29 Rural Themes (and not the Parish's four key issues). Thus the second version of the Plan uses these RTs as the key defining headings and displays them in numerical order. For the 'Public authority-facing' version of the Plan (see 3. below) these constitute the main drivers. But remember that the content of these two 'Action Plans' is exactly the same, with only the order of presentation different.

² Rural Action East developed 29 Rural Themes (RT) which, taken together, represented every aspect of an archetypal rural community, although it was recognised that not all RT would necessarily be relevant to every actual community.

Work Sheet Action Plan

I. ENVIRONMENT

A. The local environment: Protecting the countryside and actively contributing to the “Greenest County” agenda

Issue (RT Category)	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT (RT 21: natural environment) Plan page 91						
i) Conservation of the countryside	To establish, develop and maintain a three-part “community/people-based involvement” programme of action, including:		Parish Council	Natural England; Suffolk Wildlife Trust; etc.	Ongoing	
ii) Conservation of wildlife						
iii) Planting and conservation of trees						
	1) to establish an education programme for interested residents and volunteers (particularly involving children and young people) - to be based on seeking advice and guidance from knowledgeable local residents and/or from established professional and community-based organisations.		Parish Council	Natural England; Suffolk Wildlife Trust; etc.	Short-term	
	2) to develop a monitoring programme (incorporating existing programmes, where appropriate) to survey, and to maintain inventories of, trees and other flora and fauna in the Parish.		Parish Council	Natural England; Suffolk Wildlife Trust; etc.	Short-term	
	3) to promote good practice by developing appropriate strategies, plans and/or proposals - having particular regard to strategies for:		Parish Council		Ongoing	
iv) Maintaining the River Kennett	enhancing, and subsequently maintaining, the level, and quality, of water in the River Kennett;		Parish Council	Environment Agency	Medium-term	
v) Management of the river banks, roadside verges and ditches	<i>Kennett riverbank and roadside verges in Dalham Village</i> : progressively establishing, and maintaining, a high-quality sustainable management regime - having full regard to the conservation needs of local flora and fauna;		Parish Council	Environment Agency	Short-term	
	<i>other roadside verges</i> : maintaining and improving the quality of verges (see also below: “IMPROVING THE APPEARANCE OF THE LOCAL ENVIRONMENT: enhancing the appearance of the roadside verges”);		Parish Council	Suffolk County Council	Ongoing	
	<i>drainage ditches</i> : clearing, and maintaining, roadside (and other relevant) ditches in order to minimise the risks of flooding.		Parish Council	Suffolk County Council; Riparian owners	Ongoing	

3. Parish-facing version of the Action Plan

Issue (RT Category)	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
IMPROVING THE APPEARANCE OF THE LOCAL ENVIRONMENT (RT 22:environmental health & pollution) Plan pages 91 - 92						
Control of litter and fly-tipping	To widely publicise the procedure for reporting incidents of fly-tipping to the responsible authority (including, as a minimum, publication of contact details on the Parish Council notice boards).		Parish Council	Forest Heath District Council	Short-term / Ongoing	
	To consider setting up litter removal working parties.		Parish Council	Parish residents	Ongoing	
Clearance of mud from roads	To widely publicise the procedure for reporting incidents of excessive mud on the road, which may be a safety hazard, to the responsible authority (including, as a minimum, publication of contact details on the Parish Council notice boards).		Parish Council	Suffolk County Council	Short-term / Ongoing	
Removal of overhead power (and/or telephone) lines	To investigate the feasibility of relocating power and/or telephone lines underground (including identification of possible funding sources and the degree of disruption).		Parish Council	E.ON; BT; Suffolk ACRE	Medium-term	
	To develop, if appropriate, a proposal for presentation to a Parish Meeting.			E.ON; BT	Longer-term	
Enhancing the appearance of the roadside verges	To review current management techniques, with a view to identifying, and implementing, a more conservation-friendly approach.		Parish Council	Suffolk County Council	Short-term / Ongoing	
Reducing the incidence of dog-fouling	To widely publicise the procedure for reporting incidents of dog-fouling to the responsible authority (including, as a minimum, publication of contact details on the Parish Council notice boards).		Parish Council	Forest Heath District Council	Short-term / Ongoing	

Issue (RT Category)	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
CONSERVING AND ENHANCING THE BUILT ENVIRONMENT (RT 20: built environment; RT 27: community assets) <small>Plan pages 92 - 93</small>						
Dalham Village Hall	To implement the approved proposals for the construction of a replacement building.		Dalham Village Hall Charity	Forest Heath District Council; Parish Council	Short-term	
	To subsequently develop and promote policies to secure the conservation and enhancement of the new building.			Parish Council	Ongoing	
Affleck Arms	To develop and promote policies to secure the conservation and enhancement of the building.		The owner	Parish Council	Ongoing	
St Mary's Church	To develop and promote policies to secure the conservation and enhancement of the building.		Parochial Church Council	Parish Council	Ongoing	
Dalham Hall	To develop and promote policies to secure the conservation and enhancement of the building.		The owner	Parish Council	Ongoing	
The Lower Windmill, on Stores Hill	To promote the management proposal suggested in the Dalham Conservation Area Appraisal (April 2007) - see below.		The owner	Parish Council	Medium-term	
The barley malting Kiln on Gazeley Road	To promote the management proposal suggested in the Dalham Conservation Area Appraisal (April 2007) - see below.		The owner	Parish Council	Medium-term	
The Almshouses, on Stores Hill	To develop and promote policies to secure the conservation and enhancement of the building.		The William and Sophia Derisley Cottage Homes	Charity Commissioners; Parish Council	Ongoing	
The Dalham Conservation Area Appraisal	To endorse the principled approach to conserving and enhancing the local built environment, and to adopt, as policy, the specific "suggested management proposals", set out in the Dalham Conservation Area Appraisal (April 2007) - see The Dalham Plan, Appendix 7.		Parish Council	Forest Heath District Council	Short-term / Medium- term / Ongoing	

B. Road traffic issues						
Issue (RT Category)	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
ROAD TRAFFIC MANAGEMENT (RT 12: traffic management; RT 14: maintenance) <small>Plan pages 94 - 95</small>						
	In the short term:					
Clearance of mud from roads	To widely publicise the procedure for reporting incidents of excessive mud on the road, which may be a safety hazard, to the responsible authority (including, as a minimum, publication of contact details on the Parish Council notice boards).		Parish Council	Suffolk County Council	Short-term / Ongoing	
Safety of vulnerable road users (particularly pedestrians and cyclists)	To make good all the standard historical deficiencies (which should be presented to the responsible authorities as entitlements), including:					
	installing (and, where appropriate, removing) such traffic signs, road markings, etc. as are necessary to secure the safety of road users (particularly vulnerable road users, such as pedestrians and cyclists);		Parish Council	Suffolk County Council	Short-term	
	removing all unnecessary "street clutter";				Short-term	
	To secure robust, and accountable, programmes of effective highway maintenance - and regularly reviewing the effectiveness of such programmes, thereafter.				Short-term / Ongoing	
Speed of road vehicles	To obtain road traffic surveys at each location where excessive vehicle speed is identified as a potentially critical safety issue - as a means of informing further action.		Parish Council	Suffolk County Council	Short-term	
	In the medium term:					
Safety of vulnerable road users (particularly pedestrians and cyclists)	To introduce (where the local physical "eccentricities" of the road layout permit) environmentally sensitive traffic calming measures, providing "low-cost / high-value" benefits.		Parish Council	Suffolk County Council	Medium-term	
Speed of road vehicles	To secure (where local surveys have identified excessive vehicle speed as a critical safety factor) appropriate, and sensitive, traffic calming and/or speed limitation.		Parish Council	Suffolk County Council	Medium-term	
	In the longer term:					
Safety of vulnerable road users (particularly pedestrians and cyclists)	To develop, and implement, an integrated set of proposals for comprehensively addressing the many road traffic issues along the key axis of pedestrian movement in the Parish, namely that length of The Street / Gazeley Road in Dalham Village (to be justified on the basis of conserving and enhancing the high quality of the local environment, and not primarily on traffic grounds).		Parish Council	Suffolk County Council	Longer-term	
Speed of road vehicles						
Number of heavy goods vehicles						
Speed of road vehicles	To liaise, wherever appropriate, with neighbouring parish councils (including those in Cambridgeshire) to identify, and develop, unilateral opportunities for implementing, and/or lobbying for, wider area proposals.		Parish Council	Neighbouring parish councils, as relevant; Suffolk County Council; etc.	Ongoing / Longer-term	
Number of heavy goods vehicles						
Number of road vehicles						

II. PARISH FACILITIES / SERVICES

Issue (RT Category)	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
INFRASTRUCTURE (RT 5: Facilities for teenagers; RT 6: Facilities for younger children; RT 7: facilities for older people; RT 8: cultural, sporting & recreational facilities; RT 15: public rights of way; RT 17: Shopping & services; RT 23: Recycling & waste management; RT 24: Energy; RT 29: voluntary & community activity) Plan pages 96 - 97						
Dalham Village Hall	To promote, and develop, opportunities for expanding, and for improving/extending, the use of the facilities. To actively involve all residents in the planning of facilities, and their uses.		Dalham Village Hall Charity	Parish residents	Ongoing Ongoing	
St. Mary's Church	To explore possible sensitive uses of the premises for community events, in appropriate circumstances.		Parochial Church Council	Dalham Village Hall Charity	Ongoing	
Footpath network	To secure, by liaison with the responsible authorities, the adoption of the local network rationalisation scheme. To reinstate a programme for the regular maintenance of paths.		Dalham Paths Group	St. Edmundsbury Borough Council; Forest Heath DC; Parish Council Parish volunteers	Short-term Short-term / Ongoing	
LOCAL SERVICES (RT 10: public transport provision; RT 17: shopping & services; RT 23: recycling & waste management; RT 24: Energy) Plan pages 97 - 98						
Affleck Arms	To consider the possibilities for developing additional services, such as: extension(s) of the existing business parallel business initiative(s), i.e. post-office, retail outlet, etc. provision of catering and/or bar services to functions elsewhere in the Parish.		The Licensee	Parish Council; Forest Heath DC Parish Council; Forest Heath DC Dalham Village Hall Charity	Medium-term / Ongoing Medium-term / Ongoing Short-term / Ongoing	
Mobile library service	To actively promote greater use of the service. To seek, by liaison with the appropriate authorities, the addition of a "stop" at Dunstall Green.		Parish Council	Suffolk County Council	Short-term / Ongoing Medium-term	
Home delivery services (e. g. milk, bulk heating oil, etc.)	To actively promote greater use of the available services. To periodically review options for enhancing the range and availability of services.		Parish Council	Service providers	Ongoing Ongoing	
Static services (e.g. Affleck Arms bottle bank, telephone kiosk, post-box, etc.)	To actively promote greater use of the available services. To periodically review options for enhancing the range and availability of services.		Parish Council	Service providers	Ongoing Ongoing	
Local bus service	To publicise the availability of the service. To promote greater use of the service.		Parish Council	Suffolk County Council	Ongoing Ongoing	
	To promote, with the responsible authorities, the provision of later afternoon, evening and Sunday journeys.		Parish Council		Ongoing	

Issue (RT Category)	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
LOCAL FACILITIES (RT 5: facilities for teenagers; RT 6: facilities for younger children; RT 17: shopping & services; RT 26: access to information) <small>Plan page 98</small>						
Facilities for children and young people	To identify the specific needs, and potential levels of support for a playground, a green space and/or a club.		Parish Council	Parish residents	Short-term	
	On the basis of the identified need(s) - to locate possible sites; research funding sources; and develop proposals.		Parish Council	Forest Heath District Council; Suffolk ACRE	Medium-term	
Post office	To review the options for:					
	reinstating, and/or expanding, the previous "one-afternoon-a-week" service in the Dalham Village Hall.		Parish Council	Postmaster at Kentford	Short-term	
	actively promoting, and facilitating, the use of the "five-and-a-half-days-a-week" post office at Moulton.		Parish Council	Postmaster at Moulton	Short-term / Ongoing	
Mobile phone reception	To publicise means of securing "personal" use of mobile phones, where there is no "general" signal availability.		Parish Council		Short-term / Ongoing	
EMERGENCY PLANNING (RT 28: emergency planning) <small>Plan page 99</small>						
Emergency planning	To consider the options for developing an "emergency plan / disaster response strategy"					
	If appropriate, to develop, and actively publicise, an emergency plan - probably, initially for Dalham Village.		Parish Council	Forest Heath District Council; (Neighbourhood Watch)	Short-term	

III. SOCIAL

Issue (RT Category)	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
COMMUNICATIONS (RT 5: Facilities for teenagers; RT 6: Facilities for younger children; RT 26: access to information) Plan page 100						
	To promote, in ways which are mutually supportive, the maintenance and enhancement of the various sources of local information (including Parish magazine, websites, notice boards, Church and Neighbourhood Watch newsletters, etc.)		Parish Council	Parish Magazine editor; Parish web-masters; Parochial Church Council; Neighbourhood Watch	Short-term / Ongoing	
	To install new public "open-access" notice boards, alongside the current Parish Council notice boards.		Parish Council		Short-term / Medium-term	
	To obtain, and disseminate, information about neighbouring parishes.		Parish Council	Neighbouring parish councils	Ongoing	
	To promote mechanisms for engaging children and young people in local affairs.		Parish Council	Parish residents	Short-term / Ongoing	
	To develop, and coordinate the use of, mechanisms to circulate information - in ways acceptable to residents.		Parish Council	Information providers	Short-term / Ongoing	
ACTIVITIES (RT 5: Facilities for teenagers; RT 6: Facilities for younger children; RT 7: facilities for older people; RT 8: cultural, sporting & recreational facilities) Plan page 100						
	To collectively review, and develop, community activity in the Parish - on a periodic basis.		Dalham Village Hall Charity	Parish Council; Parochial Church Council	Ongoing	
COOPERATIVE ACTION (RT29: voluntary & community activity) Plan page 101						
	To formally establish the level, and location, of support for a Good Neighbour Scheme.		Suffolk ACRE	Parish residents	Short-term	
	If a viable level of support is identified, to develop, and promote, an appropriate scheme.			Parish Council	Short-term / Medium-term	
CONTEXT (RT 8: Cultural, sporting & recreational facilities; RT 9: community safety; RT 22: environmental health & pollution; RT 26: Access to information; RT 29: Voluntary & community activity) Plan page 101						
Involvement of Dunstall Green residents in Parish activities	To consider ways in which the needs and interests of Dunstall Green residents might be better addressed within the Parish.		Parish Council	Dunstall Green residents; Dalham Village Hall Charity	Short-term / Ongoing	
Crime prevention	To promote, and publicise, the purpose of, and the activities undertaken by, Neighbourhood Watch within the Parish.		Neighbourhood Watch	Parish Council	Short-term / Ongoing	
	To actively publicise, within the Parish, the reports presented to the Parish Council by representative(s) of Suffolk Constabulary.		Parish Council	Suffolk Constabulary	Ongoing	
Noise pollution	To widely publicise the procedure for reporting incidents of undue/excessive noise to the responsible authority (including, as a minimum, publication of contact details on the Parish Council notice boards).		Parish Council	Forest Heath District Council	Short-term / Ongoing	

IV. SUSTAINABILITY

Issue (RT Category)	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
OVERALL SUSTAINABILITY (RT 24: energy) Plan pages 101 -						
	To consider how the Parish's overall lack of sustainability might best be addressed in the context of developments in planning and legislation.		Parish Council	Suffolk County Council; C-Red	Ongoing	
TRANSPORT (RT 10 public transport provision; RT 11: community transport; RT 15: public rights of way; RT 24: energy) Plan pages 102 -						
Residents' transport survey	To undertake a transport-related residents' survey - to establish the current patterns of residents' access to, and use of, transport; their current perceptions of available transport choices; and their perceived future transport needs.		Parish Council	Suffolk County Council	Short-term / Medium-term	
Reducing car dependence / improving travel choices	Pending the outcome of the survey, to reduce residents' dependence on car use and to improve residents' ability to make independent travel choices by:					
	promoting the choice of existing alternatives to car use;		Parish Council	Suffolk County Council	Ongoing	
	promoting the use of facilities & services available within the Parish (see Section II above)		Parish Council	Facility & service providers	Ongoing	
	providing, where appropriate, secure and attractive facilities for pedestrians and users of non-car means of transport;		Parish Council	Suffolk County Council	Ongoing	
	promoting enhancements of the range, and availability, of home-delivery services;		Parish Council	Service providers	Ongoing	
	encouraging the use of Internet and/or telephone ordering of goods and services		Parish Council	Service providers	Ongoing	
	securing, or negotiating with others to secure, improved choices of non-car alternatives to car use (including car-sharing).		Parish Council	Suffolk County Council	Ongoing	
ALTERNATIVE / AFFORDABLE HOUSING (RT 3: affordable housing) Plan page 103						
Housing need	To periodically review the implications for the Parish of the housing policies of Forest Heath District Council, with a view to making any necessary representations at the appropriate time.		Parish Council	Forest Heath District Council	Ongoing	
The Almshouses, on Stores Hill	To be aware of the contribution which the almshouses can make to meeting the housing needs of the locality.		The William and Sophia Derisley Cottage Homes	Charity Commissioners; Parish Council	Ongoing	
ENERGY USE & RECYCLING (RT 23: recycling & waste management; RT 24: energy) Plan page 104						
	To identify, and promote, means whereby residents are better enabled to reduce their carbon footprints.		Parish Council	Forest Heath District Council; C-Red	Short-term / Ongoing	
	To reduce residents' dependency on car use and/or ownership.		Parish Council	Suffolk County Council	Medium-term / Ongoing	
	To promote, and secure the provision of, non-car alternatives to car use.		Parish Council	Suffolk County Council	Medium-term / Ongoing	
	To raise, by a variety of means, residents' awareness of the use, re-use and recycling of materials.		Parish Council	Forest Heath District Council; C-Red	Medium-term / Ongoing	
	To explore the potential for the use, and/or development, of renewable energy within the Parish.		Parish Council	Forestry Commission; EEDA	Medium-term	

RT Category	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
RT 3 Affordable housing						
Housing need	To periodically review the implications for the Parish of the housing policies of Forest Heath District Council, with a view to making any necessary representations at the appropriate time.		Parish Council	Forest Heath District Council	Ongoing	
The Almshouses, on Stores Hill	To be aware of the contribution which the almshouses can make to meeting the housing needs of the locality.		The William and Sophia Derisley Cottage Homes	Charity Commissioners; Parish Council	Ongoing	
RT 5: Facilities for teenagers						
Activities	To collectively review, and develop, community activity in the Parish - on a periodic basis.		Dalham Village Hall Charity	Parish Council; Parochial Church Council	Ongoing	
Facilities for children and young people	To identify the specific needs, and potential levels of support for a playground, a green space and/or a club.		Parish Council	Parish residents	Short-term	
	On the basis of the identified need(s) - to locate possible sites; research funding sources; and develop proposals.		Parish Council	Forest Heath District Council; Suffolk ACRE	Medium-term	
Communications	To promote mechanisms for engaging children and young people in local affairs.		Parish Council	Parish residents	Short-term; ongoing	
Dalham Village Hall	To promote, and develop, opportunities for expanding, and for improving / extending, the use of the facilities.		Dalham Village Hall Charity		Ongoing	
	To actively involve all residents in the planning of facilities, and their uses.		Dalham Village Hall Charity	Parish residents	Ongoing	
RT 6: Facilities for younger children						
Activities	To collectively review, and develop, community activity in the Parish - on a periodic basis.		Dalham Village Hall Charity	Parish Council; Parochial Church Council	Ongoing	
Facilities for children and young people	To identify the specific needs, and potential levels of support for a playground, a green space and/or a club.		Parish Council	Parish residents	Short-term	
	On the basis of the identified need(s) - to locate possible sites; research funding sources; and develop proposals.		Parish Council	Forest Heath District Council; Suffolk ACRE	Medium-term	
Communications	To promote mechanisms for engaging children and young people in local affairs.		Parish Council	Parish residents	Short-term; ongoing	
Dalham Village Hall	To promote, and develop, opportunities for expanding, and for improving / extending, the use of the facilities.		Dalham Village Hall Charity		Ongoing	
	To actively involve all residents in the planning of facilities, and their uses.		Dalham Village Hall Charity	Parish residents	Ongoing	
RT 7 Facilities for older people						
Activities	To collectively review, and develop, community activity in the Parish - on a periodic basis.		Dalham Village Hall Charity	Parish Council; Parochial Church Council	Ongoing	
Dalham Village Hall	To promote, and develop, opportunities for expanding, and for improving / extending, the use of the facilities.		Dalham Village Hall Charity		Ongoing	
	To actively involve all residents in the planning of facilities, and their uses.		Dalham Village Hall Charity	Parish residents	Ongoing	
St. Mary's Church	To explore possible sensitive uses of the premises for community events, in appropriate circumstances.		Parochial Church Council	Dalham Village Hall Charity	Ongoing	

4. Public authorities-facing version of the Action Plan

RT Category	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
RT 8 Cultural, sporting & recreational facilities						
Activities	To collectively review, and develop, community activity in the Parish - on a periodic basis.		Dalham Village Hall Charity	Parish Council; Parochial Church Council	Ongoing	
Involvement of Dunstall Green residents in Parish activities	To consider ways in which the needs and interests of Dunstall Green residents might be better addressed within the Parish.		Parish Council	Dunstall Green residents; Dalham Village Hall Charity	Short-term / Ongoing	
Dalham Village Hall	To promote, and develop, opportunities for expanding, and for improving / extending, the use of the facilities.		Dalham Village Hall Charity	Parish Council	Ongoing	
St. Mary's Church	To explore possible sensitive uses of the premises for community events, in appropriate circumstances.		Parochial Church Council	Dalham Village Hall Charity	Ongoing	
RT 9: Community safety						
Crime prevention	To promote, and publicise, the purpose of, and the activities undertaken by, Neighbourhood Watch within the Parish.		Neighbourhood Watch	Parish Council	Short-term / Ongoing	
	To actively publicise, within the Parish, the reports presented to the Parish Council by representative(s) of Suffolk Constabulary.		Parish Council	Suffolk Constabulary	Ongoing	
RT 10 Public transport provision						
Residents' transport survey	To undertake a transport-related residents' survey - to establish the current patterns of residents' access to, and use of, transport; their current perceptions of available transport choices; and their perceived future transport needs.		Parish Council	Suffolk County Council	Short-term / Medium-term	
Reducing car dependence / improving travel choices	Pending the outcome of the survey, to reduce residents' dependence on car use and to improve residents' ability to make independent travel choices by:					
	promoting the choice of existing alternatives to car use;		Parish Council	Suffolk County Council	Ongoing	
	providing, where appropriate, secure and attractive facilities for pedestrians and users of non-car means of transport;				Ongoing	
securing, or negotiating with others to secure, improved choices of non-car alternatives to car use (including car-sharing).		Ongoing				
Local bus service	To publicise the availability of the service.		Parish Council	Suffolk County Council	Ongoing	
	To promote greater use of the service.				Ongoing	
	To promote, with the responsible authorities, the provision of later afternoon, evening and Sunday journeys.				Medium-term / Longer-term	
RT 11 Community transport						
Residents' transport survey	To undertake a transport-related residents' survey - to establish the current patterns of residents' access to, and use of, transport; their current perceptions of available transport choices; and their perceived future transport needs.		Parish Council	Suffolk County Council	Short-term / Medium-term	
Reducing car dependence / improving travel choices	Pending the outcome of the survey, to reduce residents' dependence on car use and to improve residents' ability to make independent travel choices by:					
	promoting the choice of existing alternatives to car use;		Parish Council	Suffolk County Council	Ongoing	
	providing, where appropriate, secure and attractive facilities for pedestrians and users of non-car means of transport;		Parish Council	Suffolk County Council	Ongoing	
	securing, or negotiating with others to secure, improved choices of non-car alternatives to car use (including car-sharing).		Parish Council	Suffolk County Council	Ongoing	

RT Category	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
RT 12 Traffic management						
In the short term:						
Safety of vulnerable road users (particularly pedestrians and cyclists)	To make good all the standard historical deficiencies (which should be presented to the responsible authorities as entitlements), including:					
	installing (and, where appropriate, removing) such traffic signs, road markings, etc. as are necessary to secure the safety of road users (particularly vulnerable road users, such as pedestrians and cyclists);		Parish Council	Suffolk County Council	Short-term	
	removing all unnecessary "street clutter";				Short-term	
	To secure robust, and accountable, programmes of effective highway maintenance and regularly reviewing the effectiveness of such programmes, thereafter.		Parish Council	Suffolk County Council	Short-term / Ongoing	
Speed of road vehicles	To obtain road traffic surveys at each location where excessive vehicle speed is identified as a potentially critical safety issue - as a means of informing further action.		Parish Council	Suffolk County Council	Short-term	
In the medium term:						
Safety of vulnerable road users (particularly pedestrians and cyclists)	To introduce (where the local physical "eccentricities" of the road layout permit) environmentally sensitive traffic calming measures, providing "low-cost / high-value" benefits.		Parish Council	Suffolk County Council	Medium-term	
Speed of road vehicles	To secure (where local surveys have identified excessive vehicle speed as a critical safety factor) appropriate, and sensitive, traffic calming and/or speed limitation.		Parish Council	Suffolk County Council	Medium-term	
In the longer term:						
Safety of vulnerable road users (particularly pedestrians and cyclists)	To develop, and implement, an integrated set of proposals for comprehensively addressing the many road traffic issues along the key axis of pedestrian movement in the Parish, namely that length of The Street / Gazeley Road in Dalham Village (to be justified on the basis of conserving and enhancing the high quality of the local environment, and not primarily on traffic grounds).		Parish Council	Suffolk County Council	Longer-term	
Speed of road vehicles						
Number of heavy goods vehicles						
Speed of road vehicles	To liaise, wherever appropriate, with neighbouring parish councils (including those in Cambridgeshire) to identify, and develop, unilateral opportunities for implementing, and/or lobbying for, wider area proposals.		Parish Council	Neighbouring parish councils, as relevant; Suffolk County Council; etc.	Ongoing / Longer-term	
Number of heavy goods vehicles						
Number of road vehicles						

RT Category	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
RT 14: Maintenance						
Clearance of mud from roads	To widely publicise the procedure for reporting incidents of excessive mud on the road, which may be a safety hazard, to the responsible authority (including, as a minimum, publication of contact details on the Parish Council notice boards).		Parish Council	Suffolk County Council	Short-term / Ongoing	
Safety of vulnerable road users (particularly pedestrians and cyclists)	To secure robust, and accountable, programmes of effective highway maintenance and regularly reviewing the effectiveness of such programmes, thereafter.		Parish Council	Suffolk County Council	Short-term / Ongoing	
RT 15 Public rights of way						
Footpath network	To secure, by liaison with the responsible authorities, the adoption of the local network rationalisation scheme.		Dalham Paths Group	St. Edmundsbury Borough Council; Forest Heath District Council	Short-term	
	To reinstate a programme for the regular maintenance of paths.			Parish volunteers	Short-term / Ongoing	
RT 17: Shopping & services						
Affleck Arms	To consider the possibilities for developing additional services, such as:		The Licensee	Parish Council; Forest Heath District Council	Medium-term / Ongoing	
	extension(s) of the existing business					
	parallel business initiative(s), i.e. post-office, retail outlet, etc.					
	provision of catering and/or bar services to functions elsewhere in the Parish.					
Mobile library service	To actively promote greater use of the service.		Parish Council	Suffolk County Council	Short-term / Ongoing	
	To seek, by liaison with the appropriate authorities, the addition of a "stop" at Dunstall Green.				Medium-term	
Home delivery services (e. g. milk, bulk heating oil, etc.)	To actively promote greater use of the available services.		Parish Council	Service providers	Ongoing	
	To periodically review options for enhancing the range and availability of services.				Ongoing	
Static services (e.g. Affleck Arms bottle bank, telephone kiosk, post-box, etc.)	To actively promote greater use of the available services.		Parish Council	Service providers	Ongoing	
	To periodically review options for enhancing the range and availability of services.				Ongoing	
Post office	To review the options for:		Parish Council	Postmaster at Kentford	Short-term	
	reinstating, and/or expanding, the previous "one-afternoon-a-week" service in the Dalham Village Hall.					
	actively promoting, and facilitating, the use of the "five-and-a-half-days-a-week" post office at Moulton.					

RT Category	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
RT 20: Built environment						
Dalham Village Hall	To implement the approved proposals for the construction of a replacement building.		Dalham Village Hall Charity	Parish Council	Short-term	
	To subsequently develop and promote policies to secure the conservation and enhancement of the new building.				Ongoing	
Affleck Arms	To develop and promote policies to secure the conservation and enhancement of the building.		The owner	Parish Council	Ongoing	
St Mary's Church	To develop and promote policies to secure the conservation and enhancement of the building.		Parochial Church Council	Parish Council	Ongoing	
Dalham Hall	To develop and promote policies to secure the conservation and enhancement of the building.		The owner	Parish Council	Ongoing	
The Lower Windmill, on Stores Hill	To promote the management proposal suggested in the Dalham Conservation Area Appraisal (April 2007) - see below.		The owner	Parish Council	Medium-term	
The barley malting Kiln on Gazeley Road	To promote the management proposal suggested in the Dalham Conservation Area Appraisal (April 2007) - see below.		The owner	Parish Council	Medium-term	
The Almshouses, on Stores Hill	To develop and promote policies to secure the conservation and enhancement of the building.		The William and Sophia Derisley Cottage Homes	Charity Commissioners; Parish Council	Ongoing	
The Dalham Conservation Area Appraisal	To endorse the principled approach to conserving and enhancing the local built environment, and to adopt, as policy, the specific "suggested management proposals", set out in the Dalham Conservation Area Appraisal (April 2007) - see The Dalham Plan, Appendix 7.		Parish Council	Forest Heath District Council	Short-term / Medium-term / Ongoing	
RT 21: Natural Environment						
i) Conservation of the countryside	To establish, develop and maintain a three-part "community/people-based involvement" programme of action, including:		Parish Council	Natural England; Suffolk Wildlife Trust; etc.	Ongoing	
ii) Conservation of wildlife						
iii) Planting and conservation of trees						
	1) to establish an education programme for interested residents and volunteers (particularly involving children and young people) - to be based on seeking advice and guidance from knowledgeable local residents and/or from established professional and community-based organisations.		Parish Council	Natural England; Suffolk Wildlife Trust; etc.	Short-term	
	2) to develop a monitoring programme (incorporating existing programmes, where appropriate) to survey, and to maintain inventories of, trees and other flora and fauna in the Parish.		Parish Council	Natural England; Suffolk Wildlife Trust; etc.	Short-term	
	3) to promote good practice by developing appropriate strategies, plans and/or proposals - having particular regard to strategies for:		Parish Council		Ongoing	
iv) Maintaining the River Kennett	enhancing, and subsequently maintaining, the level, and quality, of water in the River Kennett;		Parish Council	Environment Agency	Medium-term	

RT Category	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
v) Management of the river banks, roadside verges and ditches	<u>Kennett riverbank and roadside verges in Dalham Village</u> : progressively establishing, and maintaining, a high-quality sustainable management regime - having full regard to the conservation needs of local flora and fauna;		Parish Council	Environment Agency	Short-term	
	<u>other roadside verges</u> : maintaining and improving the quality of verges (see also below: "IMPROVING THE APPEARANCE OF THE LOCAL ENVIRONMENT: enhancing the appearance of the roadside verges");		Parish Council	Suffolk County Council	Ongoing	
	<u>drainage ditches</u> : clearing, and maintaining, roadside (and other relevant) ditches in order to minimise the risks of flooding.		Parish Council	Suffolk County Council; Riparian owners	Ongoing	
RT 22 Environmental health & pollution						
Control of litter and fly-tipping	To widely publicise the procedure for reporting incidents of fly-tipping to the responsible authority (including, as a minimum, publication of contact details on the Parish Council notice boards).		Parish Council	Forest Heath District Council	Short-term / Ongoing	
	To consider setting up litter removal working parties.		Parish Council	Parish residents		
Clearance of mud from roads	To widely publicise the procedure for reporting incidents of excessive mud on the road, which may be a safety hazard, to the responsible authority (including, as a minimum, publication of contact details on the Parish Council notice boards).		Parish Council	Suffolk County Council	Short-term / Ongoing	
Removal of overhead power (and/or telephone) lines	To investigate the feasibility of relocating power and/or telephone lines underground (including identification of possible funding sources and the degree of disruption).		Parish Council	E.ON; BT; Suffolk ACRE	Medium-term	
	To develop, if appropriate, a proposal for presentation to a Parish Meeting.			E.ON; BT	Longer-term	
Enhancing the appearance of the roadside verges	To review current management techniques, with a view to identifying, and implementing, a more conservation-friendly approach.		Parish Council	Suffolk County Council	Short-term / Ongoing	
Reducing the incidence of dog-fouling	To widely publicise the procedure for reporting incidents of dog-fouling to the responsible authority (including, as a minimum, publication of contact details on the Parish Council notice boards).		Parish Council	Forest Heath District Council	Short-term / Ongoing	
Noise pollution	To widely publicise the procedure for reporting incidents of undue/excessive noise to the responsible authority (including, as a minimum, publication of contact details on the Parish Council notice boards).		Parish Council	Forest Heath District Council	Short-term / Ongoing	
RT 23 Recycling & waste management						
Energy use and recycling	To raise, by a variety of means, residents' awareness of the use, re-use and recycling of materials.		Parish Council	Forest Heath District Council; C-Red	Medium-term / Ongoing	
Static services (e.g. Affleck Arms bottle bank, telephone kiosk, post-box, etc.)	To actively promote greater use of the available services.		Parish Council	Service providers	Ongoing	
	To periodically review options for enhancing the range and availability of services.				Ongoing	

RT Category	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
RT 24: Energy						
Overall sustainability	To consider how the Parish's overall lack of sustainability might best be addressed in the context of developments in planning and legislation.		Parish Council	Suffolk County Council; C-Red	Ongoing	
Energy use and recycling	To identify, and promote, means whereby residents are better enabled to reduce their carbon footprint.		Parish Council	Forest Heath District Council; C-Red	Short-term / Ongoing	
	To reduce residents' dependency on car use and/or ownership.		Parish Council	Suffolk County Council	Medium-term / Ongoing	
	To promote, and secure the provision of, non-car alternatives to car use.		Parish Council	Suffolk County Council	Medium-term / Ongoing	
	To raise, by a variety of means, residents' awareness of the use, re-use and recycling of materials.		Parish Council	Forest Heath District Council; C-Red	Medium-term / Ongoing	
	To explore the potential for the use, and/or development, of renewable energy within the Parish.		Parish Council	Forestry Commission; EEDA	Medium-term	
Residents' transport survey	To undertake a transport-related residents' survey - to establish the current patterns of residents' access to, and use of, transport; their current perceptions of available transport choices; and their perceived future transport needs.		Parish Council	Suffolk County Council	Short-term / Medium-term	
Reducing car dependence / improving travel choices	Pending the outcome of the survey, to reduce residents' dependence on car use and to improve residents' ability to make independent travel choices by:					
	promoting the choice of existing alternatives to car use;		Parish Council	Suffolk County Council	Ongoing	
	promoting the use of facilities and services available within the Parish (see RT 17 and RT 23 above);		Parish Council	Facility & service providers	Ongoing	
	providing, where appropriate, secure and attractive facilities for pedestrians and users of non-car means of transport;		Parish Council	Suffolk County Council	Ongoing	
	promoting enhancements of the range, and availability, of home-delivery services;		Parish Council	Service providers	Ongoing	
	encouraging the use of Internet and/or telephone ordering of goods and services		Parish Council	Service providers	Ongoing	
	securing, or negotiating with others to secure, improved choices of non-car alternatives to car use (including car-sharing).		Parish Council	Suffolk County Council	Ongoing	
RT 26: Access to information						
Mobile phone reception	To publicise means of securing "personal" use of mobile phones, where there is no "general" signal availability.		Parish Council		Short-term / Ongoing	
Communications	To promote, in ways which are mutually supportive, the maintenance and enhancement of the various sources of local information (including Parish magazine, websites, notice boards, Church and Neighbourhood Watch newsletters, etc.)		Parish Council	Parish Magazine editor; Parish web-masters; Parochial Church Council; Neighbourhood Watch	Short-term / Ongoing	
	To install new public "open-access" notice boards, alongside the current Parish Council notice boards.		Parish Council		Short-term / Medium-term	
	To obtain, and disseminate, information about neighbouring parishes.		Parish Council	Neighbouring parish councils	Ongoing	
	To promote mechanisms for engaging children and young people in local affairs.		Parish Council	Parish residents	Short-term / Ongoing	
	To develop, and coordinate the use of, mechanisms to circulate information - in ways acceptable to residents.		Parish Council	Information providers	Short-term / Ongoing	
Involvement of Dunstall Green residents in Parish activities	To consider ways in which the needs and interests of Dunstall Green residents might be better addressed within the Parish.		Parish Council	Dunstall Green residents; Dalham Village Hall Charity	Short-term / Ongoing	

RT Category	Proposal / Action	Target	Responsible	Partners	When (Priority)	Funding
RT 27: Community assets						
Dalham Village Hall	To implement the approved proposals for the construction of a replacement building.		Dalham Village Hall Charity	Forest Heath District Council; Parish Council	Short-term	
	To subsequently develop and promote policies to secure the conservation and enhancement of the new building.				Ongoing	
St Mary's Church	To develop and promote policies to secure the conservation and enhancement of the building.		Parochial Church Council	Parish Council	Ongoing	
RT 28: Emergency planning						
Emergency planning	To consider the options for developing an "emergency plan / disaster response strategy".		Parish Council	Forest Heath District Council; (Neighbourhood Watch)	Short-term	
	If appropriate, to develop, and actively publicise, an emergency plan - probably, initially for Dalham Village.				Medium-term	
RT29: Voluntary & community activity						
Cooperative action	To formally establish the level, and location, of support for a Good Neighbour Scheme.		Suffolk ACRE	Parish residents	Short-term	
	If a viable level of support is identified, to develop, and promote, an appropriate scheme.			Parish Council	Short-term / Medium-term	
Dalham Village Hall	To actively involve all residents in the planning of facilities, and their uses.		Dalham Village Hall Charity	Parish residents	Ongoing	
Involvement of Dunstall Green residents in Parish activities	To consider ways in which the needs and interests of Dunstall Green residents might be better addressed within the Parish.		Parish Council	Dunstall Green residents; Dalham Village Hall Charity	Short-term / Ongoing	
Footpath network	To reinstate a programme for the regular maintenance of paths.		Dalham Paths Group	Parish volunteers	Short-term / Ongoing	

SECTION II. Background

1. Project introduction

i. Parish planning – the national, regional and county context

For a variety of reasons it has proved timely that Dalham Parish has embarked on this planning initiative, as authorities are now keener to receive the project's output³ and formally respond to it.

For some time the Government has recognised that self-reported levels of happiness or 'wellbeing' have not increased, nor have levels of satisfaction amongst communities about public service delivery improved, despite assertions to the contrary by the deliverers. To address these twin deficiencies it was appreciated by government that participation needed to be effective ('what is called 'community empowerment') so as to lead to satisfied, active citizens and communities. This is the inspiration for the move towards a 'locality way' of working with citizens, genuinely placing them at the centre of local decision-making. This move reflects the guiding principles outlined in 'Securing the future, 2005' and its priorities for UK action.

The Government is in the process of finalising practices to counteract 'top-down' rural governance by devolving power from the centre to the community level (viz. the Sustainable Communities Act, the Local Government White Paper of October 2006 which was adopted as the Local Government and Public Involvement in Health Act in 2007, the new reporting procedure, the Comprehensive Area Assessment, part of the Local Government and Public Involvement Act scheduled for enactment in April 2009, plus the recent community empowerment White Paper⁴). This latest White Paper proposes there be greater community involvement, building on the localising trend that emphasises the importance of 'place' in policy, decision-making and services. Thus, as part of this process, it has been recognised there is a need to develop the communities' voice as a bottom-up response. To that end in the late 1990s the Government has sought to extend "the power of well-being to Parish councils and giving communities the right to 'call for action' where local services are not meeting their needs."⁵ Hence the encouragement being given to the production of Parish plans by Defra, under the aegis of Suffolk ACRE.

³ Whatever the outcome of the unitary issue currently facing the County (it is presently thought there will be no change before the forthcoming general election), we understand all of the potential unitary structures are committed to community empowerment and are thus keen to be advised about a parish's needs. Thus whatever transpires, the Plan will remain a useful exercise.

⁴ Empowerment White Paper – Communities in Control (published July 2008)

The new empowerment local government white paper *Communities in Control*, looks at how the power balances within local communities can be shifted away from traditional structures, in which it is felt engagement is dwindling, towards citizens, individuals and communities. It builds upon some of the 'engagement' features of the last White Paper, *Strong and Prosperous Communities*.

⁵ 'Planning for Sustainable Rural Communities: A new Agenda', Council for Rural Communities, June 2007, p.11.

Up until late 2004 only a couple of thousand English Parishes had produced such plans. Why? The answer is, principally because the provision of a realistic plan is both a time-consuming as well as, if it's done properly, an intellectually demanding task. During 2006 the pace of Parish planning undoubtedly increased. It was reported that 11 parish councils within FHDC (which includes Dalham) now have, or are working on plans, 4 have elected not to do so at all and 6 parishes are undecided/position unknown. A similar picture emerges across the rest of the county with some 200 plans completed, or nearing completion, and it is alleged the pace is increasing, with some of the early producers of plans now re-visiting and updating their original action plans.

Turning to the regional level, the East of England Regional Assembly's (EERA) Integrated Sustainable Framework (ISF), currently progressed to a consultation document, seeks:

“To promote and enhance the environmental, economic and community wellbeing of the East of England, and ensure a better quality of life for everyone – now and in the future”. With this vision in mind EERA has adopted ten Sustainable Development Objectives (for details see section IV.3 below) as its response to the UK's four nominated actions, of which the fourth is ‘Working to give communities more power and say in the decisions that affect them; and working in partnership at the right level to get things done.’

Then at the county and local level, at the time of compiling this document, in response to the national ‘Communities in control’ policy, SCC and FHDC are starting to actively involve local communities in decisions to shape future services with a localities project. In this area a trial community board partnership representing Lakenheath, Brandon and Elveden is being piloted. This project has involved establishing a “Community board” to ‘dialogue’ with its constituent communities. The role of parish plans in this dialogue will be a crucial one as they provide authorities with clarification of needs and evidence of a community's requirements. This information (i.e. dialogues and plans) is then collated by the board and delivered to all service organisations providing communities with services. These comprise the Suffolk Police, Suffolk PCT (i.e. the NHS), borough/district councils, key arts, sporting, cultural and environmental organisations, plus the voluntary sector. The new Comprehensive Area Assessment (CAA, also introduced in April 2009) looks collectively at the services provided in a locality and requires these providers to work in partnership. Parish plans have a vital ongoing role to play in this context too. For over time, as they are up-dated, they will provide the evidence of how well public service providers have delivered against their needs.

ii. The Plan's policy context

The Dalham Plan needs to be consistent with all policy levels:

a. Regional

At every level all regional policies should be consistent with the sustainable development principles for the East of England's strategies (the Regional Economic Strategy, produced by the East of England Development Agency – EEDA - and the Regional Spatial Strategy provided by the East of England Regional Assembly - EERA). In essence these principles are designed to “promote and enhance the environmental, economic and community [social] wellbeing [so as to] ensure a better quality of life for everyone – now and in the future.”⁶ This is a highly credible definition as it is not only based on that of the World Commission on Environment and Development, but reflects the five guiding principles of the UK's Sustainable Development Strategy entitled 'Securing the Future'. The new EERA integrated strategy is manifestly seeking to ensure these fine words are transferred into action by pursuing the following ten key objectives:

1. Promote sustainable growth within environmental limits
2. Reduce poverty and inequality and promote social inclusion
3. Reduce greenhouse gas emissions
4. Adapt to the impacts of climate change
5. Promote employment, learning, skills and innovation
6. Increase resource efficiency and reduce resource use and waste
7. Conserve, restore and enhance the region's natural and built environment
8. Move goods and people sustainably
9. Meet the needs of the changing regional demography
10. Provide decent, affordable and safe homes for all

All sustainable policies in the region and any subsequent sustainable development at every level (i.e. including Parish plans) should strive to address one or more of these objectives.

b. County

The Community Strategy 2008-2028, published in June 2008 by the Suffolk Strategic Partnership on behalf of Suffolk County Council, is consistent with these objectives. This strategy is also at the heart of the West Suffolk LSP's agenda for this section of the county, as well as being fully endorsed by Forest Heath District Council. In essence all these bodies are pursuing a strategy designed to improve life quality. The Community Strategy is presently based on four themes:

- prosperous and vibrant economy
- learning and skills for the future
- creating the greenest county

⁶ Cited in EERA's 'Integrated Sustainability Framework' (the ISF)

- safe, healthy and inclusive communities

In effect this strategy embraces all three of the core dimensions of sustainability⁷, as well as being consistent with the Region's over arching sustainable development objectives. But with Suffolk's Community Strategy it seems unlikely that Dalham would be able to render its economy 'more prosperous and vibrant' and, similarly, the issue of 'education and training' is beyond the Parish's capacity too. Now that the Parish fieldwork results have given us an enhanced impression of the Parish and its challenges, it is possible to identify which of these policies relate to Dalham and to which the Parish might contribute. The Rural Action East's (RAE) Rural Themes (RT)⁸ that presently appear relevant to the Parish are as follows:

- RT 3 Affordable housing
- RT 5 Facilities for teenagers
- RT 6 Facilities for young children
- RT 7 Facilities for older people
- RT8 Cultural, Sporting & Recreational Facilities
- RT 9 Community Safety
- RT 10 Public Transport Provision
- RT 11 Community Transport
- RT 12 Traffic Management
- RT 14 Road & Footpath Maintenance
- RT 15 Public Rights of Way
- RT 17 Shopping & Services
- RT 20 Built Environment
- RT 21 Natural Environment
- RT 22 Environmental health and pollution
- RT 23 Recycling & Waste Management
- RT 24 Energy & Energy Efficiency
- RT 25 Risk Management
- RT 26 Access to information
- RT 27 Community Assets
- RT 28 Emergency Planning
- RT 29 Voluntary/Community self-help

This list above has been regarded as a useful checklist of issues and, as footnote 7 below and the 'Ideas for the Plan' reveal, many of these themes have been incorporated.

⁷ See page 27 below for a description of these dimensions.

⁸ As the RTs reflect an archetypal community's needs, no two communities are the same, thus the Dalham Action Plan does not presently deal with the entire list of 29 Rural Themes (see Appendix 1). The current draft Action Plan omits: RT 4 Market housing, RT 13 Parking, RT 16 Jobs and local economy, RT 18 Provision of local schools and RT 19 Access to training and development. This could change in the future, for example RT5 might, given the numbers of children in the Parish, in time become an issue. Finally, RT1, Local democracy and RT 2 Access to health care, while not direct objectives of the Action Plan, are intrinsic/assumed feature for the performance of several Action Plan proposals.

The Dalham Parish Plan's will also need to take proper account of the Suffolk Strategic Partnership's social and environmental themes. As was earlier observed, Dalham is a small community and therefore its ability to transform itself in line with these Regional/County-level themes is constrained. Nevertheless it is realistic to consider that it might contribute to the following Partnership themes:

- i. Enhancing the value of its natural and historic environment
- ii. Encouraging wellbeing: embracing physical/healthy lifestyles (walking, exercise, sport) and mental health, plus fostering inclusiveness (social events etc.)
- iii. Reducing its carbon footprint, as well as adapting to the changing climate

Considering each of these themes in turn suggests pursuit of the following strategies:

- i. Enhancing the environment through:
 - a. supporting the application of environmentally sensitive farming policies
 - b. monitoring the environment (Hedge survey and BTO Tetrad results circulated and considered)
 - c. countering habitat fragmentation
 - d. maintaining and improving the walks network
 - e. creation of a greenspace within the village window
- ii. Improving residents' health by:
 - a. helping the population to pursue a healthier lifestyle, such as safer cycling conditions to increase bike use, improving the network of walks to encourage greater activity levels, or
 - b. developing an even more cohesive community that could actively help the aged and disabled, encourage stronger community ties via events and involvement of young people.
- iii. Finding ways of reducing carbon emissions by encouraging/promoting:
 - a. reducing waste and reinforcing the recycling habit
 - b. increasing use of renewable energy,
 - c. using low carbon building materials,
 - d. energy-efficient design within properties
 - e. improving house energy efficiency opportunities
 - f. securing sustainable travel (such as extending the daily paper collection to further reduce vehicle mileage, explore further vehicle sharing, especially for schoolchildren)

Another initiative that might be included in this policy segment could involve being alert to the potential needs for affordable or market housing (see comments in previous section). But, once again, not every principle/initiative will necessarily be dealt with in the Action Plan.

c. Local

The Forest Heath District Council's forthcoming Local Development Framework (LDF) will also have implications for the Parish. This document constitutes the FHDC's response to the Regional Spatial Strategy (RSS) and, as it is a deliberately holistic approach to the built environment, it also concerns itself with aspects of the economic and social legs of sustainability. Much of the development framework is directed towards urban and semi-urban housing development and focuses on the following RSS objectives, to:

1. Increase prosperity and employment growth to meet identified employment needs of the Region, and achieve a more sustainable balance between workers and jobs.
2. Improve social inclusion and access to employment and services among disadvantaged groups.
3. Maintain and enhance cultural and environmental diversity whilst addressing the distinctive needs of different parts of the region.
4. Increase regeneration and renewal of disadvantaged areas.
5. Deliver more integrated patterns of land use, movement, activity and development, including employment and housing.
6. Sustain and enhance the vitality and viability of town centres.
7. Make more use of previously developed land and existing buildings and use land more efficiently in meeting future development needs.
8. Meet identified housing needs, and in particular provide sufficient affordable housing.
9. Protect and enhance the built environment, and encourage good quality design and use of sustainable construction methods for all new development
10. Protect and enhance the natural environment, including its biodiversity and landscape character.
11. Minimise the demand for use of resources, particularly water, energy, minerals, aggregates and other natural resources whether finite or renewable, by encouraging efficient use, re-use, or use of recycled alternatives, and endeavouring to meet needs with minimum impact.
12. Minimise the environmental impact of travel by reducing the need to travel, encouraging the use of more environmentally friendly modes of transport, and widening the choice of modes.
13. Ensure that infrastructure programmes, whether for transport, utilities or social infrastructure, will meet current deficiencies and development requirements; and that the responsible agencies commit the resources needed to implement these programmes, and co ordinate delivery with development.
14. Minimise the risk of flooding

While none of the initial objectives are within the remit of the Plan/Action Plan, nevertheless the Parish plan process particularly needs to bear in mind objectives 8, 9, 10, 11, 12, 13 and 14 above.

In the FHDC 'Core Strategy' (the preparatory LDF paper published for consultation purposes in August 2008) Dalham (along with other small settlements) is identified as a village in open countryside that does not represent a sustainable option for expansion. Accordingly future development will be subject to restriction and the only types that will be permitted in the Parish will be those that support rural economy, meet affordable housing needs, or provide renewable energy.

Finally, to complete this policy context review, with regard to the local environment the Parish needs to have regard to the March 2006 Dalham Conservation Area Appraisal, adopted by Forest Heath District Council in April 2007, which identifies the key environment issues for the Parish (see Appendix 6 for details).

The extent to which the Parish is able to maximise its share of service-provider budgets will depend significantly on the degree to which the Parish Plan's policies, and the proposals to give effect to them (viz. the Action Plan), relate positively and robustly to the wider regional, county and local policy contexts - or demonstrates clearly how such policies are not fully appropriate in the local context.

iii. A brief outline of the Dalham Parish plan preparation process

At the 2005 Annual Parish Meeting, an elector raised the issue of the Parish Plan - asking about lack of progress in developing a Parish Plan. The Chairman of the Parish Council advised that lack of Council resources was a principal difficulty, but undertook to revisit the topic. Subsequently, in autumn 2006, following its consideration of a 'preliminary scoping document', prepared by the same elector, the Parish Council invited him to:

“continue, in accordance with the terms set out in his paper, to prepare an 'initial draft vision' for submission to a specially convened Parish Meeting”

An initial Parish Plan Team was assembled to prepare the 'initial draft vision'. In preparing its initial draft vision, the Team had specific regard to two key statements set out in the initial scoping document:

“In effect a parish plan is a holistic statement of how a community sees itself developing over the short, medium and long-term (i.e. between 1, 5 and ten years). In the course of reflecting the views of the community concerned it should also identify which features and local characteristics are valued, both within the community and its surrounding environmental context, and highlight local problems and opportunities.”

“In essence the core objective of the exercise is a simple one – it is to provide a meaningful vision of the Parish and of its future.”

The 'initial draft vision' was presented to a specially convened Parish Meeting on 14 March 2007. Following the presentation, and a subsequent question

and answer session, the Parish Meeting resolved that:

“the preparation of a Dalham Parish Plan be progressed to the point where a draft can be presented to a Parish Meeting for consideration and comment”.

Since the outset of the project, the Team has maintained that the key function of the Plan is to identify issues and present co-ordinated proposals for addressing them - so as to provide guidance, and support, for the various representative bodies / groups within the Parish and, to varying degrees, operating on the Parish's behalf (including the Dalham Parish Council, the Dalham Village Hall Charity, the St. Mary's Parochial Church Council, etc., together with a number of independent teams, groups and organisations, such as the Dalham Paths Group). In achieving this objective, it is also the intention to provide a voice, that would advise Forest Heath District Council, West Suffolk Local Strategic Partnership, Suffolk Strategic Partnership and Suffolk County Council of the issues within the Parish and provide an indication of the Parish's concerns and requirements, as well as indicating ways in which they might be addressed.

The plan process fell into three phases: the initial stage (before the Defra grant was secured), then the main data collection and analysis stage, followed by the report and writing stage.

The initial Plan Team achieved the following:

- Prepared a project overview – during the winter 2006/7 an initial team of 6 ‘volunteers’ prepared a grant application and project timetable – bid successfully for Defra funding (some £1600 was received in all) in spring 2007
- attended planning workshop #1 - prepared a set of displays to capture data at the first Parish Meeting – arranged this first Parish Meeting for mid March 2007. At this Meeting it was resolved to proceed with the project. In the course of it the provisional Team gained a further 12 volunteers.

The full Team subsequently debated and agreed its role. It then analysed the Parish Meeting data alongside other materials – this determined what the key issues for the Parish were – on the basis of these a questionnaire was drafted, printed and duly distributed to the Parish in late summer 2007 – subsequently questionnaires were collected in early autumn.

A second workshop on report writing was attended in November 2007 - coding frames and data fields were confirmed during the course of Christmas 2007 – during early New Year 2008 the returned questionnaires were coded and the responses recorded on an electronic database – over 20,000 answers from 168⁹ Parishioners are now stored on this Access database.

⁹ Two of the returned questionnaires proved to be completely blank

In the final plan process stage the initial draft plan was then written and assembled by a small team, who also then began work on preparing the draft Action Plans – the Plan Team duly met and agreed how the Action Plan should be assembled, who was to do so and the process to be adopted to secure its acceptance by the Parish.

Further information on this plan process can be found in this document's appendices. Appendix 2 includes background on the fieldwork, plus a sample copy of the questionnaire; Appendix 3 contains the original project timetable that, as it surmounted various practical problems, underwent modification; Appendix 4 displays a few examples of publicity materials; Appendix 5 contains a full list of the Access data fields and the coding frames for open-ended questions that generated text answers.

iv. Research results and data analysis

An overall response rate of 80.76% was received, with almost 20,000 separate items of data subsequently recorded. This result is extremely healthy. As far as we are aware, the average for most surveys conducted to date to support Parish Plan development has been around 50-60%. As the Dalham Parish data represents 4 out of 5 residents of the Parish, this questionnaire's results will provide a generally robust sample of the whole community's views. Of 208 questionnaires circulated 170 were returned (although only 168 had been completed). All questionnaires had been personally distributed to every qualifying adult and child/young person in a Parish household. Questionnaire distributors then liaised with these households, either to resolve any questions respondents might have, or in due course to gather the completed questionnaires.

The completion levels of the bulk of questionnaires received were good too. Almost a $\frac{1}{2}$ of the questionnaires were "largely" completed, of these almost $\frac{1}{3}$ were virtually fully complete, "partially" completed (i.e. well over $\frac{1}{2}$ the questions were completed) approached 40%, with "light" completion (i.e. under $\frac{1}{2}$ - $\frac{1}{4}$ complete) at less than 20%; spoiled questionnaires were >1%. This amounts to an overall completion rate approaching 65%. Based on this figure it has thus been estimated that the Access database compiled for this survey probably contains, leaving aside the blank responses, over 20,000 separate items of data that needed to be analysed.

The difference in response rates between the village and the hamlet was also measured. 124 of the questionnaires were received from Dalham (representing a 83.66% return), 42 from Dunstall Green (representing a 82.35% return) and 2 from the outliers (a 50% return).

Analysis of the collected data was clearly a major task and the core Plan Team devolved into 6 task groups analysing eight separate segments of the data thus:
Traffic – Gladys Jones

Environment – Gladys Jones
 Facilities – Isobel Aylott, Gervase Kerrigan and Jane Green
 Transport – Mike Kerrigan
 Communications – Carole Sidiropoulos and Mike Kerrigan
 Children – Jaqui Holroyd-Barnett, Karen Gold, Alex Richardson
 Attitudes & issue prioritisation – Phil Brown
 Parish demographics – Phil Brown

A full review of the key results was prepared and the implications of these results have underpinned the development of the 'Ideas for the Plan'. In due course, following a number of inputs (chiefly from various authorities), the Action Plans were extracted from this latter document.

2. Parish description

The Parish of Dalham is located some 5 miles to the south east of Newmarket and, in autumn 2007 was deemed to have just over 100 households.

i. Dalham's county context

In total across Suffolk there are some 480 Parishes. Dalham is amongst the smallest. The county population is in excess of 670,000, so the Parish of Dalham with 220 residents (2007 estimate, that includes school children away at boarding schools) in terms of population is ranked slightly above the bottom quartile (at 347th = out of 477 towns and parishes). This is also the case within the Forest Heath District. Of the District's 23 parishes, Dalham is 19th equal, again amongst the smallest.

ii. Dalham Parish composition

The Parish consists of two principal settlements plus some outlying houses:

a. The village of Dalham

With 80 households, Dalham lies 8.3 km south east of the nearest town of Newmarket. It is essentially a linear settlement following the line of the River Kennett. The Affleck Arms is located at the centre of the Village, adjacent to a 'staggered' cross-roads and the road bridge across the River. The Village Hall, located some 200 m further north, is used for a wide variety of social and recreational activities – including for the time-being a pre-school and, previously, as a visiting post office (see review of facilities below).

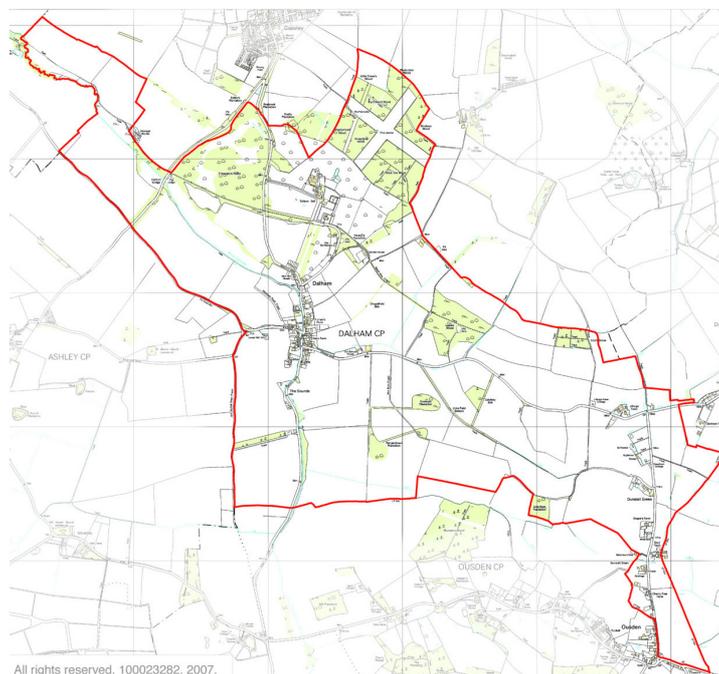
b. The hamlet of Dunstall Green

This hamlet has 18 households, loosely grouped along 1.8 km of Dunstall Green Road (merging into the village and Parish of Ousden), centred some 3.4 km east, and slightly south, of Dalham Village.

c. Outliers

Of the remaining 12 households:

- 5 are grouped around Dalham Hall and St Mary’s Church – outside, and 1.0 km to the north of, Dalham village, and
- 7 are situated at varying isolated locations within the Parish.



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Dalham Village is almost entirely contained within a conservation area, which extends beyond the immediate boundaries of the Village – to include Dalham Hall and St Mary’s Church (to the north) and Lower Mill (to the west). The remaining land is given over predominantly to arable farming (with some game bird rearing and active conservation activity) and was managed entirely by the Dalham Estate. In the summer of 2009 this Estate was purchased by Sheikh Mohammed bin Rashid al-Maktoum¹⁰, and there is no reason to believe that this change of ownership will lead to any change in use.

As noted above the village has an essentially linear structure, following the course of the curving river. This layout has changed little since the 1883 Ordnance Survey. The Parish facilities can be summarised, thus:

Key service	Yes	No	Distance from Parish
Village Hall/Community Centre	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Dalham Village Hall (in Dalham Village (DV) / Dunstall Green (DG): 3 km). Though Ousden Village Hall is closer for DG (1.5 km)
Public House	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Affleck Arms (in DV) / The Fox, Ousden

¹⁰ Sheikh Maktoum, in the guise of the Darley Stud Management Company, already owned the adjacent Dalham Hall stud, which had been part of the Dalham Estate until it was sold to the Sheikh in 1981, thus this sale reunites Laurence Philipps original 1928 estate.

Pre-School (playgroup) and (tiny) play area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Mornings only, inside Dalham Village Hall (in DV / DG: 3 km)
Public internet point	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Newmarket (DV: 8 km / DG: 11 km)
Police Station	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Newmarket (DV: 8 km / DG: 11 km)
Post Office	<input type="checkbox"/>	<input type="checkbox"/>	Moulton (DV 4km/ DG: 7 km) and Barrow (DV: 6/ DG: 4km). Main post office at Newmarket (DV: 8 km / DG: 11 km)
Cashpoint	<input type="checkbox"/>	<input type="checkbox"/>	24-hour service: Newmarket (DV: 8 km / DG: 11 km)
Shop	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Ashley (DV: 3 km) / Moulton (DV 2.5km)/ Barrow (DG: 4 km)
Primary School	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Moulton (DV: 4 km) / Barrow (DG: 4 km)
Secondary/Senior School	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Newmarket (DV: 8 km / DG: 11 km)
Job Centre	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Newmarket (DV: 8 km / DG: 11 km)
Petrol station/garages	<input type="checkbox"/>	<input type="checkbox"/>	Garages (with fuel): Kentford (DV: 6 km) / Wickhambrook (DG: 6 km)
Youth clubs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Newmarket (DV: 8 km / DG: 11 km)
Health centre/doctor's surgery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Barrow (DV: 6 km / DG: 4 km), Wickhambrook (DV: 7km/DG: 6km) and Newmarket (DV: 8 km / DG: 11 km)

In addition to the details about these facilities requested for the grant application, mention should also be made of Dalham village's various landmarks. The first is St. Mary's Church. This charming, Grade 1 listed building is possibly the oldest structure in the Parish. It is thought to have been built on the site of an Anglo-Saxon chapel, the current structure dates back to 1300 and the lordships of the Uffords and Stutevilles. St. Mary's has been added to considerably over the intervening centuries (for a brief history visit the website www.dalham.com) culminating early in the twentieth century with a new East window.

The Church is always open and available for any Parishioner who wishes to use it for private prayer or for baptisms, weddings or funerals - although any fees collected go straight to the Diocese. Dalham's Parish Share presently amounts to some £5,000 annually. A sum that is met by the small (and ageing) congregation. The total Benefice Share of about £36,000 is paid each year to the Diocese and is divided between the five Parishes of Dalham, Gazeley, Higham, Kentford and Moulton that form the Benefice; these monies go towards funding the services, housing and the pensions of Rectors/Vicars.

Alongside St. Mary's is Dalham Hall. This Grade II listed mansion was originally built for Simon Patrick the Bishop of Ely in 1705 (it was completed in about 1720). Although damaged by fire in 1954 (when it lost its third floor) the building still retains its early eighteenth century 'Queen Anne' character. It is set in

eighteenth and nineteenth century natural landscape style parkland and occupies a commanding position above the village.

At the junction with Church Lane (which is also of historical note - being one of Suffolk's few remaining examples of a Medieval sunken lane) is a third prominent structure, the 'bottle-shaped' brick-built malting kiln. This dates from the early nineteenth century and is one of only two in the county.

The last noted landmark is the late eighteenth/early nineteenth century smock mill (in need of renovation, having had its sails removed in the 1980's) on the brow of the valley with an unusual elevated milling table.

Just below the mill is the pub, the Affleck Arms, with a core structure that dates from the fifteenth century. This is a leased free house and the assigned lessee licence holder is answerable to the remote free-house licence holders and must discuss any developments they might intend with them.

Between the mill and the pub is a significant affordable housing asset – a group of three alms houses on Stores Hill run by a charitable trust – the William and Sophia Derisley Cottage Homes.

Turning to the social side of the Parish, various active groups should be mentioned, viz. the Neighbourhood Watch Group (NW) which has been recently revived, the Parochial Church Council (PCC), the energetic Village Hall Charity (VHC) currently working towards the complete re-building of the early twentieth century village hall, the Women's Institute and the Dalham Paths Group (DPG) that organises occasional work parties and liaising with the FHDC, St Edmundsbury etc. on path developments (a footpaths rationalisation scheme has long been underway). There is also the Dalham Village Trust (DVT), though this is presently moribund.

On the economic front alongside the Dalham Estate, which is the largest employer, the Parish has a diverse business base with several limited companies and sole proprietor enterprises operating throughout the Parish. In Dunstall Green there is Becks Bodyworks, plus a number of specialist car services associated with this site. In the village of Dalham, aside from the public house, there is a thriving livery company, a specialist engineering company, a security software company, a specialist training concern, an exhibitions contractor, a market researcher, a marketing communications company, an architect/developer, a plumber and two garden services operations. While the combined turnovers may be low and the numbers of employees involved limited, this is a modest but nevertheless noteworthy economic base for such a small community.

iii. Is sustainability a relevant issue for Dalham Parish?

Throughout this plan process the Team has made an effort to set the Parish of Dalham in its context. Generally speaking small settlements in rural areas are characterised by few facilities with their small populations focussing on surrounding towns for work, education, services and supplies. The Parish of Dalham is no exception to this profile.

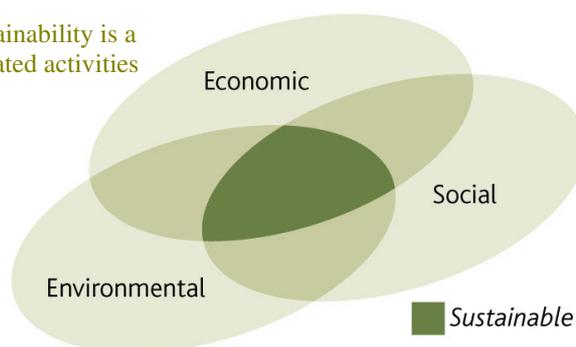
So what would in theory constitute a successful rural settlement? The East of England Rural Forum have suggested dynamic communities displaying the following traits are successful:

- strong economy
- well-educated workforce
- good transport links
- good electronic infrastructure
- good quality services
- vibrant centre
- good cultural offering

Of these seven factors the Parish of Dalham can only claim to fulfil 3, maybe 4, of these success criteria (a mostly well-educated population, acceptable electronic connectivity, with a reasonable cultural offering – however its centre could not really be described as vibrant – except when the pub has a live band?). Thus the Parish is unlikely to be regarded as successful in these terms. It is almost a truism to say that the larger a settlement is the more sustainable it becomes as more of these success features are likely to be present. Should this Dalham shortfall be any cause for concern and/or trigger remedial action? Only if it means this settlement is likely to be terminally unsuccessful or unsustainable. This begs the question, what is actually meant by the term sustainability? Sustainability is an increasingly over-worked term ¹¹.

The diagram below demonstrates that sustainability embraces three key dimensions – the economic, the social and the environmental:

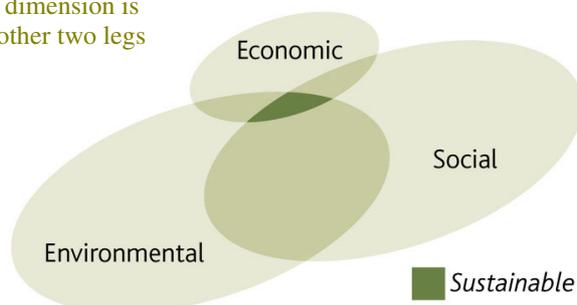
Securing community sustainability is a complex blend of interrelated activities



¹¹ Because this is such an over-used term, increasingly specialists in this field (such as Professor Tim O’Riordan) are tending to prefer to use the term revitalisation in its stead.

For a community to be deemed sustainable it must attain a balanced contribution from various aspects of all three of these dimensions. In effect sustainable development seeks to balance the three legs/dimensions of sustainable models in order to correct any undue bias. In the case of Dalham the picture is less equable:

For Dalham the economic dimension is arguably weaker than the other two legs



The overlapping 'sustainable' area is demonstrably significantly smaller. So, for this community to maintain its status quo, it probably needs to consider some form of sustainable development activity to create a semblance of equilibrium¹².

In this context it is also worth pondering how well the Parish could ever match the Rural Forum's 'success' criteria. The limited number of success factors appropriate to the Parish noted above, combined with its small population of around 220, only limited amounts of indigenous employment, restricted housing stock¹³ and limited services probably means that, on balance, the Parish of Dalham is inherently unsustainable and its perpetuation unlikely without some intervention. In 'Planning for Sustainable Rural Communities' the Commission for Rural Communities (CRC) concluded, "many thousands of villages risk being condemned to virtual stagnation, [becoming] affluent but ageing ghettos [that are] far from the sustainable mixed communities which the Government seeks to foster." The CRC's conclusion would appear to be this Parish's destiny.

Should we be unduly troubled by the above conclusion? It is the Plan Team's opinion that the answer should be no, because it is a common condition for virtually every rural settlement. But it does serve to emphasise that, for a community to remain viable, it ought to consider adopting measures that actively maintains its viability. As there are development restrictions (c.f. the LDF references in section 3 below) and in-fill development opportunities are limited within the Village, the option to enlarge the community substantially (even were it desirable, which for many it isn't) is not an option that is open to the Parish. So growth in housing stock, in order to significantly enlarge the community, is unlikely to be part of a solution.

¹² The Plan does indeed propose some intentionally sustainable activity as a corrective.

¹³ While there is nationally a severe shortage of affordable housing in rural communities, the village of Dalham is not badly placed as its housing stock contains approaching 10% low-rent housing – courtesy of Dalham Estate and the Dersley Trust.

The tendency for older residents in rural settlements to move closer to large town services (as the Parish Demographics review that follows indicates the potential list of Parish residents likely to consider this in the future could be substantial) will grow over time and thus household churn remains inevitable. To offset this it is probably crucial that the settlement's inhabitants are encouraged to actively foster a strong sense of community spirit to help incomers integrate and thereby counteract the inherent and inevitable divisiveness arising from the consequential influx of 'strangers' whose initial focus may well be outside Dalham (as their employment, education and social links will tend to be from elsewhere). In this respect it should be noted that the Village Hall Charity's and the Parochial Church Council's joint efforts over the years has made a positive contribution to offsetting this potential problem. The development of a vibrant community that can accommodate the requirements of young families will help ensure the Village does not become the moribund second-home dormitory/retirement centre it was alleged to be some 15-20 years ago.

Considering the Parish's demographic profile with its healthy youth content, over the medium-term their tendency to move away is inevitable, unless there is a general wish for this diaspora to be countered through some housing/community planning. This is not so much an argument for the development of affordable housing (as planning restrictions and the housing market mean it is unlikely to be forthcoming), but a warning that, for the Parish to avoid becoming a "stagnant ageing ghetto", the community might consider additional housing affordable and will need to actively try to maintain its attractive appearance (physical features) along with its inviting nature (social features) so as to continue to be an attractive destination for potential new and younger residents.

In other words, for this Parish to remain viable, this community probably needs to continue to work hard on retaining its pristine physical character (both the village and its surrounding environment) along with maintaining its sociable and welcoming qualities. In this context, the significance of re-building and improving the Dalham Village Hall as a social focus for Dalham Village residents cannot be understated.

Clearly to a certain extent the Dalham Plan should take these possible correctives to unsustainability into consideration and the Action Plans will inherently involve a degree of sustainable development – though the issue of sustainability itself should not dominate the Plan.

iv. Strategic implications

Leaving aside the highly attractive nature of the Parish's local environment, its eye-catching landmarks, its small (though diverse) economic base, its active social network, its limited facilities and its unsustainable nature, what does its relatively small population base mean in practice? Frankly, that size matters. A key issue, therefore, is that the Parish is potentially at a disadvantage in securing

its fair share of any attention and/or funding when competing alongside larger communities. Accordingly, it makes sense for the Parish to ensure that it fosters a favourable profile with the authorities, so as to secure the highest possible share of both their consideration and (increasingly) scarce resources.

Much of the Plan process is, almost by definition, significantly Parish-focussed. The perspective, which the Plan team has consistently sought to adopt, has been one of endeavouring to understand what the Parish needs and how it ought to respond to the essentially unsupportive environment that small rural communities must endure.

Given its small size, however, requires that a second set of key strategic issues be addressed by the Parish, namely the needs to ensure:

- (a) adequate 'access' to facilities / services located outside the Parish (particularly in Newmarket, Bury St. Edmunds and Cambridge) and
- (b) pro-active 'co-operation' with neighbouring parishes and with 'superior' authorities (including St. Edmundsbury BC, East Cambs. DC and Cambridgeshire CC, as appropriate) to address problems of common concern such as, vehicle speeds, traffic volumes, HGV routeing, etc.

3. Parish Demographics

i. Overview on respondents

During the survey period there was a total of around 100 'interviewable' households in Dalham Parish (of which 80 are in Dalham village, 18 in the hamlet of Dunstall Green, plus several outliers) - although there are total of 108 properties, 6 were vacant at the time the fieldwork was undertaken and 2 were holiday homes – should they be occupied at the time of the research, it was decided that any such 'temporary residents' would not be interviewed.

While the estimated Parish population in October 2007 was 220 (this survey estimate was subsequently calculated to be 225), of these 10 children were under 5 years old; 7 children were away at school; two of the second home inhabitants returned blank questionnaires as they declined to respond as they felt they had too little experience to participate in the survey; one young adult was domiciled in London and discounted. Thus the potential sample size was determined to be 208 possible interviews.

Note:

1. For the purposes of this survey a child/young person was defined as aged 5 – 16 and adults as 17+ years old. It was decided not to interview children under 5 (10 children) and agreed that children away at school (7 in all) would not feature in the survey either.

b. Age of respondents

The age profile of respondents, compared to the national breakdown is as follows:

Age	DP %	Nat. %
5-9	10	6.1
10-16	5	6.6
17-19	>1	7
20-29	4	13.8
30-39	6.5	15.1
40-49	25	15.4
50-59	13	13.3
60-69	20	10.4
70-79	13	7.6
80+	2	4.7

The Parish's profile is partly polarised, with evidence of being skewed towards above average for the 60 + 's (bar the small number of 80+'s where it is below average) as well as amongst the 5-9 year-old age category. This result came as a surprise for some, as there had been an historic impression of the Parish being a 'retirement community'.

The figures above demonstrate this impression is now a misleading one. In fact, as at autumn 2007, 65% of the Parish was under 60¹⁴. Of these 16% were less than 20 years old and 26% under 40. If the under 5's and 'away at schools' categories are added in then these totals shift slightly upwards to 21% under 20, 31% under 40 and 66% under 60. Were further allowance be made for men over 60 but under retirement age, and a few retirees still working (albeit part time), then fully retireds probably constitute less than 30% of the Parish's population. Thus this Parish is far from being a retirement community.

In relation to Dunstall Green, Dalham emerges as a marginally younger community. The village has 21 households with interviewable young people (22 if outliers are included), amounting to 22% of all family units, whereas only 3 of the hamlet households had children (13.6%). Across the Parish the size of this younger community was larger than the Team had anticipated.

The implications of this unexpected age profile for the Action Plan are considered below.

c. Gender

A total of 97 women and 71 men responded – i.e. a ratio of 58%:42% , or 3 women to 2 men. At virtually every age break in the two hamlets there are more women than men:

¹⁴ This is not an exact calculation, but an indicative one. The survey did not request respondent's exact ages. To arrive at these figures in the calculation we assumed ages to be normally distributed and thus assumed the mid-point of each age range would represent a particular respondent's age in that range.

Age	Dalham		Dunstall Green	
	Men	Women	Men	Women
5-9	4	11	2	-
10-16	1	4	2	1
17-19	-	1	-	-
20-29	2	1	1	3
30-39	5	6	-	-
40-49	15	16	4	5
50-60	5	11	3	3
60-69	9	14	6	5
70-79	8	9	2	3
80+	1	1	-	2
	50 (40%)	74 (60%)	20 (48%)	22 (52%)

Dalham emerges from this analysis as more female oriented at 3:2 (compared to Dunstall Green's 50:50), however at this time in the data analysis this disparity does not seem to be especially meaningful.

d. Household size

In all 163 residents responded with answers to this section. However, a further 4 individuals failed to complete their household-size section (3 in Dalham and 1 in Dunstall Green) From this data six categories of household emerged, as follows:

Household size	All	Dalham	Dunstall Green
Single person	20	16	4
Two-person	78	59	19
Threesomes	14	7	7
Four	29	19	10
Five	14	12	2
Six	8	8	-
	All %	Dalham	Dunstall Green
Single persons	12	13	10
Two persons	48	49	46
Threesomes	8.5	6	17
Fours	18	15	27
Fives	8.5	10	-
Sixes	5	6.5	-

This is a typical profile for a rural area, in which over 1 in 2 households are two-person (78). Around 40% of all respondents live with one or more children/young adults/other adults (65), while 12% (20) were singletons.

e. Length of residence

As all respondents were requested to express their answers in terms of numbers of months it is possible to be flexible about grouping the data. Pro tem we are working with the following five categories:

Code	Descriptor	All %
'2'	Up to 12 months – recent arrivals	8
'3'	13-36 months – 'newish' arrivals	18
'4'	37 months – 10 years – bedded-ins	31
'5'	10 – 20 years – well-established	23
'6'	20+ years – long stayers	19

Note that two individuals failed to specify their length of residence, so this base is reduced to 166 questionnaires.

What emerges is that this is a well-settled community with 60% resident here for over 5 years, more than 40% here for over 10 years and almost 1 in 5 resident for more than 20 years. It is no surprise that there should be a positive correlation between length of stay and the age of individuals such that the older individuals are, the more likely they are to be long-stayers:

Age	Code	%'2'	%'3'	%'4'	%'5'	%'6'
5-9		21	27	12	-	-
10-16		7	3	12	2.5	-
17-19		-	-	-	-	-
20-29		14	10	-	5	-
30-39		>21	20	4	-	-
40-49		14	>13	>33	36	12.5
50-59		14	10	14	>18	6
60-69		7	10	15.5	18	>47
70-79		-	3	8	20.5	28
80+		-	3	2		6

Code columns are percentaged vertically

> Denotes median point

Code	Age
'2'	low 30's; '3'
'3'	high 30's; '4'
'4'	mid 40's
'5'	low 50's; '6'
'6'	over 60

This display of the median points for each length of residence category elicits the unsurprising conclusion that the older an inhabitant is the more likely they are to stay put. When examining the specific age categories, not surprisingly all 5-9 year olds have been in the Parish for less than 10 years. Recent arrivals tend to be aged between 20-60, with a median point around the 30's. 'Newish' arrivals have a slightly older age profile of 20-70, with the median age rising to 40+.

'Bedded-ins' age range is 40+ -70, with a median closer to 50. The well-established group are older still, tending to be 40-80 with a median age of over 50, while long-stayers have a median age of 60+. This indicates that over a significant period of time the peak time for arrival has been for individuals in their 30's. With property prices remaining relatively high there is no reason to consider this trend will end. Thus to characterise the community, it will never tend to be a young one, but instead relatively mature, with a tendency to become the older profile community it was in the sixties and seventies.

f. Type of residence

Only one respondent failed to indicate whether their property was a main or secondary one. Less than 5% of properties were described as second homes. This is considerably less than was the case some 15 years ago when upwards of 25% of the Parish were second homes. Although some of the properties which did not contribute to the survey are clearly second homes, these combined with the two holiday properties means the overall proportion is still well below 10% - a very healthy situation. Thus the problem of second-homers, which troubles some communities, can therefore be dismissed in this Parish.

g. Occupational status

Unfortunately the way in which this question was constructed allowed respondents to enter multiple answers with some individuals completing both the full and part-time sections. This has therefore masked the distinction between the full-time employed and retirees, as well as to some extent homemakers and volunteers. As a consequence several sections' lines have total replies in excess of the status category:

Status	Code: 1	2	3	4	5	6	7	8	9	10
Full time										
In education (22)	22	-	-	-	-	-	-	-	-	-
Full time employed (103)	1	41	21	9	16	10	8	8	34	1
Both										
In education (4)	4	1	-	-	-	2	1	-	-	-
Employed (17)	2	5	6	3	3	7	6	1	6	-
Part time										
Employed (21)	2	9	9	6	7	5	7	2	3	2
Blank (1)	-	-	-	-	-	-	-	-	1	-
Totals:	31	56	36	18	26	24	22	11	44	3

Base: 168

(x) denotes number of separate respondents in a section category

Codes: 1 = in education; 2= in employment; 3=self-employed; 4= working from home; 5= working in Parish; 6= working out of Parish; 7= volunteer; 8= homemaker; 9= retired; 10= other

Discounting school children, there are 5/6 adults involved in some respect in education. A total of 92 stated they were in employment (i.e. treating columns 2 and 3 as exclusive categories), of these 18 claim they work from home, 26 to work in the Parish, while another 24 work outside of the Parish (this is a lower total than expected as presumably not all people indicated where they actually undertook their work). A total of 22 stated they undertook voluntary work, only 11 regarded themselves as exclusively home makers and 44 described themselves as retired – 26% of the total number of respondents¹⁵, which is consistent with the age data total noted above, if we accept the reasonable assumption that some retirees are engaged in part time/voluntary work.

Consistent with earlier results, this is clearly therefore more of a working community than a retirement area. In all probability most would appear to work (and are certainly educated) outside the Parish thus, as is common to most rural areas, access to transport is critical.

Travel to work area data (TTWA) gathered by EEDA indicate that most of Cambridge's workforce travel 15kms to work, whereas for Bury St Edmunds, which is a less significant centre, the average is 12kms, with 50% of its professionals/directors commuting into the town. Not surprisingly, with Dalham Parish sandwiched between these two major employment centres, most of its employed residents travel out some distance.

h. Disabled residents

While only a small number of respondents identified themselves as disabled (3, all over 70 years old), there were also 3 blanks from over 60's that could represent people who felt they were disabled. It might thus be assumed that between 3-4% of respondents could be registered disabled. While this is a small proportion of the overall population, and it may under estimate the numbers of residents who consider themselves to have 'impaired' mobility, sight deficiencies, hearing etc., it is a critical category that should not be over looked.

i. Access to own transport

The questionnaire did not ask respondents to identify whether they had "independent" access to their own transport. Or whether access to a car was as a driver or passenger (or their relationship of passengers to drivers). As a consequence a definitive statement as to accessibility to transport was not available. For example, there was confusion in some young people's minds that they had access to their own transport (when they were clearly considering their parent's transport as if it were their own). Only 6 adults stated they did not have access to their own transport. At the time the fieldwork was conducted one each was aged 17-19, 20-29, 40-49, 60-69, 70-79 and 80+. One of these respondents was registered disabled. For a relatively well-off rural area this is a typical result.

¹⁵ Nationally the figure is approaching 19%.

SECTION III. Review of findings

1. Fieldwork

i. Questionnaire

The anonymous questionnaire, as well as posing questions concerning these key issues, also sought residents' demographic details and their open-ended responses to 'likes and dislikes' about the Parish.

208 questionnaires were distributed to all residents aged 5 years or over.

An extremely healthy overall response rate of 81% (168 questionnaires received) was achieved.

Data quality was also good with over 20,000 separate items of data being stored in the project's Access database for analysis by the Team.

2. Data review

What follows are overviews of eight topics consisting of the data and the Team's interpretation. It should be noted that this survey data embraces two different group's perspectives – that of young people and of adults. While throughout the document the two have been analysed jointly (no consistent skew could be discerned, although young people's views did vary in terms of emphasis and priority), wherever the collective view of young people diverged from that of adults, the individual sections of the Findings comment separately. Nevertheless, in this section of the document young people's responses have been reviewed separately as well.

3. Towards the key issues

In order to facilitate the development of the questionnaire to investigate the Parish's views, in the summer of 2007 the Plan Team spent a significant amount of time and effort debating what were the key issues that needed researching.

This debate was based on the information gathered from Parishioners at the first Parish Meeting connected with this project in March 2007. After a series of needs analysis sessions conducted in the course of several Plan Team meetings during spring 2007, a summary was produced. This key issues document overleaf in effect formed the template for the questionnaire.

Issue	Problems/Challenges	Activities	Facilities	Parish Roles
Primary	<p>1. Traffic – a. speeding/ b. HGV's / c. traffic volume</p> <p>2. Transport connectivity / infrastructure (i.e. public transport)</p> <p>3. Safety – a. Pedestrians (pavements, lighting etc.), b. cyclists (bicycle paths)</p> <p>4. Crime – a. Policing, b. Neighbourhood Watch</p> <p>5. Built environment – a. new developments, b. renovations, c. street lighting, d. roadside footways/paths, e. light pollution, f. noise</p> <p>6. Flooding</p> <p>7. Natural environment – a. river (i. water volume / ii. river banks), b. trees, c. surrounding landscape, d. wildlife, e. verges, f. pond, g. impact of climate change</p>	<p>1. Community involvement</p> <p>2. Community activities – a. village hall events, b. pilates</p> <p>3. Children's activities</p> <p>4. Personal communications</p> <p>5. Formal communications – web site</p> <p>6. Village newspaper delivery</p>	<p>i. Current</p> <p>1. Village Hall</p> <p>2. Pub</p> <p>3. Church</p> <p>4. Shopping – a. i. static ii. mobile, b. milk deliveries, c. fish deliveries, d. Post Office</p> <p>5. Mobile library</p> <p>6. Nursery</p> <p>7. Housing Stock</p> <p>8. Public footpath network</p> <p>ii. Desired facilities</p> <p>1. Eco-power</p> <p>2. Bottle bank</p> <p>3. Car pools</p> <p>4. Recreation facilities – a. play area, b. public green space</p>	<p>1. For residents</p> <p>2. Tourist destination</p> <p>3. Role of the PC</p> <p>4. Sustainability issues</p>
Secondary	<p>Overhead power lines</p> <p>Dog fouling</p>	<p>Car pools</p>	<p>Current:</p> <p>Oil service delivery</p> <p>Desired:</p> <p>Mobile reception</p> <p>Picnic area</p> <p>Fish & Chip van</p>	<p>Employment</p>
Minor			<p>Phone box</p>	

4. Positive & negative attitudes towards the Parish

i. Overall picture

Once respondents had completed the Demographics section of the questionnaire they were then invited to indicate any likes and dislikes they might hold about the Parish. Although it was suggested they might wish to wait and complete this section once they had reached the end of the questionnaire, it would appear that many did not. Given this section was completely open-ended, was mainly completed before subsequent sections of the questionnaire posed questions to respondents about specific issues before the pre-coded questions were read (i.e. they could then have prompted answers), to an extent it might be argued a good percentage of the responses to this section represents something approaching a spontaneous vision of residents' feelings about the Parish.

This section of the questionnaire was designed to enable the prioritisation of what were the key issues from the respondent's perspective to be captured. It may therefore be these two questions can safely be regarded as providing a reasonable reading of the overall community's mindset. In all 136 individuals completed the 'likes' section of the questionnaire, while 131 completed the 'dislikes'. This response represents a healthy 62% and 60% respectively of the total population – hence the results should provide a reasonable indicator of the Parish of Dalham's overall attitudes towards itself and of the relative significance of what are perceived to be problems and issues.

In view of the nature of the responses received we have chosen to express the 'likes' as positive views about the Parish and the 'dislikes' as negative views.

ii. More positive than negative view

The likes were requested first and, perhaps inevitably, this order of asking may partially account for there being 2:1 more positive (398) than negative (213) responses. And of these negative responses 10 of the entries emerged from the coding process as being ambiguous or 'unclassifiable', i.e. they could not be defined as negative statements/dislikes about the Parish, viz. 'persistent questionnaire collectors', 'naked runners on the Estate', 'not enough raindeer [sic]', etc.). Accordingly the total of 213 negative responses can be whittled down to 203 and the individuals offering dislikes cut to 122 (out of 131 who entered a dislike - higher as one of the 10 respondents actually entered a codeable dislike/negative as well).

Also, when coded it emerged that 27 individuals had responded to the 'dislikes' question with a response of "Nothing" or its equivalent ("zero", "I like it all" etc.). In effect these responses constitute a positive answer and, self-evidently these individuals need to be removed from this equation if we are to obtain an accurate

gauge of the actual level of dislike. Thus we arrive at a total number of 'negative' respondents as being 96.

Although it is debateable whether it is legitimate to add these 27 "Nothings" to the positive side of the equation, if permitted the positive responses would be boosted to 424 and the generic positives inflated to 34. If this were done then 9 of the responses that were deemed 'ambiguous' would also need to be removed, thus reducing positive responses to a total of 415 versus 176 (i.e. better than 2:1).

Ninety-six individuals were responsible for a total of 203 negative responses spread across 53 different dislikes (of which only 26 scored more than 2 mentions). While for the positives 136 individuals mentioned 389 positive points (ignoring the "Nothings" and the ambiguous/unclassifiable), consisting of 37 separate likes (of which 15 scored two or less mentions). Thus resident's positive views were more focussed than their dislikes. Each respondent provided almost 3 separate positive points, whilst presenting just over 2 negative points. In other words the respondents tended to be almost 50% more positive than negative.

Further, of the 96 individuals providing negative responses, only 2 did not compensate with one or more positives, to underline this more positive overall attitude. As does the 136 providing positives, of which 38 did not offset these with a negative response. Consistent with this positive skew is the further fact that there were only 32 blank responses to the likes section, whilst there were 43 dislike blanks.

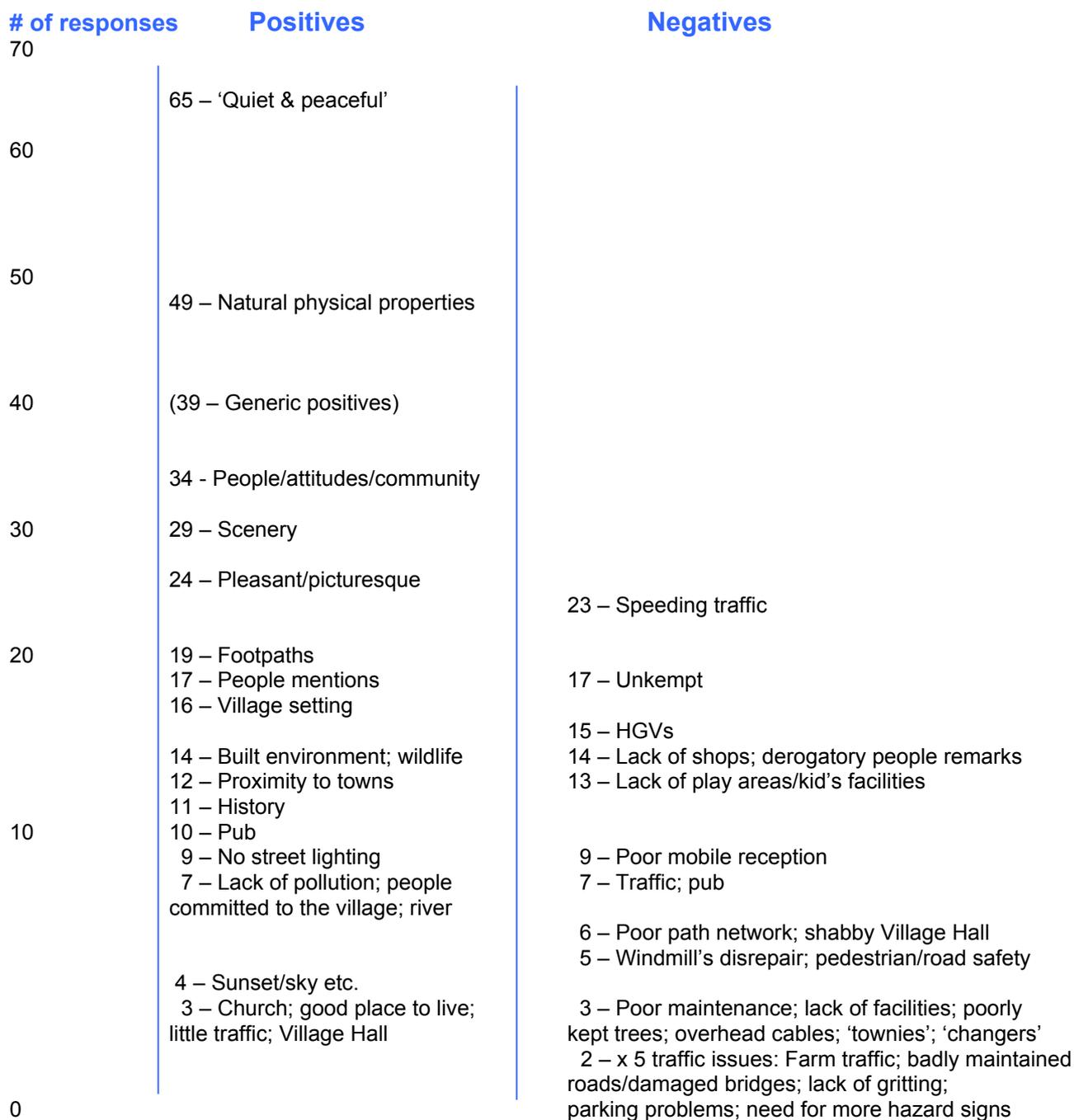
Frankly such a low level of negative response is unusual. Normally when invited to criticise, UK audiences tend to indulge themselves and, on the whole, they tend to think more in terms of negatives than positives. Clearly very much the reverse attitude of mind appears to be the case here.

iii. Relative key issue prioritisation

Rather than merely presenting the raw numbers of replies, it is probably additionally useful to indicate the relative values of positive views versus the negative. The table opposite reveals the relative positioning of individual factors.

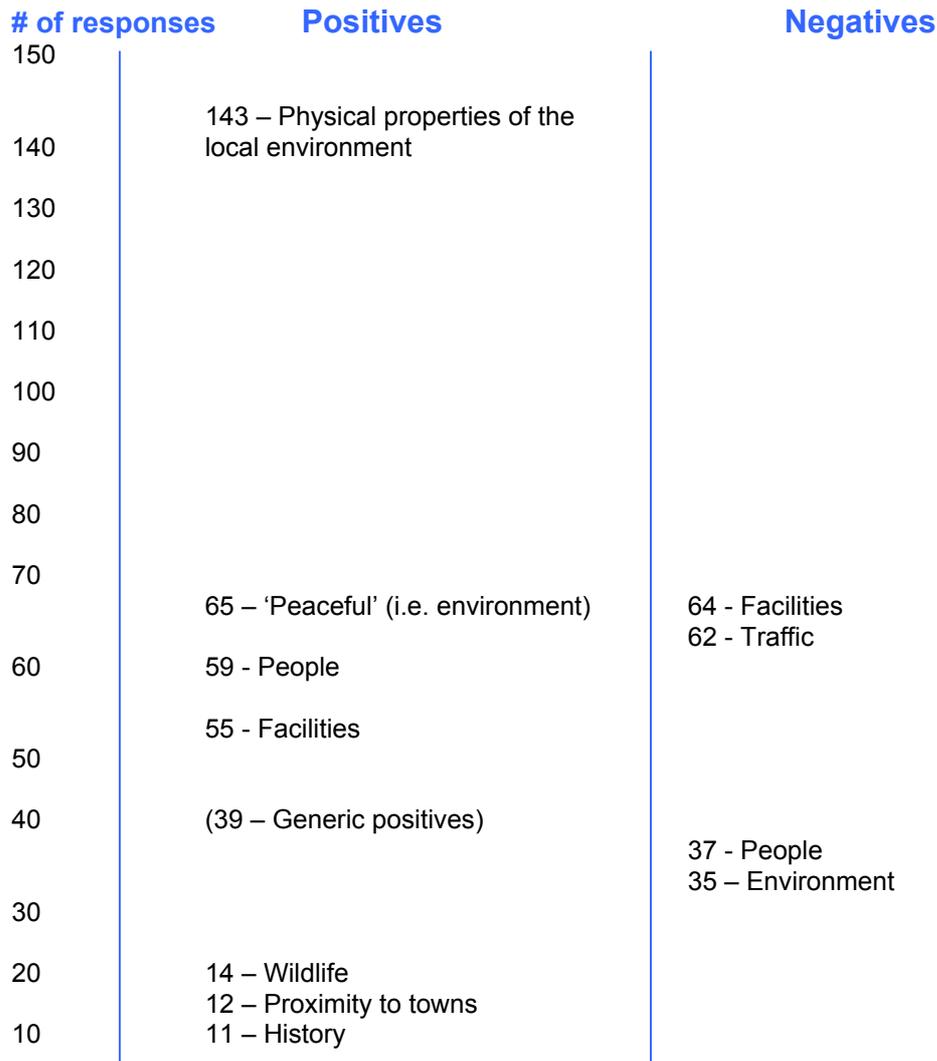
The second table overleaf groups the key factors together. As a result it becomes clear that the area's peace and tranquillity, its pleasing aspect coupled to its friendly, community nature, far outscores the chief negatives (by a factor of 2), the various impacts of road traffic and complaints about some facilities. This demonstrates just how positively residents feel about this Parish.

In passing it is also interesting to note that the 'unkempt' criticisms suggest there is something of a divide between those few who presumably desire a more orderly appearance within the village and the many who appear to like a more natural look/feel to the environs (i.e. 17:102).



Simple enumerations of detailed likes and dislikes tend to overlook the significance of various categories of response. Fortunately both the positives and negatives can be realistically grouped into just four generic categories/types of issue, viz. the environment, facilities, people and, in the case of negatives only, traffic. The vast majority of responses are captured by these categories, with only 10 likes and 6 dislikes needing to be allocated to a catch-all ‘Miscellaneous’ section.

The relative significance of these response categories are indicated overleaf by the following table that groups the responses into a smaller number of categories:



The exceptional nature of the environment is clearly by far the most positive aspect of the Parish for its residents whereas, by comparison, its peace and quiet, plus its population’s friendly nature and present facilities are distinctly secondary. The other minor categories, wildlife etc., trail so substantially below this that they can probably be safely dismissed as relatively unimportant tertiary factors. By comparison the main negatives emerge as being of significantly lower import than the key positives (198:359 responses).



From the chart left we can also appreciate that, in terms of the total numbers of mentions, the key problems are perceived to arise from facilities first (a mix of absence and criticisms), with traffic then a close second, followed by various people observations third, then by environment deficiencies in fourth place - the latter two being safely regarded as being of secondary significance.

It is also interesting to note that 38 separate individuals mentioned a traffic issue, whilst 44 mentioned one or more facilities. But this last category was spread across 8 issues (i.e. an average of 5.5 individuals per issue), whereas traffic was concentrated across 5 (a higher 7.6 individuals per issue). On the basis of this we have concluded it is reasonable to regard traffic as the priority problem in the community's eyes. Issues with people were many and varied and, frankly, are neither a concern of, nor will be resolved by a Parish Plan.

When comparing the attitudes of Dalham village residents to those of residents of Dunstall Green, it would appear the latter hamlet is more positive than the village. About 45% of Dunstall Green residents who entered a positive didn't mention a dislike, whereas the equivalent figure for Dalham was 22%.

5. The Parish and its environment

i. Overview

Following the 'likes and dislikes' section of the questionnaire a series of statements concerning 'The Parish and its Environment' were provided. Respondents were asked to register their level of concern (five levels in all, ranging from 'very concerned' down to 'not at all') about 18¹⁶ different issues and whether or not they were interested in five different initiatives. In addition, so that prioritisation could be attached to these issues, respondents were asked to indicate the relative significance of these various issues and initiatives in relation to each other.

In all 165 respondents indicated their levels of concern for these issues and whether or not they favoured specific initiatives. Unfortunately the ranking of the first 14 issues was poorly completed. While only a few made no attempt whatsoever to complete this section, others clearly misinterpreted this request and simply repeated their level of concern over an issue, while a small number employed a 14-point scale instead of the suggested five-point scale rendering comparisons difficult. Consequently there is insufficient data to determine the relative significance between issues – accordingly in its place greater reliance has been placed on the results of the 'likes and dislikes' section of the questionnaire. However the internal ranking of the initiatives was better.

¹⁶ In fact the street lighting issue featured twice, so a total of 19 items were featured and 2 opportunities to mention other issues offered.

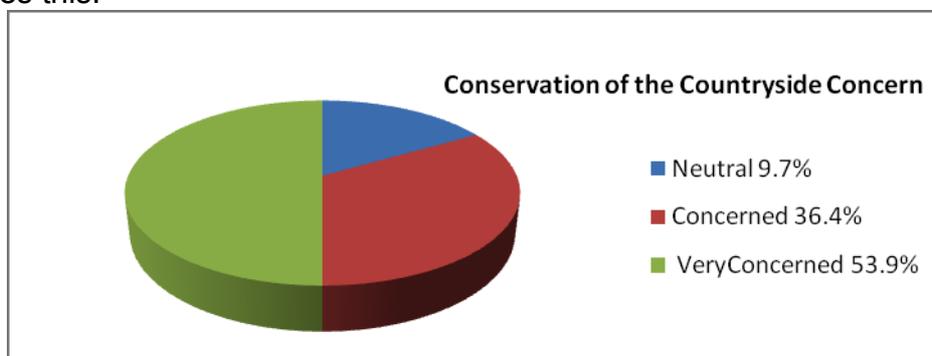
Because of its relative significance to many respondents the issue of 'Traffic' has been dealt with separately from the 'Environment' and related initiatives.

Of the questions in this section 70.8% received responses from between 165 to 161 respondents. 'Vehicles exceeding the speed limit in the Parish' featured as one of the highest answered questions at 165, while 'Keeping street lighting absent' recorded the lowest number of respondents, 156. The number of respondents does not necessarily indicate the degree of concern expressed by those who responded. The five possible responses, very concerned, concerned, (overall concern, a sum of the latter two) neutral, not concerned, not at all concerned are referred to within the accompanying figures.

Note that the responses recorded here reflect the percentage response to each question. Where percentages within the response are given separately for Dalham and Dunstall Green these represent the possible 124 Dalham and 44 Dunstall Green respondents. Where relevant location in the Parish (village: North, South, Central, Outlier and Dunstall Green with Denham or Ousden ends), or gender, or age are recorded as a percentage in the same way, unless a figure is quoted for the actual number of respondents.

ii. Environment

'**Conservation of the countryside**' received the highest percentage response of all, 90.3% from 165 respondents, who were either very concerned or concerned for the rural environment in which they live. The following pie-chart illustrates this:



Those who live in the North and Outliers recorded 100% concern (though this was from a low base) and Dunstall Green, both Denham and Ousden ends, responded with 96.6% and 92.9% respectively. No one registered as not or not at all concerned. 10.5% more Females than Males are very concerned for conservation of the countryside.

The implications are that maintaining the countryside is especially important, particularly when considered alongside how important the environment appeared to be in the 'likes' section reported above.

'Wildlife conservation' is also of considerable concern to 84.5% of 162 respondents, 51.2% were very concerned and 33.3% were concerned. 21 of the 25 children in the survey registered their concern for conservation of wild life. 93% of Dunstall Green respondents were either very concerned or concerned, while this figure was 81.5% for Dalham respondents.

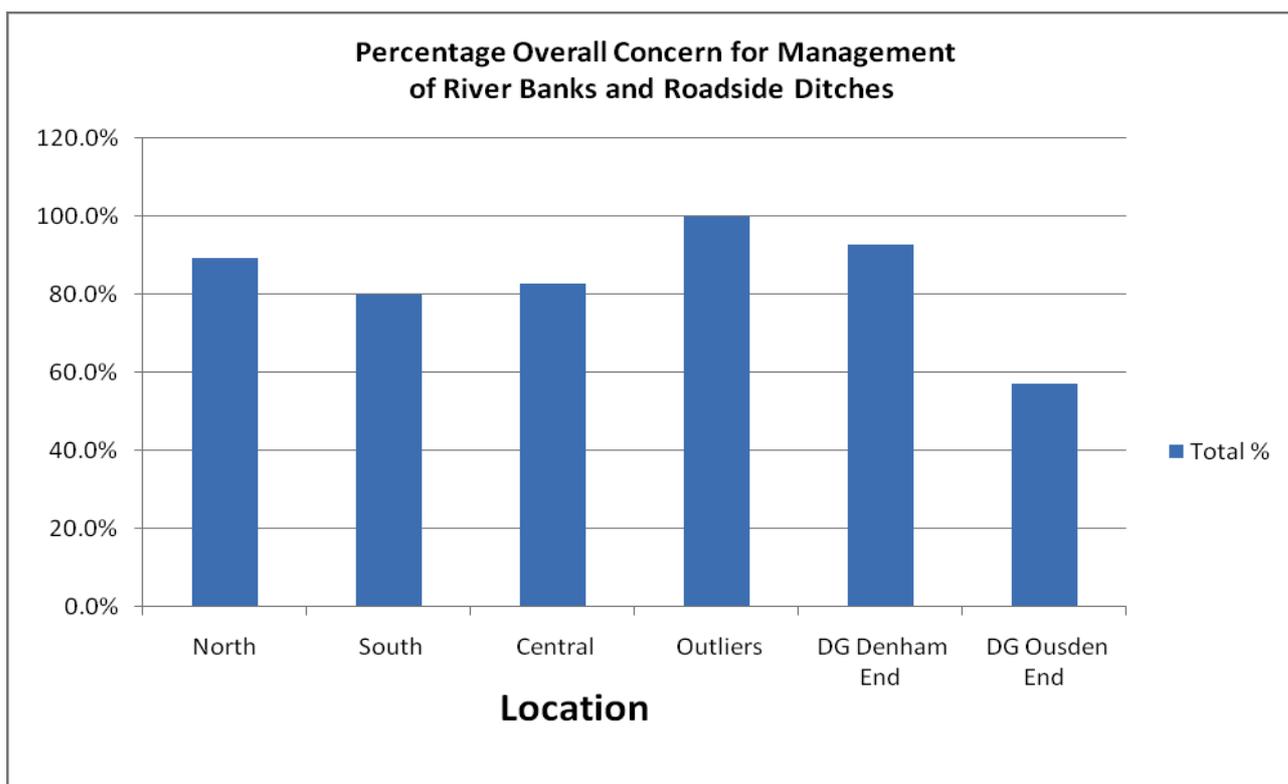
'Planting and conservation of trees' was of overall concern to 161 respondents with 80.9% of Dunstall Green's respondents and of overall concern to 77.4% of Dalham's respondents. Each location has overall concern ranging from 89.7% response from Dunstall Green Ousden end to 61.6% from Dunstall Green Denham end. All other location responses are in the seventies or eighties, which reflects a significant overall concern.

Summary of Conservation of the Countryside, Wildlife and Trees

Conservation of the Countryside elicits greatest overall concern, 90.3%, with Wildlife at 84.5% and Trees 78.2% overall concern. Given this level of concern expressed by those who live in the Parish for these aspects of the environment, the Plan's response should be to seek a high degree of monitoring and conservation being sought and maintained.

'Maintaining the River Kennett' is of overall concern to 75.5% of 163 respondents, 79.2% of Dalham and 65.1% of Dunstall Green respondents. Outliers express 100% overall concern, while 45.9% of respondents in central Dalham are very concerned, with 37.8% concerned, 83.7% in total. As the river flows through Dalham it is of greater concern to those respondents who live in that area, although Dunstall Green respondents are also concerned for its maintenance, especially those 82.7% who reside at the Denham end.

'Management of the River banks and roadside ditches' is expressed in the concern of 165 respondents; their overall concern is 83.7%. As can be seen from the diagram below respondents from five out of six locations record overall concerns of 80% or higher, which again is a significant percentage. Concern is expressed across all age groups and by 89.5% of females to 75.4% of males. This may have significance for any consideration of a flood prevention and a planned disaster strategy.



'Flood prevention' is of overall concern to 69.6% of the 158 respondents to this question. 72.3% of respondents in Dalham as a whole were concerned overall. Of those bordering the river 68.1% designated as being in a central location, 88.9% in the south and 78.9% in the north expressed their overall concern. 62% of Dunstall Green respondents were concerned overall. There is, as would be expected, greater concern shown by those respondents in Dalham who may experience flooding in extreme weather conditions. Interestingly this is not reflected in the percentage response to a 'disaster response strategy' or the possibility that climate change may influence the weather in future, see River Summary Table.

'Would you be in favour of – a disaster response strategy?' In view of the findings to the flood prevention question it is interesting to note any relevance of the responses to this initiative.

'Would you be in favour of – a disaster response strategy?'

Response	Blank	Yes	No	No Opinion	Total Responses
All Respondents	10	58.2%	17.1%	24.7%	158
Dalham	9	66.1%	13.0%	20.9%	115
Dunstall Green	1	37.2%	27.9%	34.9%	43

While a disaster strategy does not just concern severe flooding emergencies, as suggested in the questionnaire, Dalham respondents have indicated

consideration of setting up of a disaster response strategy as evidence by the figures in the table above, while Dunstall Green respondents are more ambivalent. The north, south, central and outlier Dalham respondents have endorsed the percentage findings of the respondents of Dalham as a whole, as the figures in the table below illustrate:

‘Would you be in favour of – a disaster response strategy?’ by Location

Location	Blank	Yes	No	No Opinion
North	2	70.6%	0.0%	29.4%
South	3	77.8%	16.7%	5.6%
Central	3	62.5%	15.3%	22.2%
Outliers	1	75.0%	0.0%	25.0%
DG Denham End	1	37.9%	24.1%	37.9%
DG Ousden End	0	28.6%	42.9%	28.6%



‘Measures to address the possible effects of climate change’ are supported by 43.9% of female respondents as opposed to 33.8% of male respondents. This initiative is supported by 39.6% of the 159 respondents but, with the exception of Dalham respondents, is not strongly supported at this time, as this table indicates:

‘Measures to address the possible effects of climate change’

Responses	Blank	Yes	No	No Opinion	Total Responses
All Respondents	9	39.6%	29.6%	30.8%	159
Dalham	8	42.2%	26.7%	31.0%	116
Dunstall Green	1	32.6%	37.2%	30.2%	43

Summary of River & Related Concerns

The data in the table below shows a correlation between the various aspects that may affect the Parish because of its geographical location and this correlation is most evident in respect of Dalham. It is debatable as to whether respondents

view possible climate change as having any effect on the river and changes in weather conditions that may require flood prevention measures.

Table to show River & Related Aspects

Location	Maintaining the River Kennett Overall concern	Management of river banks & roadside ditches Overall concern	Flood Prevention Overall concern	A Disaster Response Strategy Overall concern	Measures to address possible effects of climate change Overall concern
% Response All Respondents	75.5%	83.7%	69.6%	58.2%	39.6%
% Response Dalham Respondents	79.2%	84.6%	72.3%	66.1%	42.2%
% Response Dunstall Gr. Respondents	65.1%	81.0%	62.0%	37.2%	32.6%

iii. Traffic/road safety issues

Not surprisingly the number of respondents to road safety related questions are over 161, with the exception of 'Safety of pedestrians in the Parish', to which 159 respondents contributed their views.

'Vehicles exceeding speed limits in the Parish' secured the highest number of respondents at 165. A total of 87.2% expressed concern, 53.9% being very concerned and 33.3% concerned. This was the highest level of concern expressed for a road safety issue. 61.5% of Dalham respondents are very concerned 27.9% concerned, while a lower 32.6% of Dunstall Green respondents are very concerned with 48.8% concerned. This differing emphasis probably reflects the specific road layout of each part of the Parish. Respondents expressing concern in all locations are as shown in Table 1 below:

Table 1

**Vehicles exceeding speed limits in the Parish,
very concerned + concerned %**

Location	Dalham North	Dalham South	Dalham Central	Dalham Outliers	Dunstall Green	
					Denham End	Ousden End
Percentage	100.0%	95.2%	86.5%	85.7%	82.8%	78.6%

'HGVs through the Parish', also with 165 respondents, this recorded the second highest level of safety concern of 84.9%, with 50.3% responding as very concerned and 34.6% as concerned. This closely emulates the degree of concern about traffic speed. Interestingly, 57.4% of Dalham respondents, a

higher figure than for all very concerned respondents, are very concerned about HGVs. Of Dunstall Green respondents 30.2% are very concerned about these vehicles with 44.2% concerned. As with speed concerns, all locations in the Parish are represented in Table 2 below:

Table 2**HGVs through the Parish, very concerned + concerned %**

Location	Dalham North	Dalham South	Dalham Central	Dalham Outliers	Dunstall Green	
					Denham End	Ousden End
Percentage	89.5%	95.2%	86.5%	87.5%	82.8%	57.1%

'**Safety of pedestrians in the Parish**', despite having only 159 respondents, overall considerable concern for pedestrian's safety was expressed with 71.1% of respondents concerned, and 47.2% of them being very concerned. Of Dalham respondents, 55.2% were very concerned and, of those respondents designated as situated in central Dalham, a marginally higher 55.7% were very concerned for pedestrian safety. Note from Table 3 that this rises to 75.7% when combined with those who express concern. For Dunstall Green this falls to 25.6% of respondents being very concerned and 34.9% concerned. It is interesting to note the disparity between the two ends of Dunstall Green:

Table 3**Safety of pedestrians in the Parish, very concerned + concerned %**

Location	Dalham North	Dalham South	Dalham Central	Dalham Outliers	Dunstall Green	
					Denham End	Ousden End
Percentage	83.3%	70.0%	75.7%	62.5%	72.4%	35.7%

'**Current volume of traffic on Parish roads**' is of concern to 62% of the 164 respondents to this question. 26.4% were very concerned and 35.6% concerned, while 25.2% of respondents were neutral. This latter response may have some connection with the number of respondents who have access to their own transport, which in itself contributes to the volume of traffic on Parish roads. It is worth noting that 64.9% of respondents designated as situated in Central Dalham are very concerned, or concerned about traffic volumes on the Parish roads, see Table 4 overleaf. Concern is no doubt higher in this zone as these residents experience traffic from a number of directions.

Table 4

**Current volume of traffic on Parish roads,
very concerned + concerned %**

Location	Dalham North	Dalham South	Dalham Central	Dalham Outliers	Dunstall Green	
					Denham End	Ousden End
Percentage	73.7%	65.0%	64.9%	62.5%	51.7%	42.9%

'Safety of cyclists in the Parish' is of concern to 58.4% of the 161 respondents, while 28.6% were neutral in their response. Of 41 Dunstall Green respondents 9.8% were very concerned, yet 41.5% expressed concern, giving a total of 51.3%. Again the higher percentage concern (44.4%) was recorded at the Denham end of Dunstall Green. Of Dalham's 120 respondents 60.8% were concerned, with 32.5% very concerned and 28.3% concerned. Here too respondents in Central Dalham expressed the highest concern, 65.8%. It is worth recording that 17 of the 25 children in the survey live in Central Dalham. 11 of these children responded as very concerned or concerned regarding pedestrian and cyclists' safety. 10 and 12 children respectively, responded as very concerned or concerned by vehicle speed and HGVs on Parish roads:

Table 5

**Safety of cyclists in the Parish,
very concerned + concerned %**

Location	Dalham North	Dalham South	Dalham Central	Dalham Outliers	Dunstall Green	
					Denham End	Ousden End
Percentage	52.6%	50.0%	65.8%	62.5%	55.5%	42.9%

It follows from these findings regarding all five-safety concerns that some action should be forthcoming. However, as the results that follow show, there was no consistency between the significance of an issue and enthusiasm for the appropriate initiative.

'Would you be in favour of – a marked cycle path on the highway?' This question elicited the following responses:

Would you be In Favour of - a Marked Cycle Path on the Highway?

Response	Blank	Yes	No	No Opinion	Total
All Respondents	6	37	100	25	162
Dalham Responses	5	32	70	17	119
Dunstall Green Responses	1	5	30	8	43

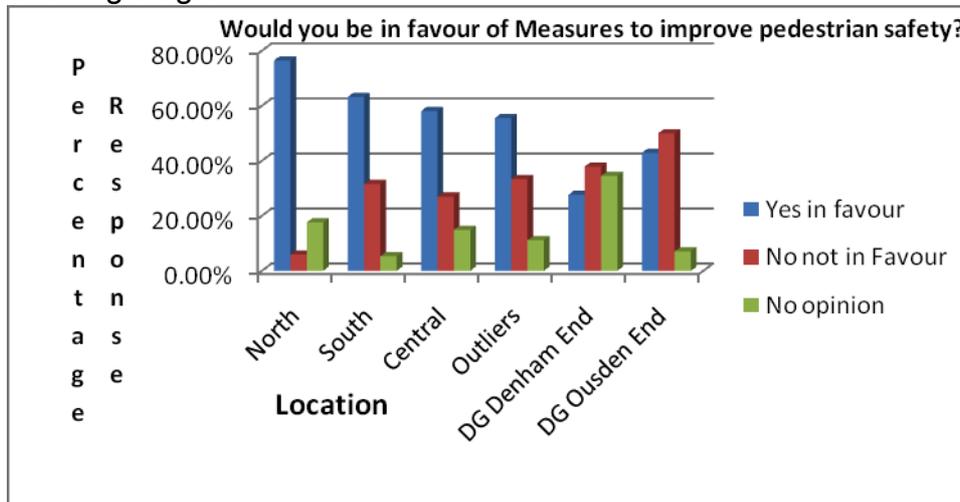
This indicates 22.8% of all respondents in favour, with 61.7% against a marked cycle path on the highway. 15.4% had no opinion. While the majority of respondents in all age groups said no, 11 children in the 5-9 age group were in favour of this initiative. This mirrors the concerns children have already expressed for safety on Parish roads. It is also likely they are, amongst others, cyclists themselves.

‘Would you be in favour of - measures to improve pedestrian safety?’, a second suggested initiative posed in the questionnaire, elicited a more positive response, as indicated in the table below:

Would you be in favour of - measures to improve pedestrian safety?

Response	Blank	Yes	No	No Opinion	Total
All Respondents	6	87	48	27	162
Dalham Responses	5	73	30	16	119
Dunstall Green Responses	1	14	18	11	43

Here 53.7% of all respondents are in favour of measures to improve pedestrian safety, with 29.6% against and 16.7% having no opinion. It is interesting that, with the exception of Dunstall Green, both its Denham and Ousden ends, all other locations in the Parish respond favourably to this initiative, as is illustrated in the following diagram:



This disparity warrants further exploration.

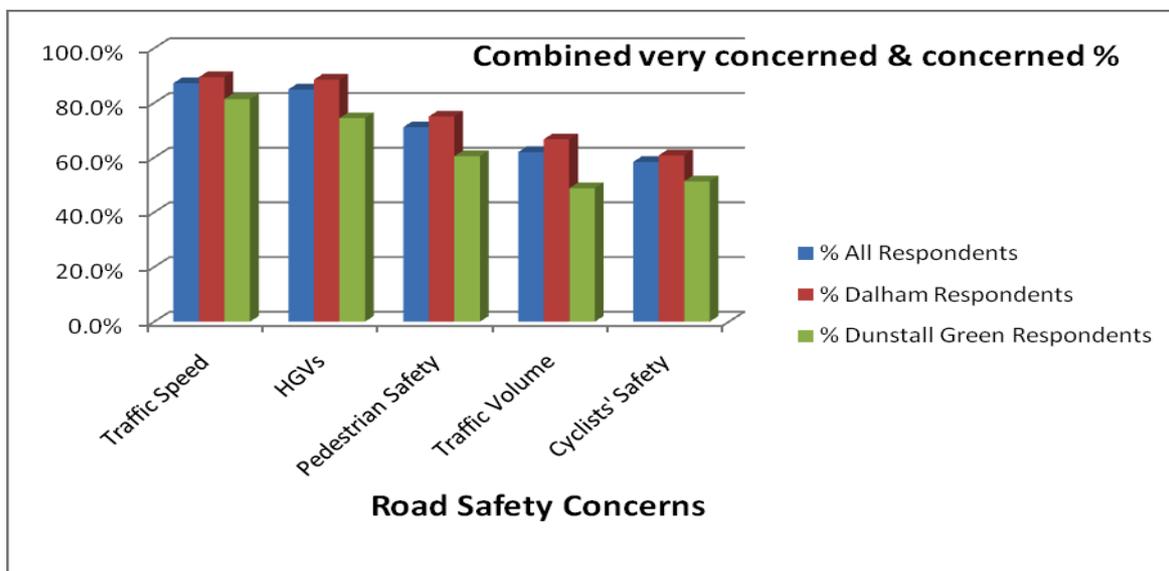
‘Would you be in favour of - traffic calming measures?’ the third initiative suggested, concerning road safety, produced some very interesting and differing views from the 163 respondents who completed it. They were split 45.4% for and 45.4% against such measures with 9.2% having no opinion. However, Dalham respondents were 54.2% in favour, 37.5% against with 8.3% having no opinion. Dunstall Green gave the opposite response with 20.9% for and 67.4% against, 11.6% having no opinion.

The table below shows clearly how diverse respondents' views are when related to their age group. As no particular traffic calming measure was suggested, respondents clearly had preconceived notions of what method might be envisaged which no doubt affected their opinions in an indeterminate way.

Again, the children/young people are consistent in their concern for road safety. As with the response regarding pedestrian safety, there is much to be examined with respect to finding means to calm traffic:

**Would you be in favour of –
traffic calming measures?**
Responses recorded according to age group of respondents

Age	Yes	No	No Opinion
5-9	58.8%	29.4%	11.8%
10-16	0.0%	75.0%	25.0%
17-19	0.0%	0.0%	100.0%
20-29	0.0%	33.3%	66.6%
30-39	70.0%	20.0%	10.0%
40-49	45.2%	54.8%	0.0%
50-59	45.5%	45.5%	9.0%
60-69	42.4%	51.5%	6.1%
70-79	55.0%	40.0%	5.0%
80+	75.0%	25.0%	0.0%



The charts above and overleaf, combine the total percentage of concerned responses for all the factors that give concern, clearly illustrates the priority of respondents' concern and begs the question, what can be done to reduce them?

Summary of Road Safety Concerns

Road Safety Concern	% Response Very Concerned + Concerned	Initiatives	% Response In Favour	% Response Against	% Response No opinion
Vehicles exceeding speed limits in the Parish	87.2%	Traffic calming measures	45.4%	45.4%	9.2%
HGVs through the Parish	84.9%				
Current volume of traffic	62.0%				
Table of Key Responses for Comparison		Traffic calming measures	% Dalham Response In Favour	% Dalham Response Against	% Dalham Response No opinion
			54.2%	37.5%	8.3%
		Traffic calming measures	% Dunstall Gr. Response In Favour	% Dunstall Gr. Response Against	% Dunstall Gr. Response No opinion
			20.9%	67.4%	11.6%
Pedestrian Safety	71.1%	Measures to improve pedestrian safety	53.7%	29.6%	16.7%
Cyclist safety	58.4%	A marked Cycle Path on the highway	22.8%	61.7%	15.4%

The above table indicates the key responses to the eight questions regarding road safety. It is surprising that 87.2% of the 165 respondents express all over concern for vehicles exceeding speed limits in the Parish and yet 45.4% of respondents are not in favour of traffic calming measures.

It is clear that 54.2% of Dalham respondents are in favour of a traffic calming initiative, which is still a considerably lower figure than the high percentage concern expressed in all locations of over 85% in **Table 1**.

Traffic calming measures could also address some other road safety concerns. A slightly lower percentage of respondents, 53.7%, are in favour of 'measures to improve pedestrian safety'. However, despite 58.4% of respondents expressing overall concern for 'safety of cyclists in the Parish' only 22.8% are in favour of a 'marked cycle path on the highway', which would be a measure to address the safety of any cyclist, but especially the child cyclists of the Parish.

iv. Other issues

Other issues that were mentioned elicited lower levels of response. For example:

'Light Pollution' is overall of concern to 51% of residents, though it was of greater concern to Dunstall Green respondents with 38.1% very concerned and

33.3% concerned, amounting to a total of 71.4% of the 42 respondents. Of 117 Dalham respondents 23.1% are very concerned and 20.5%, a total of 43.6%. There is no significant difference in percentages for individual locations.

Two issues that were treated together were:

'Putting street lighting in' elicited response from 163 respondents, 9.2% of whom were very concerned and 6.1% concerned about 'putting street lighting in'. Of the 163 respondents from all quarters of the Parish 16.6% appeared neutral, 10.4% were not concerned and 57.7% were not at all concerned about street lighting being put in. Table (i) shows the percentage response for Dalham and Dunstall Green respondents.

Table (i)

'Putting street lighting in'

Response	Dalham	Dunstall Green
Very concerned	11.0%	2.3%
Concerned	6.7%	4.7%
Neutral	14.2%	23.3%
Not concerned	8.3%	16.3%
Not at all concerned	59.2%	53.5%
No of Respondents	120	43

'Keeping street lighting absent' elicited response from 156 respondents, 54.5% of whom were very concerned and 10.9% concerned about 'keeping street lighting absent'. Of the 156 respondents from all quarters of the Parish 20.5% appeared neutral, 5.1% were not concerned and 8.9% were not at all concerned about keeping street lighting absent. Table (ii) shows the percentage response for Dalham and Dunstall Green respondents.

Table (ii)

'Keeping street lighting absent'

Response	Dalham	Dunstall Green
Very concerned	57.8%	45.0%
Concerned	7.8%	20.0%
Neutral	19.8%	22.5%
Not concerned	3.5%	10.0%
Not at all concerned	11.2%	2.5%
No of Respondents	116	40

Summary of Parish concerns related to Street Lighting

As already mentioned Light Pollution is of concern to just over half of the 159 respondents, but is of concern to 71.4% of the 42 Dunstall Green respondents.

Only 15.3% of 163 respondents have overall concern to put street lighting in, while 68.1% were not concerned or not at all concerned to put street lighting in. These figures were mirrored in both Dalham and Dunstall Green, see Table (i). It can be concluded that the majority of respondents do not want street lighting.

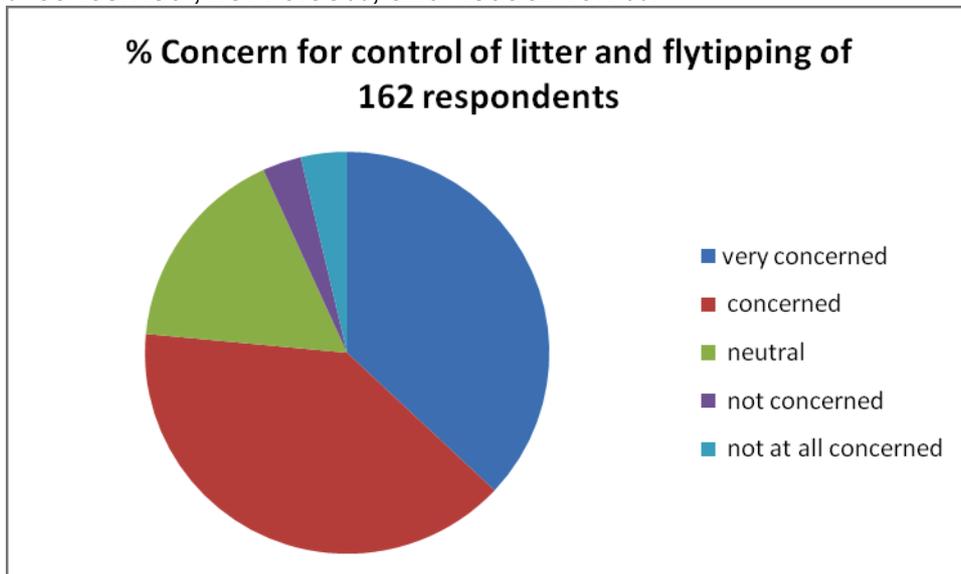
In answer to the question concerning 'keep street lighting absent' of 156 respondents, 65.4% were overall concerned to 'keep street lighting absent', see Table (ii) for separate locations. 65.4% closely relates to the 68.1% of respondents who were not concerned to put street lighting in. It is therefore a clear indication that street lighting should remain absent.

'Crime prevention' was the concern of virtually everyone. Of the 159 responding only eight, two of these adults, chose to respond as 'not at all concerned'.

Overall concern was expressed by 82.9% of all respondents - 81.9% of Dalham and 85.7% of Dunstall Green respondents. There is a near consensus of concern. 131 respondents across all age groups were either very concerned or concerned about crime prevention, this equates to 82.4%.

Those located in the north 94.4% and outliers 100% appeared to feel most concerned, while respondents in other locations expressed similar concerns overall, south 77.8%, central 77.7%, Dunstall Green Denham End 89.3% , Ousden End 78.5%

'The control of litter and fly-tipping' was responded to almost equally across all ratings for 162 respondents from the Parish, 119 from Dalham and 43 from Dunstall Green, the latter being slightly more concerned by 10%. The diagram shows that of the 162 respondents 37% stated they were 'very concerned', 39.55% 'concerned', i.e. 76.55%, and neutral 16.7%.



'Clearance of mud from roads' varied in its response and may well have to do with location.

'Clearance of mud from roads' percentage response by location

Location	Blank	1	2	3	4	5
North	1	33.3%	33.3%	27.7%	5.5%	0.0%
South	1	5.0%	45.0%	25.0%	15.0%	10.0%
Central	2	17.8%	34.2%	32.9%	9.6%	5.5%
Outlier	2	0.0%	42.9%	28.6%	14.3%	14.3%
DG Denham End	1	24.1%	41.4%	13.8%	10.4%	10.4%
DG Ousden End	0	21.4%	28.6%	42.9%	0.0%	7.1%

The responses 1 'very concerned' and 2 'concerned', highlighted in the table above, vary considerably between locations and may well be dependent on field entrances, crops grown, time of year and so on. It is difficult to see what conclusions can be drawn without further detail, nevertheless a 65% overall concern should not be ignored.

'Noise pollution' A total of 163 respondents contributed to this question. 56.17% of all residents expressed a concern about noise. Of the 42 respondents from Dunstall Green, 39% were concerned and 34.9% very concerned. This is in contrast to 27.5% of the 120 respondents from Dalham, where 21.7% are very concerned. When considering noise pollution concerns by location, 93.1% of the respondents from the Denham End of Dunstall Green indicate overall concern, but only 35.7% of the respondents from Ousden End have the same concern. At the present time we have no explanation for this 57.4% disparity in response.

'Removal of overhead power lines' prompts the majority of respondents to a neutral stance over the 'wirescape'. Of 161 respondents 49.1% were neutral while 31.7% were either very concerned or concerned. Dalham respondents were 45.4% neutral with 30.2% expressing overall concern and Dunstall Green respondents 59.5% neutral, 35.8% concerned overall, while a third of respondents would like the overhead power lines removed.

6. Facilities

i. Key facilities - Church, Village Hall and Pub

It was felt the facilities dealt with in the questionnaire could be considered Dalham-orientated geographically and that it could be that the Pub (The Fox), Ousden Village Hall and the Church in Ousden are used more by those living in Dunstall Green. This detailed point probably warrants further exploration.



The ratings were surprisingly similar across the three facilities. The order of importance to individuals was:

1. The Village Hall (59% rating it 1/2 vs. 11% rating it 4/5)
2. The pub (52% rating it 1/2 vs. 16% rating it 4/5)
3. The Church (43% rating 1/2 vs. 20% rating it 4/5)

But when rated in relation to the Parish a slightly different result obtained:

2-3 = The Pub and Church emerged of equal interest to Parish, particularly amongst 40-79s.

The Church was rated highly, even if not personally used.

Children rated the Church marginally higher to the Parish but the Village Hall highest for themselves.

Overall, there was a strong gender link, with the Church rated higher amongst the females.

Interestingly, in the 20-80s groups, females rated the Pub as more important to the Parish, while males rated it more important to self. The young people's more mixed views on the Pub were noted.



ii. Post Office, Mobile Library, Nursery, Oil, Newspaper, Milk, Shop and Fish deliveries

The top 4 services were rated highly both to the Parish and to self and were:

1. Post Office - rated the highest facility to Parish and 2nd to self
2. Mobile Library – rated 2nd highest to all, with significant interest shown by 5-9s
3. Nursery - was most important to self and 3rd within Parish
4. Bulk Oil - deliveries rated highly to Parish and self

Young people's views were consistent with those of the adults except with respect to the Mobile Library, which they rated highly – all the others being services more relevant to adults.

Nursery: there was a strange anomaly with the very large 77 respondents giving it the lowest rating for themselves and no rating for the Parish. This split may possibly reflect the difference in priorities for those with young families when compared to retired residents. The other four services of Newspaper, Milk, Shop and Fish Deliveries were of medium interest overall, with children placing Milk Delivery 2nd to Mobile Library.

iii. Wish-list of Facilities: Allotments, Basic Shopping, Bottle Bank, Fish & Chips van, Green Space, Medical Services, Mobile Shop, Playground

Taking the response 'Often', the following were the order of interest:

1. Bottle Bank - far outstripping all other wishes by almost double
2. Green Space
3. Playground
4. Basic shopping
5. Medical Services

6. Fish & Chips
7. Mobile Shop
8. Allotments

While on reflection, it is difficult to know what the significance of 'Sometimes' actually means, all were rated quite highly, except for allotments for which most had little or no interest.

Taking the response 'Often' and 'Sometimes' together, a different picture emerged:

1. Bottle bank – still outstrips all others
2. Basic Shopping - almost as important as (1)
3. Medical Services - together with (4, 5 & 6) were a little less important
4. Mobile Shop
5. Green Space
6. Fish & Chips
7. Playground
8. Allotments - rated little or no interest

Breaking down these preferences:

Bottle Bank - 20-59s were most interested, with Females doubly interested

Not surprisingly females were twice as interested as males in Basic Shopping facilities

Medical Services - were of some interest to 40-69s, both Male and Female

Mobile Shop - would be of interest sometimes, across the range

Green Space - of most interest to children 5-19s, but with about 1/5th overall not wanting it

Fish & Chip Van - was only of interest sometimes, across the range

Playground – of most interest to 5-19s and with a large proportion across the range not wanting it

Allotments were of little interest

iv. Activities: Aerobics, Arts & Crafts, Bridge, Darts, Day Classes, Evening Classes, Holiday Play Scheme, Pilate's, Plant & Seed Exchange, Table Tennis, Yoga, Youth Club

In all activities listed there was a large preponderance of people who did not want them at all.

In the main only about 1/3rd showed interest in any of the activities and for every 2 in favour there were 3 who said 'No'.

1. Arts & Crafts showed highest interest overall particularly in 5-9s and 40-69s
2. Evening Classes about 1/3rd overall with 40-69s showing most interest

3. Plant & Seed Exchange – was just below (2) with 60-79s most interested
4. Day Classes showed medium interest – but mainly for 60-79s.
5. Pilates were of interest to a little over a $\frac{1}{4}$ overall (27.5%)
6. Yoga - was just below (5) and of most interest to the 40-59s
7. Holiday Play Scheme – was of mild interest mostly by 5-9s
8. Aerobics – was of some interest across all ages
9. Table Tennis – similar to (8)
10. Bridge – was of about $\frac{1}{3}$ rd less interest than (1) and was most popular in the 40-79s.
11. Youth Club – 18 showed interest in this with 5-9s most popular
12. Darts was of least interest which 5-9s and 30-49s showed

v. Transport to Events/Activities

There was a very small number overall that wanted any transport to activities.

Of those who did, their order of popularity was:

1. London Shows - especially with 40-79s equally interested, but with ? not interested.
2. Sporting events - especially with 30-59s, but with over twice as many not interested
3. Cultural shows were of least interest to all.

Swimming proved the most popular activity requiring transport; tennis was 2nd and football and skateboarding equal 3rd.

In order of importance:

1. Swimming – was the largest single block of 36 of which 17 were amongst the 5-19s
2. Tennis - with 27 of which 12 were amongst the 5-19s
3. Badminton – with 19 of which 6 were amongst the 5-19s
- 4= Football and Skateboarding - with 11 showing interest, 5 amongst the 5-9s.
6. Rugby – with 10 interested with a wide age range of 5-49s.

7. Alternative housing in the Parish

Low rent properties constitute a significant proportion of the Parish's housing stock. There are three almshouses in the Village and upwards of a dozen estate properties at the Gazeley end of the Village and at the Hall.

A total of eighteen responses were recorded in answer to this section of the questionnaire, that offered the opportunity to look to the future possibility of alternative housing in the Parish.

The 18 responses have been identified by each individual's description as shown in the table below. While numbers are low it would appear that a few respondents in the Parish have a wish to remain in the vicinity in 'affordable accommodation' in the future. This may have implications for strategic planning and should be noted and indicated to the Local Authority. The summary of responses follows:

Responses identified by respondent's description

Affordable housing	4	Anything	1
First time buyer	1	Unspecified	3
Affordable Renting	1	Old Style	1
Sheltered Accommodation	2	4 bed roomed detached	1
Alms Houses	1	Large house with swimming pool	1
Charity	1	Large House + private pool	1

6 may be termed 'affordable accommodation', 4 as providing for older residents, 4 unspecified and 4 other accommodation. The reference to the alms houses underscores their importance to some members of the community. The Trust that supports them is not believed to have the capacity to extend this facility.

Not all specified the time scale for their required accommodation, but of those who did 5 were short term 1-5 years, 3, 6-10 years and 4, 15+ years. 12 sited accommodation for themselves, 10 in Dalham and 2 in Dunstall Green. 10 sited accommodation for others, 6 in Dalham and 4 in Dunstall Green. 4 sited both for themselves and others.

In the responses to the questionnaire's 'other please specify' box, the following were other issues raised:

Maintenance of road surfaces	1
Farm vehicle speed	1
Vehicle blind spots	2
Barking dogs	1
Dog fouling	2
Trespassers of paths	1
Maintenance of paths	1
Keeping verges cut	1

8. Transport

i. Key issues

a. Access to own transport:

- 137 adult respondents (96%) report having access to their own transport (96% in Dalham Village and 95% in Dunstall Green), and include:
 - 2 respondents who are registered as disabled (and two who did not respond to the question on disability)
 - 3 respondents aged 80-plus

- all 78 respondents living in two-person households (all of whom are aged 20 and over), representing 55% of adult respondents.
- 13 child respondents (52%) report having access to their own transport, with a marked distinction between respondents in Dalham Village and in Dunstall Green:
 - in Dalham Village, 13 (65%) of the 20 respondents report having access to their own transport, including all 5 respondents aged 10 – 16 years.
 - in Dunstall Green, all 5 respondents report that they did not have access to their own transport.
- The 6 adult respondents (4%) reporting not having access to their own transport, display no consistent characteristics:
 - 4 respondents live in Dalham Village and 2 in Dunstall Green
 - each respondent comes from a different age range, with one respondent in each of the age ranges 80+, 70-79, 60-69, 40-49, 20-29 and 17-19
 - 5 respondents are female and 1 is male
 - as regards household size:
 - the 3 oldest respondents (all female) live as single-person households – representing 15% of all such households and 27% of all respondents aged 60 and over in such households
 - the remaining 3 respondents live, respectively, in three-, four- and five-person households
 - one respondent is registered disabled.

b. Bus use:

- 113 adult respondents (79%) report having never used the local bus service (81% in Dalham Village and 72% in Dunstall Green).
- 17 child respondents (68%) report having never used the local bus service (75% in Dalham Village and 40% in Dunstall Green).

Conversely:

- 5 adult respondents (4%) report being regular users of the local bus service (2 in Dalham Village and 3 in Dunstall Green), and a further 25 adult respondents (17%) report “sometimes” using the local bus service (16% in Dalham Village and 21% in Dunstall Green).
- 2 child respondents (5%) report being regular users of the local bus service (both in Dunstall Green), and a further 6 child respondents (24%) report “sometimes” using the local bus service (16% in Dalham Village and 33% in Dunstall Green).

c. Taxi use:

- No respondent reports being a regular user of a taxi service.
- 89 adult respondents (62%) report having never used a taxi service (61% in Dalham Village and 67% in Dunstall Green).

- 19 child respondents (76%) report having never used a taxi service (80% in Dalham Village and 60% in Dunstall Green).
- d. Combination of use of local bus and/or taxi services*
- 70 adult respondents (49%), with access to their own transport, never use either the local bus or a taxi service (51% in Dalham Village and 44% in Dunstall Green).
 - 43 adult respondents (30%), with access to their own transport and who never use the local bus service, sometimes use a taxi service (31% in Dalham Village and 26% in Dunstall Green).
- e. Dial-a-Ride:*
- All respondents report having never used the “dial-a-ride” service.
- f. Registered disability:*
- Three respondents report being registered as disabled, and two respondents failed to answer the question. There was no discernible pattern to the respondents' responses to other transport questions.
- g. Access to employment / self-employment:*
- 54 respondents report their occupational status as being in employment - of whom:
 - 51 respondents (94%) report having access to their own transport
 - 3 respondents, who not having access to their own transport, report being regular users of the local bus service.
 - 36 respondents report their occupational status as being self-employed – all of whom also report having access to their own transport.
- h. Access to education:*
- 6 adult respondents report their occupational status as being in education – of whom:
 - 4 report that they had access to their own transport
 - 2 respondents, who report not having access to their own transport, report being regular users of local buses.
 - All 26-child respondents report their occupational status as being in full-time education.
- ii. Commentary:*
- i. Access to own transport:*
- Respondents perceive themselves, overwhelmingly, as having access to their own transport. Only 6 adult respondents (4%), out of 143, and 9 child respondents (36%), out of 26, report that they do not have access to their own transport.
 - Adult responses are consistent across gender, age ranges, household size and location within the Parish.

- Children's responses are more varied – particularly in terms of location, in that, while 13 (out of 20) Dalham respondents reported having access to their own transport, all 5 Dunstall Green respondents reported not having access to their own transport.
- It is not possible to identify the specific means of “own” transport - or the timing of its availability or the range of available destinations. Given the geographical context of the Parish, however, it is likely that most respondents' perceptions are based on access to car use – either as driver, **or as a passenger** (where the driver is a member of the respondent's household or family, or even a neighbour or friend). It is unlikely that many responses were based on respondents' perceived access to bicycle, or motorbike use, or to walking, as their means of transport.
- Parish residents exhibit an extremely high level of car dependency (by choice or through necessity) – and the continuation of residents' currently ready access (by travelling) to a wide-range of employment, education, shopping, social, cultural and other leisure activities will be determined by the extent to which this dependency is sustainable, in terms of individual circumstances and communal pressures, and/or to the availability of acceptable alternative choices.

b. Bus use:

- Only 5 adult and 2 child respondents report being regular users of the local bus service. Four of the adult respondents (2 in Dalham Village and 2 in Dunstall Green) and the 2 child respondents (both in Dunstall Green) also report not having access to their own transport.
- 26 adult respondents (18 in Dalham Village and 8 in Dunstall Green), and 6 child respondents (5 in Dalham Village and 1 in Dunstall Green), report being “sometimes” users of the local bus service. 2 of these adult respondents (both in Dalham Village) and 2 of the child respondents (1 in Dalham Village and 1 in Dunstall Green) also report not having access to their own transport.
- 110 adult respondents (84 in Dalham Village and 26 in Dunstall Green), and 17 child respondents (15 in Dalham Village and 2 in Dunstall Green) report having never used the local bus service. While all the adult respondents also report having access to their own transport, 8 of the child respondents (6 in Dalham Village and 2 in Dunstall Green) report not having access to their own transport.
- In summary, 78% of adult (and 68% of child) respondents in the Parish report having never used the local bus service, while 18% of adults (and 24% of children) are “sometimes” users and 4% of adults (and 8% of children) are regular users.
- It is also relevant to consider use, or non-use, of the local bus service in the context of the currently available service, which, fortuitously (since the Parish itself clearly generates little current demand for such services), is

significantly better than the normal provision of rural local services – insofar as, each Monday to Saturday, the following direct services operate from/to Dalham Village:

- 8 daily return journeys to/from Newmarket (4 of which make timetabled connections with the hourly train service to/from Cambridge at Newmarket rail station)
- 4 daily journeys to and from Bury St Edmunds
- 4 daily journeys to and from Haverhill;

and the following direct services operate from/to Dunstall Green:

- 4 daily return journeys to/from Newmarket
- 4 daily journeys to and from Bury St Edmunds.

- Currently, however, there is no local bus service in the evenings or on Sunday. Moreover, last buses set off to travel to Dalham Village at:
 - Newmarket: 17.20 hours
 - Bury St Edmunds: 15.55 hours
 - Haverhill: 15.45 hours

and to Dunstall Green at:

- Newmarket: 16.50 hours
- Bury St Edmunds: 15.55 hours.

The service is, therefore, of strictly limited value for journeys-to/from-work, and useless for evening social/leisure travel.

c. Taxi use:

- No respondent identifies taxi use as a regular means of transport. Rather, taxi use appears to be considered more as an occasional “back-up” to other arrangements, such as, for:
 - car users, when their vehicle (or their driver) is unavailable
 - car and/or local bus users, at times when the local bus service is unavailable.
- The “sometimes” use of taxis is most favoured by respondents with access to their own transport who never use buses.
- For respondents who “sometimes” use the local bus service, the “sometimes” use of taxis is most favoured by female respondents.
- Two-thirds of adult respondents without access to their own transport never use taxis.

d. Dial-a-Ride:

- The lack of use of the Dial-a-Ride service is total, and is probably directly attributable to the very high level of respondents' perceived access to their own transport. There is also a possibility that knowledge about the nature of the service provision is limited. It remains, however, an available resource.

e. Registered disability:

- Given the age structure of the population (37% are 60-plus), the level of registered disability (3, out of 168, respondents) is lower than might have been anticipated. Perhaps residents in the Parish are just comparatively fit. Equally, however, there may be some resistance to answering the question or to registering a disability. There may even have been a misunderstanding of the question – since, for example, a “blue card”, granting important car-parking privileges, is only issued to a person registered as having a mobility impairment.
- In any event, it may be politic to accept some under-reporting – particularly since, even prior to registration, some residents may already be experiencing a greater or lesser degree of impaired mobility, sight or hearing. All these factors will have a potential bearing on residents' future access to means of transport.

f. Access to employment / self-employment:

- Residents in full-time employment, unless employed within the Parish (or potentially in Gazeley, Moulton or Newmarket), will nearly always be dependent on the use of a car for journeys-to/from-work – given the current timetabling of the local bus service and respondents' resistance to regular taxi use. Self-employed residents, whose work involves travelling, will be similarly dependent.

g. Access to education:

- Children's education is primarily a day-time activity, and, in any event, special transport (in the form of the school bus) is generally available – or parents elect to transport their own children.
- Where a child wishes to take part in after-school activities or where a resident wishes to participate in an evening class, the local bus service is not currently an option. Such activities, therefore, will normally be dependent on an individual having their own access to transport.

h. Access to shopping:

- Shopping is also primarily a day-time activity. Residents do have the choice of using the local bus service.

i. Access to social/leisure activities or facilities:

- Many social/leisure activities take place during the evening or at weekends, and facilities are frequently only available at such times. Even when events take place during weekday afternoons, they often finish too late to permit a choice of using the local bus service to return to the Parish. Currently, for many residents, their quality of life is significantly dependent on their access to car use.

iii. Issues

Given the near-absolute need for residents to travel outside the Parish to access virtually all facilities and services, as well as to maintain social contacts, the key transport issues to be addressed by the Plan relate to ensuring that all residents:

- have, and continue to have, good access to appropriate means of transport
- have the widest achievable choice, taking account also of their personal circumstances, of both their means of transport and their time of travel.

These issues are identified on the presumption that the over-arching transport objective of the Plan is to seek to adapt the transport infrastructure of the Parish to meet the current and future needs of its residents; and not to require residents either to conform to what is currently available or, when they cannot, require them to move away.

In addressing the detail of these issues, the following questions may usefully be considered:

a. Access to own transport:

- How robust are respondents' perceptions of their access to their own transport?
 - How far is their access, in terms of its availability and timing, within their personal control?
 - How might its availability and timing vary in the future?
 - What might be the impact of external forces?
- Might there be underlying health and/or age-related issues, not identified in answers to the questionnaire?
- Do all residents owning a car (or more than one) do so from choice – or do some residents do so out of a real (or perceived) necessity?

b. Bus use:

- What factors govern the very low current level of use of the local bus service?
 - Is it simply a matter of choice – or an absence of choice?
 - Might there be some lack of understanding of what is available?
 - Does the current service provision simply fail to meet the needs and/or aspirations of potential users?
- Are there ways in which the local bus service might be made more relevant to the needs and aspirations of residents?

c. Taxi use:

- Why are some respondents so resistant to using a taxi service?
- Conversely, what might be the reason(s) for the relatively widespread occasional use of a taxi service by respondents having access to their own transport:
 - Is it just a wish to be flexible (including travel to airports, to stations, etc.)?

- Is it an underlying wish not to have to drive (for personal or social reasons)?
- Does it imply an underlying wish not to be dependent on others for lifts?

d. Dial-a-Ride:

- Given the number of respondents having access to their own transport and the relatively good local bus service provision (in a rural context), is there simply no need for a “dial-a-ride” type of service?
- Conversely, is a zero uptake attributable, at least in part, to ignorance of the availability of such a service, with a need to address the issue in the context of improving residents' choice of access to alternative means of transport?

e. Registered disability:

- Does a judgement need to be made as to whether there may have been some degree of under-reporting in response to this question?
- Equally, may some residents be experiencing a considerable degree of mobility impairment (or sight or hearing impairment, which restricts their access to means of transport) without having actually registered as disabled?
- It is appropriate that these issues are addressed in the Plan – to the extent, at least, of providing clear information of what is involved and available.

f. Access to employment / self-employment; to education; to shopping and to social / leisure activities and facilities:

- This is, in effect, the nub of the “transport” element of the Plan, since transport is only very exceptionally an end in itself, but is rather a means to secure access to activities, services and facilities, which, in turn, largely define the “quality of life” enjoyed by individuals (and communities).
- The aim of the Plan, in strictly “transport” policy terms, must be to maximise the choice of access available to individuals in terms of alternative modes of transport, range of available destinations and times of travel – in a manner which seeks to reduce enforced dependency and to enhance independent choice.
- While there may be sound policy reasons for seeking to reduce the use, and (as a consequence) the choice, of certain modes of transport, these will not generally be transport-based reasons – except, possibly, in the specific context of reducing road traffic congestion. Road traffic congestion, however, does not feature among the many traffic-related issues in the Parish, as identified by respondents.

9. Communication

Overall commentary:

Access to the Internet:

With 80% of respondents having access to the Internet in their home, the value of creating a local Internet access point is questionable. There is also the question of where it might be located, particularly given that the 6 respondents, who do not have access to the Internet in their home and would find a local Internet access point useful, are located - 4 and 2 - between Dalham Village and Dunstall Green.

Interest in accessing local information:

Adults are, for the most part, interested in local affairs – and will seek information in a variety of ways. There is a significant level of interest in information about neighbouring Parishes, which could usefully be included in a Parish magazine.

Methods of receiving information:

64 respondents would prefer to receive information on paper copy, but 38 would prefer not. 35 would prefer to receive information by e-mail, and 68 would prefer not.

Personal communication:

73% of respondents think mobile phone coverage should be improved. It may be worth looking at non-intrusive ways in which this could be achieved.

Organised social events:

While the majority of respondents find the organised social events adequate, those who do not strongly favour events for children. These, and other, suggestions could perhaps be followed up by the Village Hall team.

Co-operative action:

There appears to be sufficient interest in a Good Neighbour Scheme, more so in Dalham, to warrant further investigation.

Key Findings

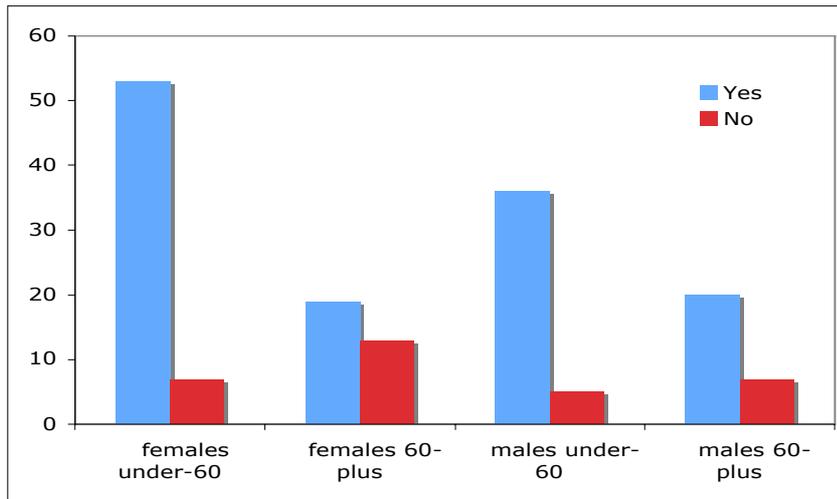
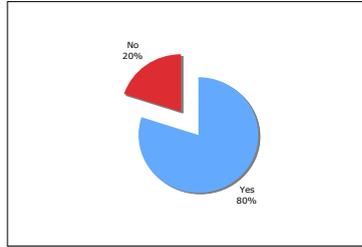
(Note percentages = yes *or* no answers, as a percentage of all yes *and* no answers to the point under consideration)

i. Internet access

Access to the Internet:

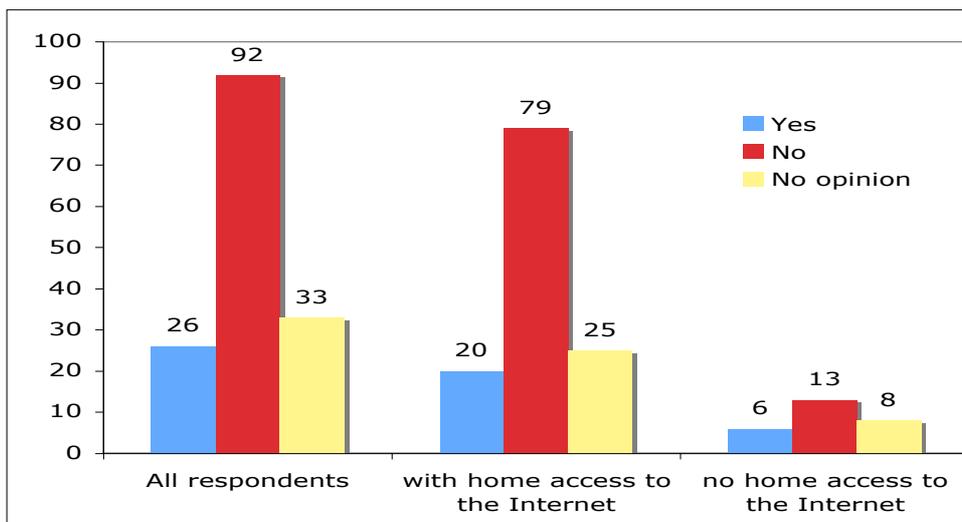
- Of the 128 respondents (80%) who have access to the Internet in their home, 22 would find a local Internet access point useful.
- Of the 32 respondents (20%) who do not have access to the Internet in their home:
 - only 6 would find a local Internet access point useful (4 adults in Dalham Village and 2 in Dunstall Green), of whom:
 - 3 would access a Parish website, and
 - 2 would prefer to receive information by e-mail;
 - 13 would not find a local Internet access point useful.

Q. Do you have access to the Internet in your home?



	Yes	No	No response	Yes, as % of Yes & No
All respondents	128	32	8	80%
females under-60	53	7	2	88%
females 60-plus	19	13	2	56%
males under-60	36	5	3	88%
males 60-plus	20	7	1	74%
Dalham Village	98	22	4	82%
females under-60	43	5	2	90%
females 60-plus	15	9	0	63%
males under-60	27	3	2	90%
males 60-plus	13	5	0	72%
Dunstall Green	30	10	4	75%
females under-60	10	2	0	83%
females 60-plus	4	4	2	50%
males under-60	9	2	1	82%
males 60-plus	7	2	1	78%

Q. Would you find a local internet access point useful?



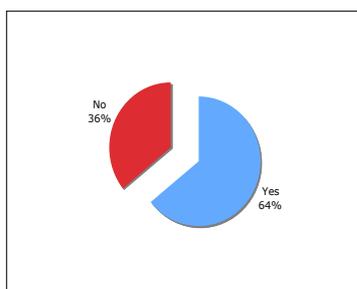
	Yes	No	No opinion	No response	Yes, as % of Yes & No
All respondents	26	92	33	15	22%
with home access to the Internet	20	79	25		20%
no home access to the Internet	6	13	8		32%

ii. Receiving information

Interest in accessing local information:

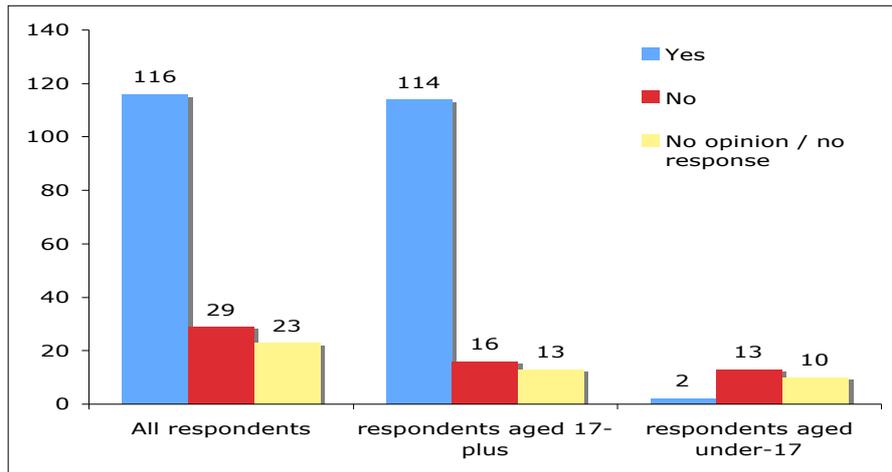
- 102 respondents (64%) use the Parish Notice Boards to gain information, 57 respondents (36%) do not.
- 114 adult respondents (87%) would read a regular Parish magazine; but only 2 respondents aged under-17 (14%) would do so.
- 83 respondents (63%), none under-20, would access a Parish website; but 33 respondents (31% of those with access to the Internet in their home) would not access a Parish website.
- 96 respondents (74%) would find information about facilities in neighbouring Parishes useful.

Q. Do you use the Parish Notice Boards to gain information?



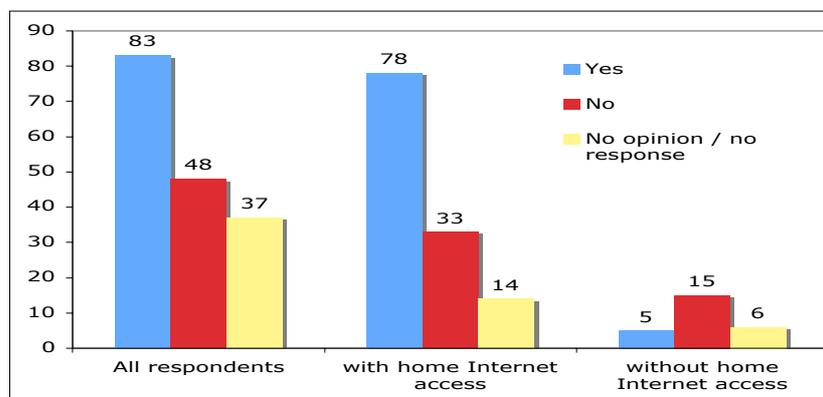
	Yes	No	No response	Yes, as % of Yes & No
All respondents	102	57	9	64%
Dalham Village	79	41	4	66%
Dunstall Green	23	15	5	61%

Q. Would you read a regular Parish magazine?



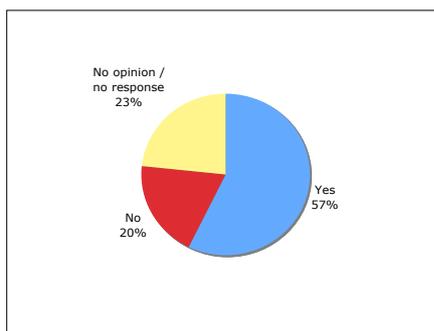
	Yes	No	No opinion / no response	Yes as % of Yes & No
All respondents	116	29	23	80%
respondents aged 17-plus	114	16	13	88%
respondents aged under-17	2	13	10	13%

Q. Would you access a Parish website?



	Yes	No	No opinion / no response	Yes, as % of Yes & No
All respondents	83	48	37	63%
with home Internet access	78	33	14	69%
without home Internet access	5	15	6	25%

Q. Would you find information about facilities in neighbouring parishes useful?



	Yes	No	No opinion / no response	Yes as % of Yes & No
All respondents	96	33	39	74%

Methods of receiving information:

Of those respondents who expressed a preference, and have access to the Internet in their home:

35 (34%) would prefer to receive information by e-mail, 68 (66%) would prefer not

64 (63%) would prefer to receive information by paper copy, 38 (37%) would prefer not.

However, the situation is further complicated, in that:

7 would prefer to receive information both by e-mail and on paper copy

23 would prefer to receive information by e-mail **but not** on paper copy

51 would prefer to receive information on paper copy **but not** by e-mail

14 would prefer not to receive information by either means.

Of those respondents who expressed a preference, but do not have access to the Internet in their home:

3 (13%) would prefer to receive information by e-mail, 21 (87%) would prefer not

18 (75%) would prefer to receive information by paper copy, 6 (25%) would prefer not.

However, the situation is further complicated, in that:

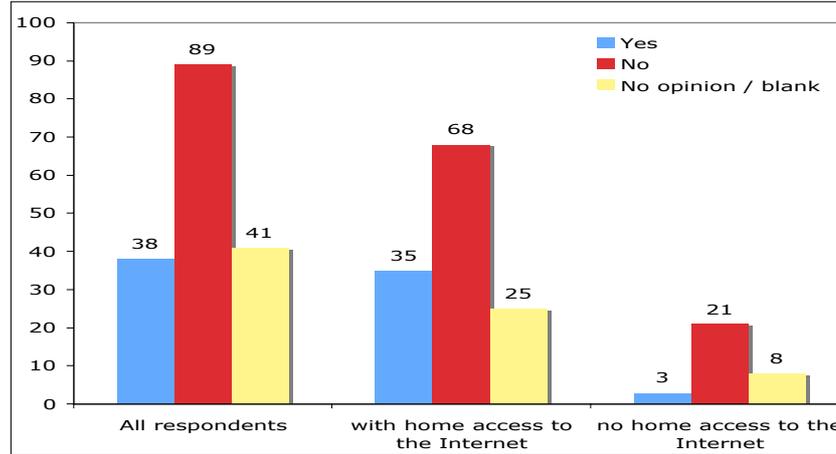
One would prefer to receive information both by e-mail and on paper copy

Two would prefer to receive information by e-mail **and not** on paper copy
 Sixteen would prefer to receive information on paper copy **and not** by e-mail
 Four would prefer not to receive information by either means.

These figures suggest, therefore, that:

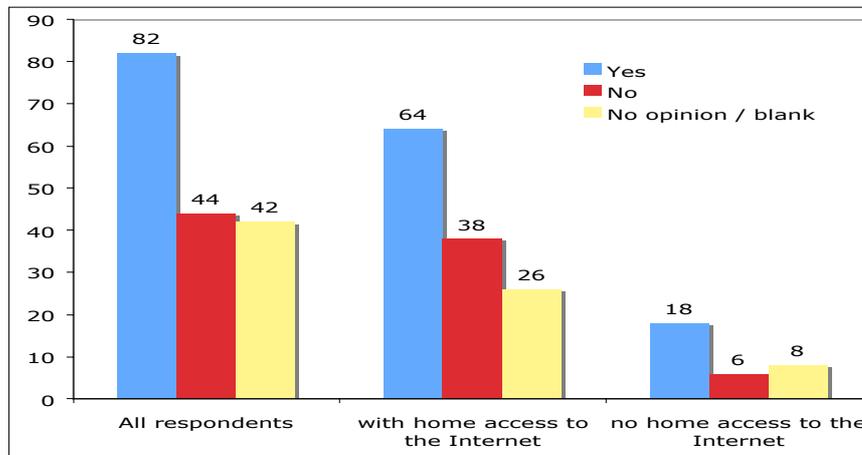
- 66% of potential recipients would positively prefer not to receive information by e-mail, and
- 65% of all respondents prefer to receive information on paper copy.

Q. Would you prefer to receive information by e-mail?



	Yes	No	No opinion / blank	Yes as % of Yes & No
All respondents	38	89	41	20%
with home access to the Internet	35	68	25	34%
no home access to the Internet	3	21	8	13%

Q. Would you prefer to receive information on paper copy?



	Yes	No	No opinion / blank	Yes as % of Yes & No
All respondents	82	44	42	65%
with home access to the Internet	64	38	26	63%
no home access to the Internet	18	6	8	75%

iii. Personal communications

Personal communications:

97 respondents (73%) think coverage should be improved, of whom:

75 live in Dalham, including:

8 who are under-20,

15 who are 70-plus; and

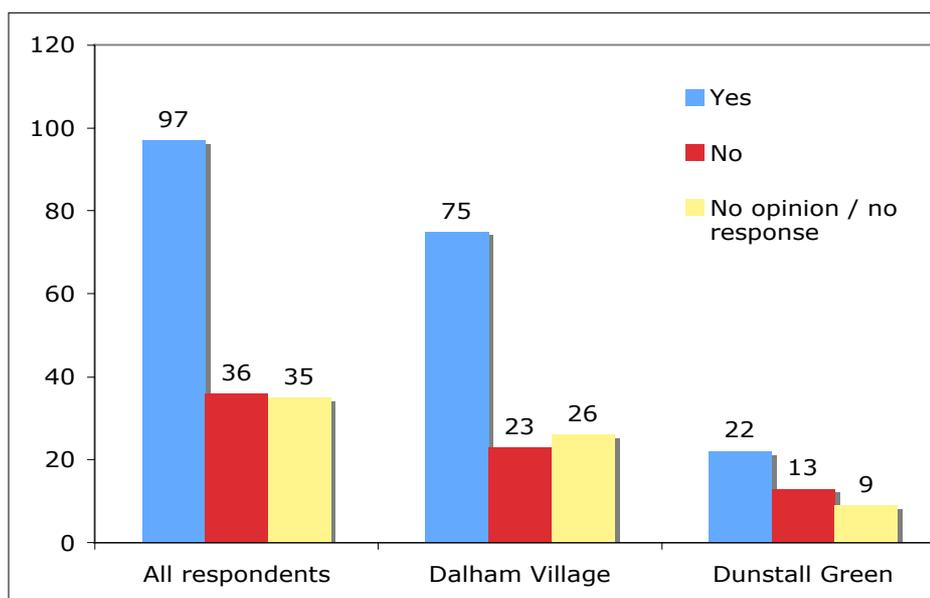
22 live in Dunstall Green, including:

none who are under-20,

2 who are 70-plus.

36 respondents (27%) think coverage should not be improved.

Q. Should mobile phone coverage be improved?



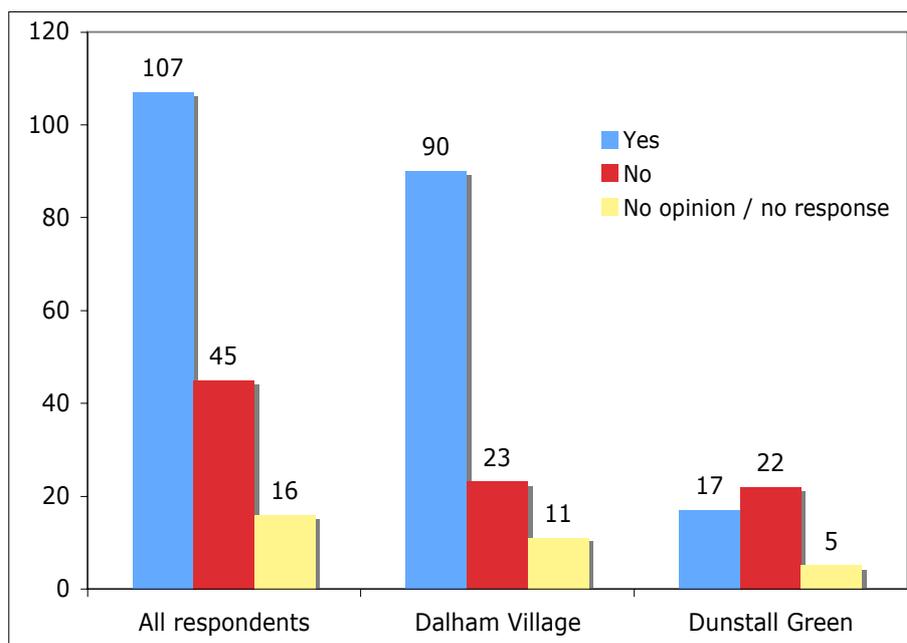
	Yes	No	No opinion / no response	Yes, as % of Yes & No
All respondents	97	36	35	73%
Dalham Village	75	23	26	77%
Dunstall Green	22	13	9	63%

iv. Organised social events

Organised social events:

- 107 respondents (70%) had attended organised social events in the village. [32 of these respondents think the variety of social events is not adequate for the needs of the Parish, but only 24 made suggestions for additional events.]
- Suggestions for additional events focus strongly on events involving children and young people.

Q. Do you attend organised social events in the village?



	Yes	No	No opinion / no response	Yes, as % of Yes & No
All respondents	107	45	16	70%
Dalham Village	90	23	11	80%
Dunstall Green	17	22	5	44%

v. Co-operative action

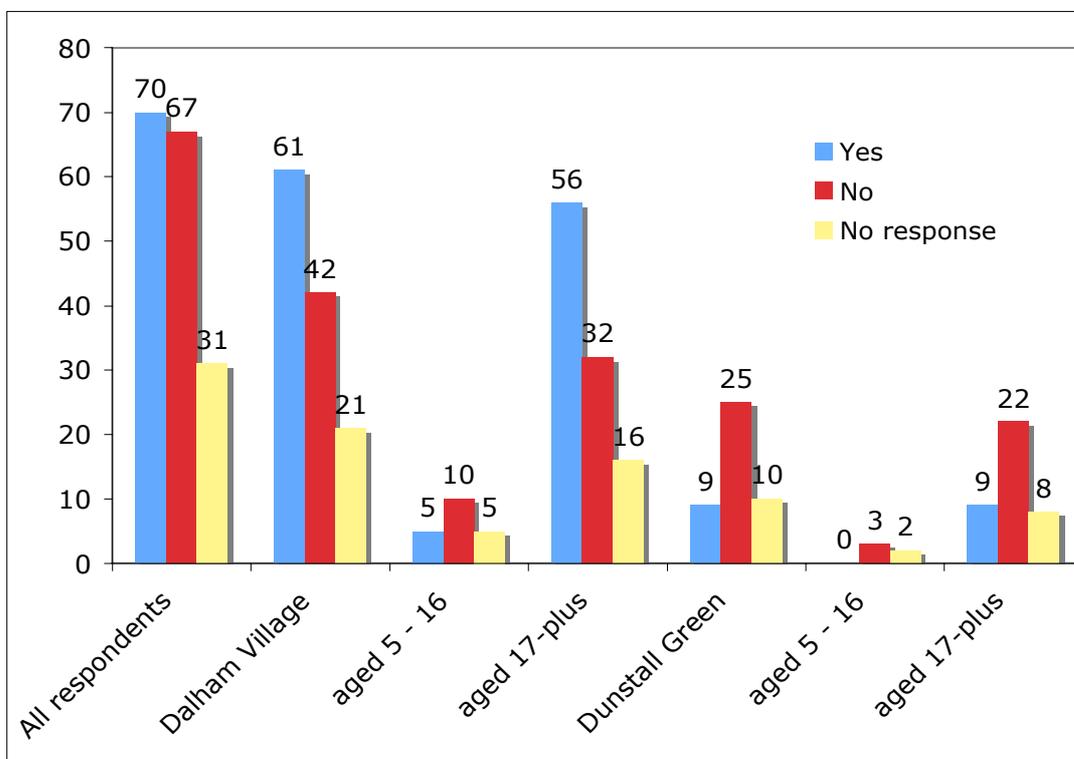
Co-operative action:

- 46 respondents (33%) would take part in a LETS scheme - of whom 28 are female, 18 are male and none are under-20 or 80-plus.
- 70 respondents (51%) would take part in a Good Neighbour scheme - of whom 44 are female and 26 are male.
- 39 respondents (25 female and 14 male) would support both schemes.

Q. Would you be interested in taking part in a LETS Scheme?

	Yes	No	No response	Yes, as % of Yes & No
All respondents	46	95	27	33%
Dalham Village	38	68	18	36%
aged 5 - 16	0	15	5	0%
aged 17-plus	38	53	13	42%
Dunstall Green	8	27	9	23%
aged 5 - 16	0	3	2	0%
aged 17-plus	8	24	7	25%

Q. Would you consider supporting the setting up of a Good Neighbour Scheme?



	Yes	No	No response	Yes, as % of Yes & No
All respondents	70	67	31	51%
Dalham Village	61	42	21	59%
aged 5 - 16	5	10	5	33%
aged 17-plus	56	32	16	64%
Dunstall Green	9	25	10	26%
aged 5 - 16	0	3	2	0%
aged 17-plus	9	22	8	29%

10. Children's/young people's findings

i. Respondents' overview

As indicated in the overall demographics of the Parish, a healthy proportion of families with children live in the Parish (22% of all households). A total of 26 children/young people between the ages of 5 and 16 inclusive completed a questionnaire, representing 90% of all those eligible and 15% of all questionnaires coded. To gain a clearer understanding of the opinions of the children/young people, it was decided that it would be appropriate to consider their responses independently from the overall review of the questionnaires, except with regard to those questions that were not specifically pertaining to them.

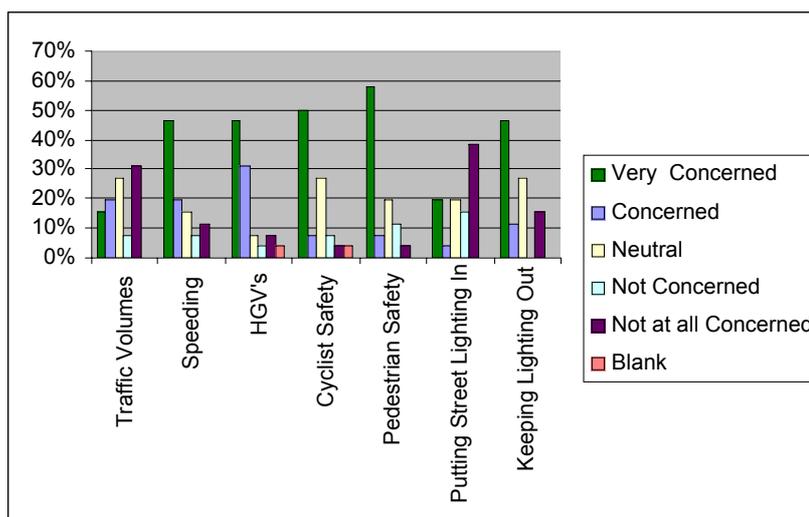
ii. The Parish and its Environment

On reviewing the section of the questionnaire in which people were invited to discuss those things they do and those things they do not like about the Parish, it became overwhelmingly apparent that the children/young people who completed the questionnaires are extremely happy to live here. Some of the words used by them in the "What do you like about the Parish" section included "quiet", "peaceful", "tranquil", "countryside". Some of the negative comments included "dirty river water", "poor state/poorly marked footpaths", "dull /stagnating". Additionally 8% of the young respondents commented on the lack of public transport and nowhere to play/lack of teenager and sporting facilities.

Broadly speaking, it can be stated that the aspects which contribute the most to the children's contentment in Dalham and Dunstall Green are the environmental characteristics, with 27% making positive comments about enjoying the rural environment we all share and 11.5% making positive comments about the river and the wildlife.

a. Road traffic/safety

Overall, traffic volumes appear not to be a big concern for the children/young people as the attached graph shows:



Speeding, however, is definitely a concern for them, with 65% of respondents indicating they were concerned or very concerned. The children were also concerned about HGVs driving through the village – 77% expressed themselves as concerned or very concerned about this issue, whilst the safety of cyclists was something that more than half were concerned or very concerned about. The issue that raised the highest level of ‘very concerned’ amongst the children was pedestrian safety, with more than 57% giving a ‘very concerned’ response.

At this point it may be worth suggesting that those expressing a greater level of concern for these topics may well be those children who are out and about in the village and playing outdoors.

It is also worth considering that as so many of the children indicated that they were concerned about other aspects of traffic related questions, they may possibly have misinterpreted the question relating to the ‘volume’ of traffic, maybe believing that it related to the sound levels caused, rather than to the numbers.

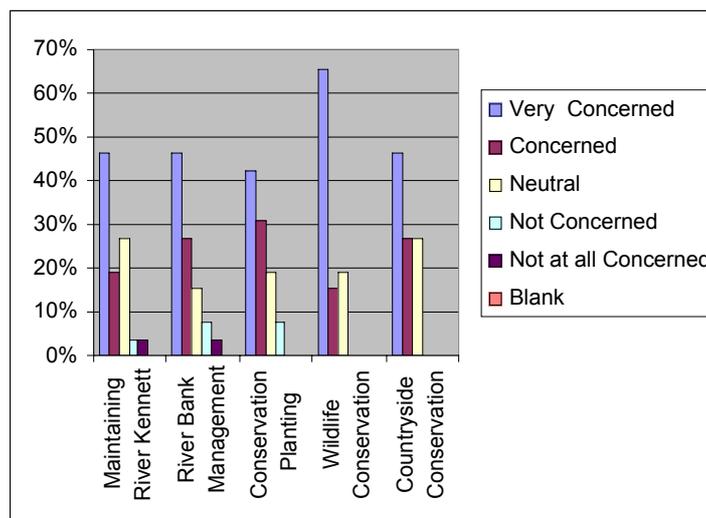
b. Proposed road safety and other initiatives

The questionnaire put forward a selection of possible initiatives to address some of the road safety and other issues and these were broadly met with mixed views, with almost as many for the suggestions as against:

	Yes %	No %	No opinion %
Improve pedestrian safety	53.8	42.3	3.9
Marked cycle path	46.2	42.3	11.5
Traffic calming measures	38.4	42.3	19.3
Measures to address climate change	50	15.4	34.6
A disaster strategy	57.7	19.3	23

Proposed measures to address some of the road safety issues were met with mixed views, as many indicating an interest as not. This may suggest that whilst some children embrace the idea of introducing measures to improve pedestrian safety, others have concerns that such measures would have an undesirable visual impact.

On the other hand, possible measures to address climate change and the introduction of a disaster response strategy were welcomed by at least half of respondents, although what those measures might be was not addressed.



c. Other issues

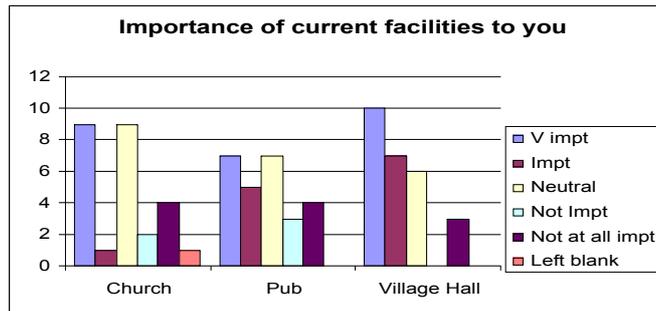
The results in relation to street lighting are unclear. However, anecdotal evidence suggests that many children do not want street lighting to be put into the village, which ties in with some results, which will be discussed later, that many young residents “like the village the way it is” and do not want it to change dramatically.

The results of the questionnaire suggest that the children have limited opinions on the subjects of light and noise pollution, whilst flood and crime prevention were placed higher on the list of priorities, with 57% of respondents voicing a concern for these areas. Litter and fly tipping too were seen as key, with 61% concerned or very concerned, and dog fouling was also mentioned by 11.5% of the children in the section where the respondents were invited to specify other causes of concern.

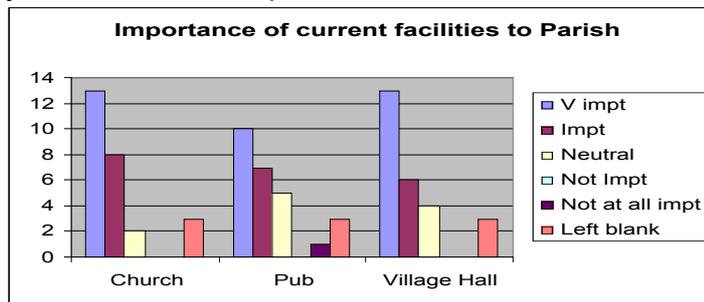
iii. Facilities and Leisure

1. Current facilities

Under the umbrella of current facilities, the Dalham Village Hall was the most popular meeting venue for the village youth, with a significant 65% deeming it to be either very important or important.

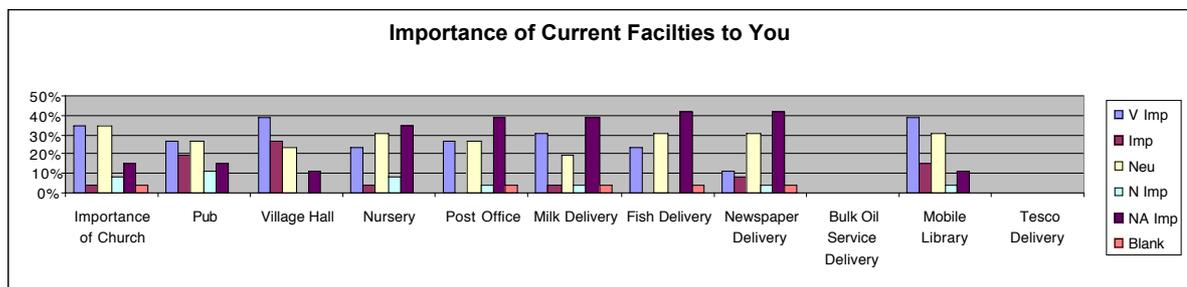


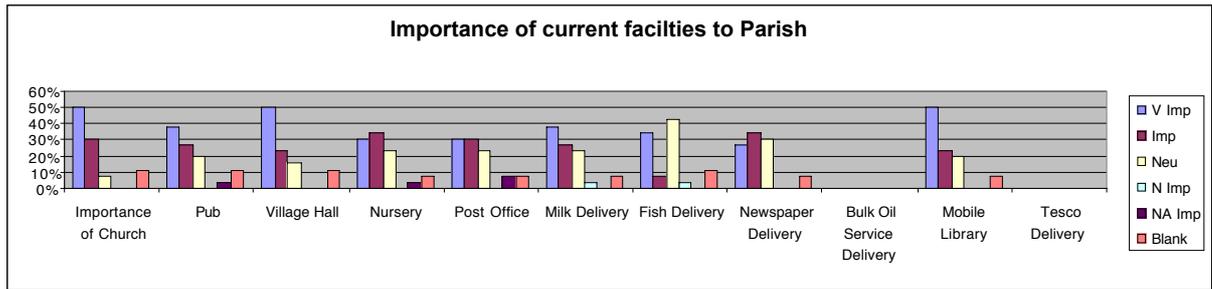
However, the children perceived all 3 of the existing facilities to be of great importance to the Parish as a whole, in fact the Church, Pub and Village Hall were all generally seen as more important to the Parish than to themselves.



2. Current facilities

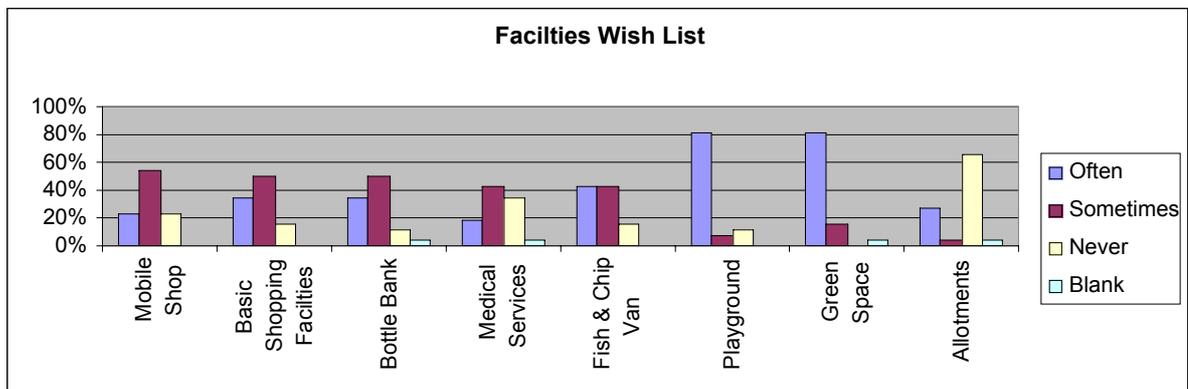
Current services in the Parish are largely mobile such as the mobile library and a variety of deliveries. Of these, in the village the mobile library was clearly the most popular service to the children, in fact equally as important to them as the facility offered by the Dalham Village Hall. The Pub was of secondary significance, while other services, such as newspaper, milk or fish deliveries, bulk oil deliveries etc were - fairly predictably - seen to be of negligible importance by the youth population for themselves but, other than bulk oil and Tesco delivery, some were deemed by them to play a significant role to the Parish as a whole.





3. Facilities wish list

Unsurprisingly, the children responded warmly to the idea of a playground and a green space, with a resounding 81% of respondents indicating they believed they would use such facilities often, with a further 10-15% suggesting they would use them sometimes. Other suggestions put forward in the questionnaire, such as shopping facilities, bottle banks, medical services etc, received lukewarm responses from the children.



However suggestions for additional facilities made by the children included a kids' club, a tennis court for general public use, and an ice cream van. (It's fantastic that this last requirement at least has recently been met, with the regular Sunday afternoon visit from Mr. Whippy!)

4. Activities

The children expressed very little interest overall to the section of the questionnaire asking which activities they would be interested in taking part in if they were offered. Out of the 12 activities suggested, only 4 received any support – arts and crafts had the support of 58% of the respondents, whilst table tennis, a youth club, and a holiday play scheme each had the support of 46% of the children. There was negligible interest in any of the other proposed activities. The question asking whether the respondent would be willing to run any of the schemes is not applicable to the children.

If transport were available to take the children to activities outside the Parish, then on the participatory side, 65% were interested in swimming, and 38% were interested in tennis. Badminton, football and skateboarding had very little support. On the spectator side, there was no interest in attending London shows, sporting events, or cultural shows even if there was transport provided.

5. Affordable housing

Fairly predictably again, the children who completed their questionnaires did not express a need for affordable housing in the Parish, either for themselves or their families.

iv. Communications

85% of the children answering this questionnaire have access to the Internet in their homes, and 19% said that they use the Parish notice boards to gain information. There was generally little inclination to discuss the 'Communication and Information within the Parish' section of the questionnaire, although 35% of the young people did say they would appreciate improvements in mobile coverage.

v. Social events

54% of the children who answered the questionnaire said that they sometimes attend organised social events in the village. 65% said that they thought that the variety of such social events is adequate for the Parish, yet there were other suggestions made for children's activities, including children's parties and plays. (Note there was a Christmas party arranged in 2007 and also in the summer of 2008 a production of Pinocchio in support of Village Hall funds, which indicate that the Parish is already on the right track for meeting the children's requirements in this respect).

vi. LETS & Good Neighbour Scheme

73% of the children said they had no interest in taking part in a LETS scheme, and 23% of the children said they would consider supporting the setting up of a Good Neighbour Scheme.

Overall, it has been the conclusion of the Children's Working Group that the children's answers to the questions relating to both LETS and the Good Neighbour scheme should not be taken in isolation, but would be better addressed as part of the results of the Parish in total.

Analysis of the ratio of adults' replies: children's replies, indicated no consistent undue differences – individual issue analysts have drawn attention to particular

cases wherever they considered young people's responses had different priorities or emphasis.

11. Additional ideas

The final question, data field 155, was a catchall requesting additional views from respondents on issues they felt had not been covered elsewhere by the questionnaire. This elicited a low level of response. In fact over 80% of respondents did not record any answer at all (either suggesting most considered it to have been comprehensive, or that the majority had developed writer's cramp!).

In total 33 responses were received from 30 individuals – 25 from Dalham and 5 from Dunstall Green. On the whole these responses were in the form of observations rather than complaints, or indications of omissions.

The majority of these observations proved to be one-offs and thus none could be of statistical significance, although some of them should be borne in mind when ideas for the Plan are considered.

Fourteen respondents mentioned seventeen specific issues, viz.:

the need for affordable housing; ensuring it was a quiet country village; countering housing development; introduction of street signs (undertaken since the fieldwork was conducted); preservation of the [Dalham] Village Hall; criticism of the Parish magazine's format; a suggestion that game birds from the Estate be open to purchase by residents (they are); a locally oriented questionnaire's 'failure' to address major social and government issues (surely an altogether different piece of research?); securing the future of the Affleck Arms; use of the Pub to stock basic foodstuffs (the Dalham milk delivery currently does this); clearance of the Sound's pond; establishment of a 'taxi service' driving pool; the need for conservation awareness.

There was also one accusation that the questionnaire was expensive (actually a completely false accusation as the questionnaire's production was supported entirely by generous donations from several sponsors and a considerable amount of the Planning Team's time).

A few points received multiple responses. Two individuals wanted the Village Hall preserved and wished to exploit its social integration capability. Another two suggested various improvements to the environment (concerning path clearance and hedges) and two more mentioned a reduction of the village speed limit to 20mph. Whilst three observed that their focus was on Ousden's, and not the Parish's facilities. Of the remaining 6 responses, all were coded unclassifiable and emanated from older (60+) Dalham village residents.

SECTION IV. Towards a Parish Plan

1. Primary needs/problems identified

The findings from the research demonstrated that the primary focus of the Parish Plan must be to address issues pertaining to the local environment – namely the natural environment, the built environment and the adverse impacts of road traffic. To an extent several events that have occurred since the fieldwork was undertaken have only served to indicate that this is the right course – we are referring to the very understandable furore over NATS air traffic proposals in early 2008 and the numerous expressions of concern by Parishioners over the state of trees' leaf cover being blighted by parasites (leaf mites) during the summer and autumn of 2008 and again in 2009.

The few facilities that have been retained in the Parish are all highly valued and the secondary key focus of the Plan will be to ensure their continued presence, as well as considering improvements and possible additions. Projects here could include support for the Village Hall re-build and encouraging the adoption of the long-standing local footpaths network rationalisation scheme. Additional facilities might also be sought including, where feasible, the creation of a children's play area, the re-instatement of a Post Office service and an extension to static and mobile shopping facilities.

The need to foster and maintain a socially cohesive community has also emerged as being significant. Tasks in this respect could include encouraging more events and activities, as well as enhancing personal communications within the community.

The whole issue of sustainability did not emerge from the initial issue defining process conducted by the Parish Plan Team. However, given the policy context review above and the verdict that (as with other small rural settlements) the Parish is inherently unsustainable, probably means that the issue of sustainability ought to be one that the Plan should consider addressing.

As was observed above, while this community should not be unduly troubled by the Rural Forum conclusion that the Parish is not sustainable, Dalham nevertheless needs to decide how responsive it wishes to be to the community's unsustainable nature. Should Dalham Parish decide unanimously to become a more responsible community and be seen to tackle climate change head-on? Or should it be left to individuals to continue to act independently as they see fit? Whichever route is preferred, carbon reduction measures, including enhanced availability of transport, 'non-car' choices and exploitation of renewable energy opportunities to support the 'Greenest County' agenda should at least be contemplated.

These four strands (environment, facilities, social cohesion and sustainability) are considered to constitute the broad framework of the Parish Plan.

2. Draft Plan

i. Modified 'Ideas for the Plan'

The original 'Ideas for the Plan' were circulated to the authorities and members of the Parish Council, as well as made available via the village website to the entire Parish, late in 2008.

This document represented the initial thoughts of the Parish Plan Team and was based on the Team's analysis of the data received from the research and the views of the various authorities consulted on the way. It was intended that these 'Ideas' should provide the basis for any input from residents, as well as from various service providers and their planners, in the form of comments on both the proposed policies and the suggested means of achieving them. Over the intervening months a good deal of input was duly received and, following further Plan Team meetings in early 2009, the original 'Ideas' document was duly modified.

The revised 'Ideas' document that follows now forms the basis for the Parish Plan and the Action Plans contained in Section I above. The document is divided into four sections, viz. environment, facilities/services, social cohesion and sustainability:

I. ENVIRONMENT

A. Protecting the countryside and actively contributing to the "Greenest County" agenda

1. Perceptions of the issues

1.1 Views of Parish residents

From both the open-ended responses to the 'Parish likes and dislikes section' and the rated responses to 'The Parish and its environment' of the Parish questionnaire, the issue of the 'Environment' emerged as being the main area of concern for residents - and particularly for children and young people (see Findings above).

1.2 The District context

In considering the issue of the local environment, the Plan must necessarily take account of the 'Dalham Conservation Area Appraisal' (DCAA) - in respect of the designated conservation area encompassing virtually all of Dalham Village and part of its immediate hinterland. The DCAA, which was adopted by Forest Heath District Council in April 2007, identified a range of environmental issues and suggested actions for addressing them.

Thus it is appropriate that these Appraisal issues be taken forward in the context of this Plan and it is suggested that the Appraisal's "suggested management proposals" are adopted as appropriate actions and incorporated into the Parish Action Plan. The issues, as summarised in the Appraisal document, are set out in the Appendices (see Appendix 7 below).

2. The local environment

Residents' responses to the Parish questionnaire dealt primarily with two, separately identifiable, aspects of the local environment - the natural environment and the built environment.

2.1 Protecting and enhancing the Natural Environment

The most significant issues identified by residents, in their responses to the Parish questionnaire, were:

- conservation of the countryside;
- conservation of wildlife;
- planting and conservation of trees;
- maintaining the River Kennett; and
- management of the river banks, roadside verges and ditches.

The Parish's ability to positively address these issues will be dependent on:

- assembling relevant data;
- 'tapping into' specialist advice (sourced from external 'professionals' and/or from knowledgeable individuals within the Parish) - preferably in the context of educating ourselves and our own volunteers; and
- developing appropriate plans of action for addressing each specific issue (or groups of issues).

A three-part programme of action is proposed:

- to establish a community involvement programme for interested residents and volunteers (particularly involving children and young people, who have a heightened concern about this issue) - to involve and educate using advice and guidance from knowledgeable local residents, plus established professional and community-based organisations, such as Natural England, Suffolk Wildlife Trust, etc.
- to develop a monitoring programme (incorporating existing programmes, where appropriate) to survey, and maintain inventories of trees and other flora and fauna in the Parish
- to promote good practice for the conservation and management of those identified species which are native or have sustainably adapted to the local environment (but to secure the removal, wherever practicable, of species which are alien, and sometimes hostile, to the local environment) by developing appropriate strategies, plans and/or proposals - having particular regard to strategies for:
 1. enhancing, and subsequently maintaining, the level, and quality, of water in the River Kennett (reference the 2001 Dalham Parish Council's ¹⁷ "River Kennett - Retention of water levels in Dalham, during periods of no or severely restricted river flow" approved by the Council on 2 August 2005 - see Appendix 8 and also the DCAA - see Appendix 7)
 2. progressively establishing, and maintaining, a high-quality sustainable management regime for the Kennett riverbanks in Dalham Village - having full regard to the conservation needs of local flora and fauna (reference the on-going birds and hedge survey results and also the DCAA - see Appendix 7)
 3. maintaining, and improving, the quality of roadside verges

¹⁷ Inspired by the Dalham Village Trust's 'aqueduct' proposal input.

4. clearing, and maintaining, roadside (and other relevant) ditches in order to minimise risks of flooding.

2.2 Improving the appearance of the local environment

Other issues, which were identified by many residents, in responses to the Parish questionnaire, were:

- control of litter and fly-tipping
- clearance of mud from roads
- removal of overhead power (and/or telephone) lines
- enhancing the appearance of the roadside verges
- reducing the incidence of dog-fouling on the roads.

It is considered that these issues should be addressed, and action is proposed, as follows:

- control of litter and fly-tipping:
 - develop (or secure the development of) and widely publicise, a procedure for reporting incidents of fly-tipping to the responsible authority
 - consider setting up regular litter removal working parties
- clearance of mud from roads:
 - develop (or secure the development of), and widely publicise, a procedure for reporting incidents of excessive mud on the road, which may be a safety hazard, to the responsible authority
- removal of overhead power (and/or telephone) lines:
 - investigate the feasibility/cost of relocating power/telephone lines underground
 - research possible funding sources
 - identify degree of disruption involved
 - if appropriate, develop a proposal for presentation to a Parish Meeting
- enhancing the appearance of roadside verges:
 - review current management techniques, with a view to identifying, and implementing, a more conservation-friendly approach
- reducing the incidence of dog-fouling on the roads:
 - develop (or secure the development of) and publicise a procedure for reporting incidents of dog-fouling to the responsible authority

2.3 Conserving and enhancing the Built Environment

The majority of residents, in their responses to the Parish questionnaire about facilities and leisure, identified:

- the Village Hall,
- the Pub, and
- the Church

as being important (or very important) both to themselves and to the Parish.

The questionnaire identified facilities generically (i.e. Church, Pub and Village Hall), rather than specifically, and thus it is possible that some Parish residents in Dunstall Green responded in the context of Ousden Village. Clearly, it would be wholly inappropriate for a Dalham Parish Plan to present policies or proposals in respect of current facilities in another Parish, and the Dalham Parish Plan must necessarily confine itself, in terms of its direct presentation of policies and proposals, to addressing issues as they relate to the Dalham Village Hall, the Affleck Arms and St Mary's Church, Dalham.

Nevertheless, it is appropriate that the issue of facilities, as it affects residents of the Parish living in Dunstall Green, should be further explored with those residents - possibly with a view

to establishing a basis for Dunstall Green representatives of Dalham Parish entering into a dialogue (on behalf of all residents in Dunstall Green) with Ousden Parish Council.

St. Mary's Church and the Affleck Arms are key strategic elements of the local built environment, and it is appropriate that a policy be included in the Plan to support actions to secure their conservation and enhancement. However it is recognised that any proposal for action would need to be approved by (and carried forward in co-operation with) the owners and the responsible authorities. But it is noted that the pub is in private hands and thus any recommendations made in the Plan must first be discussed with both the tenants and the owners.

As regards the Dalham Village Hall, planning approval has now been granted for demolition of the existing building and for the construction of a replacement building, though not all of the necessary funds are yet in place to do so.

Other buildings which are of individual significance to the local built environment are:

- the Lower Windmill on Stores Hill
- the barley malting kiln on Gazeley Road
- Dalham Hall, and
- The almshouses on Stores Hill

And it is appropriate that policies be included in the Plan to support actions to secure their conservation enhancement. However, again, it is recognised that any proposal for action would need to be approved by (and carried forward in co-operation with) the owners and/or the responsible authorities.

In respect of the Lower Windmill and the barley malting kiln, each is the subject of a suggested management proposal in the DCAA - see Appendix 7. It is considered appropriate that these proposals be incorporated into the Plan.

More generally, it is probably appropriate that the Plan should endorse the principled approach of the DCAA to the local built environment.

3. Responsibility for implementing these aspects of the Plan

Proposals, to give effect to approved actions, will be set out in the Action Plan. The proposals will naturally have to be kept under review, and possibly revised, in the course of the ongoing implementation of the Plan.

It is suggested that responsibility for coordinating the implementation of these aspects of the Plan should rest with the Parish Council in the first instance.

B. Road traffic issues

1. Perceptions of the issues

1.1 Views of Parish residents

Residents in the Parish have identified road traffic issues as being of only slightly less a concern than environmental issues, in terms of issues to be addressed by the Plan. They are particularly concerned about:

- the speed of road vehicles
- the number of heavy goods vehicles (HGVs)
- the number of road vehicles
- the safety of vulnerable road users (particularly, pedestrians and cyclists)

on all roads within the Parish. In respect of HGVs, there is also a particular concern that a Local Access Lorry Route through the Parish, and particularly through Dalham Village, is inappropriate.

The concerns are genuine and strongly felt.

1.2 Views of the responsible authorities

Actions to address the concerns, however, will need to be taken by the responsible authorities - i.e. Suffolk County Council, as the responsible highway authority, and Suffolk Police, as the authority responsible for enforcing road traffic regulations. Only these authorities have the powers and the resources required.

The wider reality, as identified by Suffolk County Council and by the police, is that:

- no personal injury/accident has been recorded in the Parish in the last five years (and probably over a rather longer period)
- the speed of vehicles using roads within the Parish is significantly less, *in relative terms*, than that of vehicles at many similar locations within the County
- similarly, the number of road vehicles (including the number of heavy goods vehicles) using roads within the Parish is again significantly less, *in relative terms*, than the numbers at many other similar locations within the County
- the designation of the Local Access Lorry Route is appropriate in the context of the County Council's adopted Transport Plan.

1.3 Why the disparity of views?

In large measure, this apparently irreconcilable disparity of view is attributable to the very quality, and human-scale, of the local environment which residents in the Parish are seeking to protect and enhance, including an absence of and a resistance to:

- built-up footways, protected by kerbs, alongside our roads
- potential proposals for road widening or junction "improvements"
- "hard-engineered" traffic calming measures, such as 'road humps', 'speed cushions', engineered 'entry treatments', 'traffic signals', 'electronic speed-activated warning signs', etc.

This is a wholly understandable approach to protecting our local environment, however it actively exposes vulnerable road users to the impact of vehicles using our roads. Pedestrians, cyclists, riders, motorcyclists, cars, vans, lorries and buses are all competing with each other for a share of our limited roadspace.

The conventional response of a highway authority (the County Council) to resolving such "pedestrian/vehicle" conflicts is to use "hard engineering" treatments to either physically "segregate" motor vehicles from pedestrians and cyclists (with the ultimate level of segregation being a by-pass) or to "calm" the excesses of motor vehicle use. While the conventional response of a road traffic regulatory authority (the Police) is to more rigorously enforce the regulations, the extent to which such responses will be applied and the attendant scarce resources expended, will be proportional to the relevant authority's prioritisation of the problems within their areas.

Dalham is evaluated by both the County Council and the Police as a low priority.

Equally, it would appear there is no realistic chance of physical or regulatory measures being introduced to *selectively* curb the use of roads in the Parish by HGVs or to remove the “advisory” designation of the B1085 as a Local Access Lorry Route.

2. A Dalham approach?

If it is accepted, as appears to be inevitable, that we will not succeed in a competition to prove that our problems are worse, and our needs greater, than those experienced by other bidders for the scarce resources, then the question becomes - is there another way?

Is there a way that will make our roads safer and protect our local environment and quality of life?

Our best opportunity appears to be that, in addition to bidding for conventional “highways” funding (wherever we can identify a sufficiently robust case to meet established SCC criteria), we compete on our own terms, namely, those of *conserving and enhancing what is already a high quality local environment*.

To this end, a threefold approach to addressing road traffic issues in the Parish is suggested:

2.1 Actions in the short-term:

To make good all the standard historical deficiencies (which should be presented to the responsible authorities as entitlements), including:

- installing such traffic signs, road markings, etc. as are necessary to secure the safety of road users (particularly vulnerable pedestrians and cyclists);
- removing all unnecessary “street clutter” (i.e. road markings, signage etc.);
- obtaining road traffic surveys at each location where excessive vehicle speed is identified as a potentially critical safety issue - as a means of informing further action;
- securing robust, and accountable, programmes of effective highway maintenance.

To consider the appropriateness of training volunteers, under the “Community Speed Watch Scheme”, to use speed cameras.

2.2 Actions in the medium-term:

To implement, proposals:

- where our local physical eccentricities permit, to introduce environmentally sensitive traffic calming measures, providing “low-cost / high-value” benefits; and
- where local road traffic surveys have identified excessive vehicle speed as being a critical safety factor, to secure appropriate, and sensitive, traffic calming and/or speed limitation.

2.3 Actions in the longer-term:

To directly capitalise on the existing high quality of our local environment, and justify proposed *longer-term “improvements”* on the basis of conserving and enhancing that high quality. Such an approach will afford the opportunity of comprehensively addressing the many road traffic issues along the key axis of pedestrian movement in the Parish, namely that length of The Street / Gazeley Road in Dalham Village, between Stores Hill (at the Affleck Bridge) and the “Chestnut Avenue” footpath to St Mary’s Church.

As a number of traffic issues, especially in 2.2 and 2.3 (above) have area-wide implications, consideration should possibly also be given to liaison with neighbouring Parish councils

(including those in Cambridgeshire) to examine unilateral opportunities for developing wider area proposals and/or lobbying.

3. Responsibility for implementing these aspects of the Plan

Proposals, to give effect to the threefold approach, if approved, will be set out - by location - in the Action Plan. Although specific in their presentation, the proposals will naturally have to be kept under review, and possibly revised, in the course of the ongoing implementation of the Plan.

It is suggested that:

- responsibility for coordinating the implementation of these aspects of the Plan should rest with the Parish Council in the first instance, and
- wherever appropriate, consideration should be given to liaison with neighbouring parish councils (including those in Cambridgeshire) to examine opportunities to jointly developing wider area problems and/or lobbying.

II. PARISH FACILITIES/SERVICES

1. Perceptions of the issues

1.1 Views of Parish residents

In response to questions about facilities and leisure activities, there was a broad equality of support for the Village Hall, the Church and the Pub. With regards to services, the Post Office, the mobile library, the nursery and bulk oil delivery were all highly rated, both to the Parish and to the individuals themselves.

2 Infrastructure

Dalham Village Hall

- current facilities:
 - community and social events and activities
 - public and private meetings, societies, clubs, etc.
 - pre-school on weekday mornings during term-time
 - Wednesday afternoon post-office (service currently lapsed)
 - availability, by arrangement, for private hire
- opportunities for expanding the use of, and for improving/extending, the facilities (noting that the existing hall is currently programmed for demolition, prior to building of a new hall):
 - the Dalham Village Hall Charity should be encouraged to continue to actively involve all residents (including, in particular, children, young people, older people and representatives of specific "interest" groups) in the planning of facilities and their uses.

St Mary's Church

- current facilities:
 - regular church services (every two weeks, in rota with 4 other Parish churches)
 - special church services
 - full range of personally-initiated church services (i.e. baptisms, weddings, funerals, etc.)
 - availability for private prayer at all times
- opportunities for expanding the use of, and for improving/extending, the facilities:

- possible sensitive use of premises for community events, such as concerts, in appropriate circumstances (and, as appropriate, with the Parochial Church Council liaising with the Village Hall Charity).

Affleck Arms¹⁸

- current facilities:
 - full range of “public house” services, seven days a week
 - lunch/evening meals service - as advertised
 - availability of facilities (including a marquee), by arrangement, for private parties/functions
 - special promotions (i.e. the Dalham Real Ale Festival)
 - bed & breakfast service
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - possibility of reinstating/developing “special interest” luncheon club activities
 - possibility of liaison with the Dalham Village Hall Charity and the Dalham Parochial Church Council over support for major Parish/Village events
 - possibility of developing additional services such as:
 - _ an extension of the existing business
 - _ a parallel business initiative, i.e. post-office, retail outlet, etc.
 - _ provision of catering and/or bar services to functions elsewhere in Parish.

Public Footpath network

- current facilities:
 - the Parish is generously provided with a range of complementary footpaths
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - promote the adoption the local network rationalisation scheme [include relevant maps]
 - reinstate the regular maintenance of paths, including cutting of foliage/nettles during the summer to maintain usage
 - install interpretation signage to maximise educational opportunities among locals (particularly, among children and young people) and visitors

3. Local services

Mobile library service

- current facilities:
 - library service (for 20 minutes, on every second Saturday morning)
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - actively promote greater use of the facility, particularly amongst children, young people and older people (noting that the Parish Council, in its response to public consultation about the future of the service, had stressed its vital importance to the residents of Dalham Village and, in particular, to the children, and had sought the addition of a “stop” at Dunstall Green).

Other mobile services

- current facilities:
 - mobile fish shop (Friday)
 - there are two separate newspaper delivery services operating. One service ‘drops’ (Monday - Saturday) at a central location in Dalham Village and the other is a home delivery service (see below).
- opportunities for expanding the use of, and for improving/extending, the facilities:

¹⁸ In connection with this facility it is worth noting that the FHDC’s Economic and Tourism department has identified a key theme within its development strategy “the need to support local shops and services to ensure economic sustainability of local communities.”

- regularly review options for enhancing the range, and availability, of services, and publicise any beneficial outcome.

Home delivery services

- current facilities:
 - milk round (also providing a limited range of provisions) - currently 13 households in Dalham Village; the figure for Dunstall Green is not known.
 - heating oil (including discounted bulk delivery scheme)
 - LPG
 - Tesco and Ocado (Waitrose) currently operate home delivery grocery services
 - the second newspaper delivery service (Monday - Saturday) delivers direct to some homes in Dalham Village and the immediate area of Dalham Hall
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - promote greater uptake and extension of the facilities; and regularly review options for enhancing the range, and availability, of services, and publicise any beneficial outcome.

Static services

- current facilities
 - Affleck Arms bottle bank
 - Telephone kiosk
 - Post box
 - post office (see Dalham Village Hall, above)
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - actively promote greater use of the bottle bank; and regularly review options for enhancing the range, and availability, of services (see also Affleck Arms, above), and publicise any beneficial outcome.

Local bus service

- current facilities:
 - The service operates Monday to Saturday, and on each day provides:
 - 8 each-way direct journeys between Dalham Village and Newmarket
 - 4 each-way direct journeys between Dalham Village and both Bury and Haverhill
 - 4 each-way direct journeys between Dunstall Green and both Bury and Newmarket.
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - publicise the availability of the service
 - promote greater use of the service
 - promote the provision of later afternoon, evening and Sunday journeys.

4. Local facilities

Facilities for children and young people

- current facilities:
 - None
- opportunities for developing facilities:
 - identify the specific needs, and potential levels of support, for a playground, a green space and/or a club [Note: in planning terms, although Dalham Village is a conservation area, a project such as this is considered by FHDC (as the local planning authority) to be permitted development]¹⁹

¹⁹ FHDC's Cultural Services have considered Dalham's circumstances and stated they "would...look favourably at working with the village on any requests for further play development opportunities."

- on the basis of identified needs, locate possible sites, research funding sources and develop proposals
- consider community transport to access facilities outside the Parish (such as swimming pools etc.)

Post office services

- current facilities:
 - the previous “Wednesday afternoon service” in the Dalham Village Hall has lapsed, and there is currently no dedicated facility
- opportunities for developing facilities:
 - review the options for:
 - reinstating, and for expanding, the previous “one-afternoon-a-week” service, either in the Village Hall or at an alternative venue
 - actively promoting, and facilitating the use of, the “five-and-a-half-days-a-week” post office at Moulton.

Mobile phone reception

- current facilities:
 - there is currently limited viable reception in Dalham Village
- opportunities for developing the facility:
 - investigate, and subsequently promote, means to improve, and secure reliable, mobile phone coverage in Dalham Village.

5. Emergency Planning

Almost three quarters of residents in Dalham Village responding to the Parish questionnaire were in favour of an initiative for “a disaster response strategy (i.e. in case of severe flooding, loss of electricity etc.)”. While there were positive responses from some Dunstall Green residents, it was not generally identified as a priority issue. Thus developing such a strategy might in the first instance be considered for Dalham Village.

In an emergency, residents' first recourse must always be to the “blue light” emergency services of the Ambulance, Fire and Police services - the professionals! That said, however, there is clear merit in having a strategy for Dalham Village, which would help ensure that local people were not left without support in the sort of disaster situations where the emergency services might be overwhelmed, and unable to assist, or where individuals might be physically cut off from such support.

Accordingly, it is proposed that detailed consideration should be given to the development of an Emergency Plan to create an appropriate “disaster response strategy” for Dalham Village.

6. Responsibility for implementing these aspects of the Plan

Proposals, to give effect to the actions identified above, will be set out in the Action Plan. The proposals will naturally have to be kept under review, and possibly revised, in the course of the ongoing implementation of the Plan.

- It is suggested that responsibility for coordinating the implementation of these aspects of the Plan should rest with the Parish Council in the first instance, in close liaison with all organisations, bodies and individuals having specific responsibilities for, or interests in, specific facilities within the Parish.

III. SOCIAL

Towards an even more cohesive community

1 Perceptions of the issues

1.1 Views of Parish residents

While the Parish questionnaire did not explicitly explore this inclusive (i.e. "more cohesive") policy, it nevertheless requested residents' views on communications and leisure activities. Residents' responses and their implications are considered below.

1.2 Views of Suffolk County Council

The Suffolk Community Strategy calls for the development of "a more cohesive community".

2 Stimulating Social interaction

2.1 Communications

It is generally acknowledged that good communications are at the heart of healthy communities. For this reason communications were dealt with in some detail in the questionnaire. Not surprisingly there is a relatively wide range of communications media active in the Parish, and there are many communicators. A large majority of residents, in their responses to the Parish questionnaire, expressed strong interest and varying preferences for different media.

Therefore it is suggested there would be benefit to all, were there to be a neutral forum available, in having a mutually supportive exchange of views and ideas and, possibly, some degree of cooperation and interactive working. Such a forum could reasonably have as its remit:

- to promote the maintenance and enhancement, in ways which are mutually supportive, of the various sources of local information, including:
 - the Parish Magazine,
 - the Parish Council website, and any other "open-access" websites based within the Parish,
 - the Parish Council notice boards, and other "open-access" notice boards in the Parish,
 - the Church Newsletter, and
 - a Neighbourhood Watch newsletter (if available);
- to specifically promote the establishment of new public "open-access" notice boards alongside the current Parish Council notice boards;
- to obtain and disseminate information from, and about, neighbouring Parishes;
- to promote mechanisms for engaging children and young people in local affairs; and
- to develop, and coordinate the use of, mechanisms to circulate information - so as to ensure, as far as practicable, that all residents receive circulated information in a form acceptable to them.

2.2 Activities

The key focus for community-based functions within the Parish is the Dalham Village Hall. Recognising that the Dalham Village Hall Charity is responsible for the operation of the Village Hall, the Charity should be encouraged (or if the Charity feels unable to do so, the PC) to host periodic open meetings - say once or twice a year - at which the Parochial Church Council, the

Parish Council (or the Charity) and the Affleck Arms will be invited to be represented, for the purpose of:

- reviewing community activity in the Parish over the previous period;
- receiving, and considering, proposals for reviewing previous/current activities or introducing new activities (including activities for children and young people);
- exploiting the 'Pub as a hub' scheme;
- considering ways of increasing/enhancing the social events calendar for:
 - events within the Parish, with a view to raising usage levels of the available venues (i.e. the Dalham Village Hall, the Affleck Arms and, in appropriate circumstances, St. Mary's Church), including opportunities for promoting:
 - the establishment of a regular (e.g. monthly) clubs and additional societies/clubs,
 - arts & crafts activities, and
 - activities for children and young people;
 - events outside the Parish, including:
 - event-based trips to, say, London for shows and exhibitions etc., and
 - periodic extra-Parish events; and
- developing, and publishing, an activities timetable.

2.3 Cooperative action

While the Parish questionnaire revealed interest in setting up a Good Neighbour scheme (over 40% of respondents), it will be necessary to confirm the existence of a viable level of committed support. A Parish Meeting, called for the specific purpose of considering such a scheme and facilitated by Suffolk ACRE, is recognised by Suffolk ACRE (the responsible co-ordinating body) as the proper mechanism for establishing the degree of support for, and commitment to, such a scheme.

3. Context

Involvement of Dunstall Green residents in Parish activities:

- given the relatively low level of Dunstall Green residents' participation in community activities in Dalham Village Hall (as suggested by the questionnaire responses), their relative proximity to Ousden Village and, in some instances, their support for community activities in Ousden Parish, consideration should be given to ways in which the needs and interests of Dunstall Green residents might be better addressed within the Parish.

Crime prevention:

- encourage participants in Neighbourhood Watch to better promote, and publicise, its activities - thereby providing public reassurance about measures being taken, or promoted, to support crime prevention activities.

Noise pollution:

- develop (or secure the development of), and widely publicise, a procedure for reporting incidents of undue/excessive noise to the responsible authority.

4. Responsibility for implementing these aspects of the Plan

Proposals, to give effect to approved actions, will be set out in the Action Plan. The proposals will naturally have to be kept under review, and possibly revised, in the course of the ongoing implementation of the Plan.

- It is suggested that responsibility for coordinating the implementation of these aspects of the Plan should rest with the Parish Council in the first instance (except where it is proposed that the Dalham Village Hall Charity accepts responsibility - see para. 2.2 above).

IV. SUSTAINABILITY

1. Views of the Parish residents and relevance of sustainability to a Parish Plan

Regional and district strategies consider the issue of sustainability (and related development policies). In this context, the Parish of Dalham is deemed to be unsustainable. While residents should not be unduly concerned by this conclusion, as the Parish is - in this respect - typical of many communities of this size and larger, it does nevertheless demonstrate a need for the Parish to consider addressing the issue of the community's sustainability. A Parish Plan is an appropriate vehicle for consideration of the issue.

While this is a complex issue, there are nevertheless two aspects of sustainability that are relevant to the Plan, namely:

- local (essentially social) sustainability and
- global sustainability.

While neither of these matters were specifically addressed in the Parish questionnaire, a question was posed to determine respondents' support for 'measures to address the possible effects of climate change'. A substantial minority (almost 40%) were in favour of such measures - though no specific measure was mentioned.

2. Local sustainability

Forest Heath District Council, in its emerging Local Development Framework (LDF), addresses, and indeed substantially defines, the issue of "local sustainability" as it affects the Parish. The LDF identifies the village of Dalham, together with five other villages, as "small settlements" within "the countryside". The LDF then goes on to state, with reference to small settlements, that:

"... These villages will lose their development boundary, preventing infill, so that development will only be permitted in exceptional circumstances. Such exceptions might be for affordable housing where a local need has been identified or small-scale employment can be operationally justified and where developments cannot be met in a more sustainable location. Criteria to be applied to planning applications for such developments will be set out in development control policies. The primary reason for their classification is due to:

- their remoteness from a town (more than five kilometres) combined with their small size and lack of facilities, and hence the high degree of car dependency of their residents to access shops, jobs, school and leisure facilities; and/or
- their landscape dominated character and appearance and the scattered nature of the existing buildings."

The "social" component of local sustainability is also of key importance to the Plan, particularly in respect of future community cohesion. While, as in any healthy community, there will be some inflow and outflow of residents to/from the Parish, it ought to be an objective of the Plan to ensure that, as far as practicable, residents' moves away from the Parish occur by choice. It is not a mark of a healthy community where residents, with strong

ties to the community, are obliged to leave by force of circumstance and against their choice. In a Parish which has no large settlements, is remote from a town and has few indigenous facilities, it will not always be possible to avoid some degree of enforced choice - but the Parish ought to consider ways of minimising the occurrence of such circumstances. The key areas in which the Plan may be able to assist are those of transport and housing.

2.1 Transport

Residents, responding to the Parish questionnaire, overwhelmingly identified themselves as "having access to their own transport". The basis of this access was not tested further in the questionnaire. Clearly, however, not all respondents were car drivers. A small number of residents identified themselves as "not having access to their own transport", of whom most also identified themselves as "regularly using the local bus service" (which currently operates no evening or Sunday journeys). A significant majority of residents, however, identified themselves as "never using the local bus service".

These responses accord with the LDF statement that there is a "high degree of car dependency of (Dalham) residents to access shops, jobs, school and leisure facilities". The LDF also identifies, quoting 2001 census figures, 7 households without a car and 44 households with 2 or more cars, out of a total of 93 households in the village of Dalham.

The available data, while it clearly identifies some core factors, namely:

- a high overall dependence on car use
- a small number of residents dependent on non-car means of transport
- a distinct absence of choice of alternatives to car use for many journeys (and necessarily, therefore, an absence of choice of car use and/or ownership in those instances),

nevertheless this limited data leaves a significant number of relevant questions unanswered.

Given the vulnerable nature of the Parish in terms of its transport-related sustainability, it is considered essential that a further specifically transport-related residents' survey - to establish the current patterns of residents' access to, and use of, transport, their current perceptions of available transport choices and their perceived future needs for transport - is undertaken.

Meanwhile, pending the outcome of the survey, action should be initiated to residents to reduce their dependence on car use and to improve residents' ability to make independent travel choices by:

- promoting the choice of existing non-car alternatives to car use;
- promoting the use of facilities and services available within the Parish (see plan component II above);
- providing, where appropriate, secure and attractive facilities for pedestrians and users of non-car means of transport;
- promoting enhancements of the range and availability of home-delivery services (in terms of what, to whom, when, how frequent, cost, etc.);
- encouraging the use of the Internet and/or telephone ordering of goods and services; and
- securing, or negotiating with others to secure, improved choices of non-car alternatives to car use, including car sharing, viz. the Suffolk 'Car Share Scheme'.

The progressive expansion of available travel choices will help enable those residents, who wish to do so, to begin to consider reducing their car use and, perhaps ultimately, dependence on car ownership.

2.2 Alternative/affordable housing

In common with many of the surrounding villages, a few residents, responding to the Parish questionnaire, did identify concerns about the future availability of housing to meet anticipated needs for themselves or other members of their households. By definition, such potential needs are difficult to quantify - but it is an issue that merits being kept under review.

It is considered that the implications for the Parish of the housing policies set out in FHDC's Local Development Framework (LDF) should be the subject of periodic review, in the context of the Parish's emerging demographic composition, with a view to making any necessary representations to the responsible authorities at the appropriate time and, as appropriate, consulting with FHDC's Housing Strategy Team and the Rural Enabling Officer.

It is also important to retain an awareness of the contribution which the three almshouses located on Stores Hill can make to meeting the housing needs of the locality.

3. Global sustainability

The objective of securing "global sustainability" sets the current context for plan-making at an international, national, regional, district and local level, with the key purpose of redressing the global manifestations of climate change, global warming and "peak oil". At every level, the twin aims of plan-making are to reduce carbon emissions and to reduce the excessive consumption of increasingly scarce, and price sensitive, oil resources - and thereby contribute to countering the increasing risks of potentially irreversible climate change and the uncertain challenges of life after "peak oil".

The Government's Climate Change Act of 2008 came into force in spring 2009 with the setting of carbon budgets that are designed to tackle climate change for most sectors of the economy. These budgets will impact on households as they are being told to reduce carbon emissions over the course of the next decade by a substantial 29%. Given the predicted rises of 16 - 25% (rumours circulated about increases of up to 60%) in the cost of energy by 2020, action to secure energy savings now clearly makes sense. In this context, the Parish and its residents will increasingly need to consider how best to reduce energy consumption - possibly with the assistance of Government loans to offset the cost of installing micro-generation systems - and come to accept its commensurate share of responsibility as part of a wider human effort.

3.1 Energy use and recycling

Around 40 percent of all residents' responses to the Parish Questionnaire were in favour of measures to address the possible effects of climate change.

Perhaps more detailed consideration might be given to the identification of possible measures. As with the issue of local sustainability, the Plan is an appropriate vehicle in which to consider this matter more fully. Measures to assist with addressing climate change could include:

- promoting means whereby residents are better enabled to reduce their carbon footprints (having regard also to the latest version of the C-Red education programme and/or packs) and/or advice available from the Energy Saving Trust;
- reducing residents' dependency on car use and/or ownership;
- promoting non-car alternatives to car use;
- raising, by a variety of means, residents' awareness of the use, re-use and re-cycling of materials;
- exploring the potential for the use and/or development of renewable energy within the Parish, including reinstatement of the practice of coppicing, utilisation of multi-fuel

burners, installation of domestic renewable energy-generation equipment (such as solar panels), etc.

4. Responsibility for implementing these aspects of the plan

Proposals, to give effect to approved actions, will be set out in the Action Plan. The proposals will naturally have to be kept under review, and possibly revised, in the course of the ongoing implementation of the Plan.

It is suggested that responsibility for co-ordinating the implementation of these aspects of the Plan should rest with the Parish Council in the first instance.

ii. Action Plan development

At the outset of the Plan preparation process, it was envisioned that an Action Plan would be developed as an integral component of the adopted Plan, perhaps along the following lines:

“The vision for the community will be translated into a SMART (i.e. Specific. Measurable. Achievable. Realistic. Time-bound) action plan. This action plan is likely to involve a spread of community activities and should outline the influence it needs to bring to bear on statutory bodies. This plan will also be prioritised and indicate potential relevant partners, as well as the implementation processes to adopt and scale the resources required.”²⁰

iii. Next steps

Following its consideration of the responses to its original ‘Ideas for the Plan’, the Team revised the text to produce this formal draft Parish Plan, which it is hoped will secure the broadest possible measure of community agreement. It has then drawn up Action Plans (see Section I above) to effect the implementation of the proposals contained in this draft Parish Plan.

The Action Plan makes clear the recommendations in respect of:

- the objective(s) to be addressed
- the strategy/tactics (actions) to be adopted/undertaken
- the proposed implementation process, including:
 - responsibility
 - time-scale
 - resources required and their source

Prior to a further Parish Meeting, the draft Action Plans will be made available via the Dalham Village website as well as circulated to all organisations/bodies

²⁰ Cited in the original project proposal

representing interest groups within the Parish, and any residents (by request), for consideration. An advisory note will be circulated to all households in the Parish. The full documents (the draft Plan and Action Plans) will also be placed on the Parish website (www.dalham.com).

After the expiry of the period for consideration, the draft Plan and associated draft Action Plan, will be presented to a further and (hopefully) final Parish Meeting, with a view to its adoption by that Meeting – with or without amendment – as the adopted ‘final’ Dalham Parish Plan.

At this point, unless the Parish Meeting determines that a further round of consultation is required, the Parish Plan Team, subject only to arranging publication of the adopted Plan, will stand down. It is nevertheless assumed that this adopted Plan, in due course, will require periodic review/revision.

The PC will be expected to review the Action Plan two or three times a year and formally include this topic as an agenda item on the Annual Parish Meeting.

It is to be suggested that one way of helping the PC to do this, as there are parties who have declared an interest in helping the Parish to solve some issues, could be for the PC to involve these individuals, possibly in the form of advisory groups to support the PC, in meeting with this reviewing requirement. This arrangement might also in turn be reviewed, following the Annual Parish Meeting.

In the future it is hoped sufficient volunteers, both within and outside the Parish Council, will emerge with the necessary enthusiasm, energy and stamina to continue the Parish Action Plan process. For now the Parish Plan Team as a whole will step down and make way for others to take up the baton. We wish this new generation of Plan Team members well.

Appendices

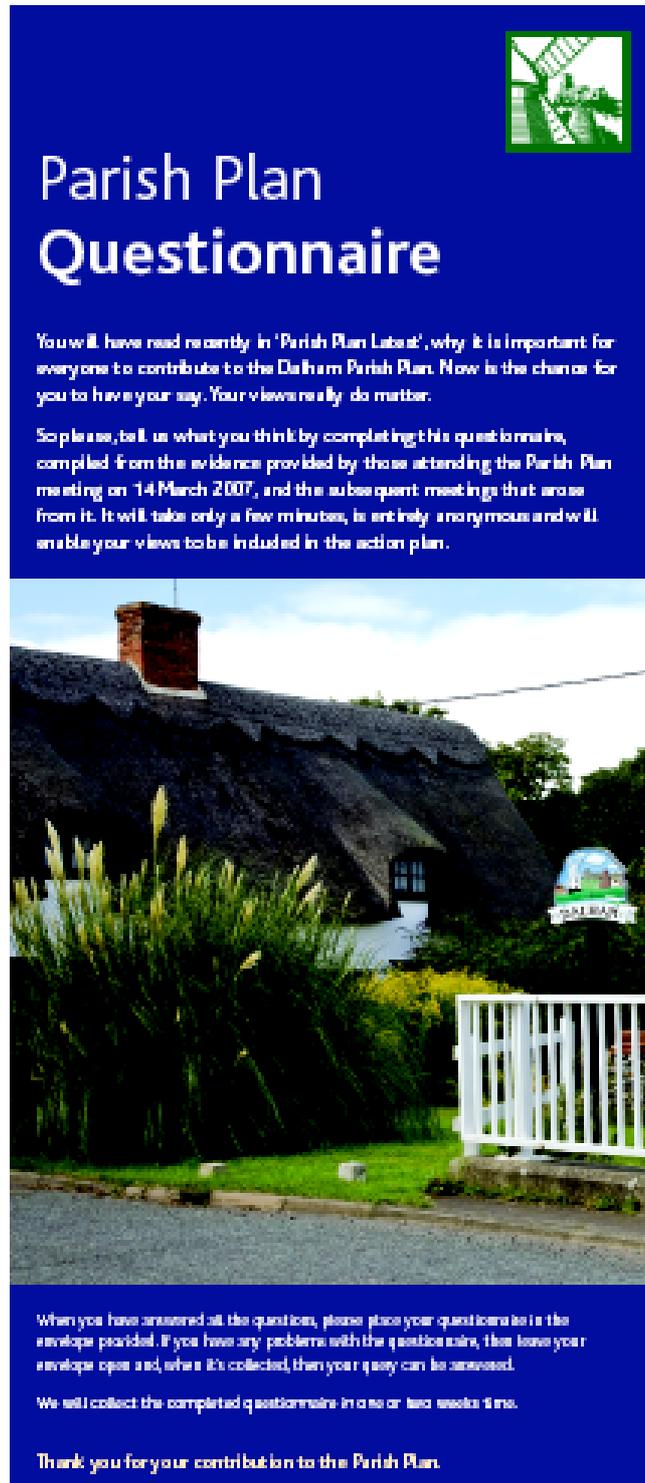
Appendix 1. Rural Action East's Rural Themes

- RT 1 Local Democracy
- RT 2 Access to health care
- RT 3 Affordable Housing
- RT 4 Market Housing
- RT 5 Facilities for teenagers
- RT 6 Facilities for young children
- RT 7 Facilities for older people
- RT 8 Cultural, Sporting & Recreational Facilities
- RT 9 Community Safety
- RT 10 Public Transport provision
- RT 11 Community Transport
- RT 12 Traffic Management
- RT 13 Parking
- RT 14 Road & Footpath Maintenance
- RT 15 Public Rights of Way
- RT 16 Jobs & Local Economy
- RT 17 Shopping & Services
- RT 18 Provision of Local Schools
- RT 19 Access to training and skills development
- RT 20 Built Environment
- RT 21 Natural Environment
- RT 22 Environmental Health and Pollution
- RT 23 Recycling & Waste Management
- RT 24 Energy and energy efficiency
- RT 25 Risk Management (flooding)
- RT 26 Access to Information
- RT 27 Community Assets
- RT 28 Emergency Planning
- RT 29 Voluntary & Community Activity

Appendix 2. Fieldwork

i. Questionnaire

A six-page DL questionnaire was produced:





Parish Plan Questionnaire

You will have read recently in 'Parish Plan Latest', why it is important for everyone to contribute to the Dalham Parish Plan. Now is the chance for you to have your say. Your views really do matter.

So please, tell us what you think by completing this questionnaire, compiled from the evidence provided by those attending the Parish Plan meeting on 14 March 2007, and the subsequent meetings that arose from it. It will take only a few minutes, is entirely anonymous and will enable your views to be included in the action plan.



When you have answered all the questions, please place your questionnaire in the envelope provided. If you have any problems with the questionnaire, then leave your envelope open and, when it's collected, then your query can be answered.

We will collect the completed questionnaire in one or two weeks time.

Thank you for your contribution to the Parish Plan.

ii. Fieldwork issues

As was explained in the Background's Introduction, this questionnaire was designed to gather an impression of what constituted the key issues for the Parish and their relative importance. It consisted of five sections: demographic details; open-ended 'likes and dislikes'; the Parish and its environment; facilities and leisure; communications.

Every effort was made to ensure that the questions were phrased in such a way as to be equally relevant to both Dalham and Dunstall Green residents - hence the general references in the 'Facilities' section to the Church, Pub and Village Hall. And care was exercised over the subsequent analysis of Parishioners' responses to ensure this distinction was not overlooked.

It was decided that this would be an anonymous questionnaire. But, early on, it was realised that the respondent's location within the Parish could influence their perspective on certain issues, for instance the attitude towards road traffic (even at an early stage of analysis this proved revealing – see 'Environment' analysis above) appeared to be partially a function of a respondent's location within the village. As questionnaire collectors were assigned specific geographical patches of the Parish, individual collector's questionnaires could be ascribed to particular segments of the Parish. As each questionnaire was separately numbered, while preserving anonymity, the segment of the Parish from which each questionnaire derived could thus be captured and analysed. There are 4 different segments to Dalham (south, central, north and outlying - essentially the Hall and its environs) and two sections to Dunstall Green (the Ousden and Denham ends, dividing at Nine Elms).

Note 1: wherever the document refers to residents, it can usually be assumed to mean respondents. Where possible this error should have been corrected throughout, but some examples may have been overlooked in the editing process.

Note 2: Coding – the coding frames for the open-ended questions with text answers can be found in Appendix 5 section ii.

Appendix 3. Draft project timetable

Project Phase	Week #	Parish Activity	Outside Authorities	Suffolk ACRE
I. Set-up				
	11	<p>14-Mar Parish Meeting #1</p> <p>Map of area showing Estate & Dunstall Green required</p> <p>Display/Information gathering devices</p> <p>Presentation outlining benefits & indicating plan content</p> <p>Participation Events/Action</p> <p>Photos of village</p> <p>Children's drawing competition - A Day In Dalham</p> <p>Gathering of data/plans regarding Parish problems and issues</p> <p>Register</p> <p>Terms of Reference confirmed, new names</p>	<p>Initiate contacts with authorities</p> <p>Initiate contacts</p> <p>Funding available?</p>	<p>Attendance/facilitation</p>
	12	<p>March 2007 Meeting details & web site content confirmation</p> <p>Team members attend Suffolk ACRE 'Planning Workshop'</p>		<p>Planning Workshop</p>
	13	<p>March 2007 Meeting of Team</p>		
	14	<p>April 2007 Drafting of leaflet explaining decisions etc. together with self-completion questionnaire (finalisation)</p> <p>Suggestion boxes sited at V.H., Pub., Church & on Web</p> <p>Distribution of questionnaire & leaflet</p>		
II. Gathering & analysing results				
	15	<p>April 2007 Monitor response rate/activity</p>		
	16	<p>Collate data/D.P.</p>		
	17	<p>Initial analysis & decision on next steps</p>		
	18-23	<p>May/June 2007 Identify & talk to Special Interest Groups*</p>		
	24	<p>June 2007 Meeting of Team</p>		
	25-26	<p>Examine response rates/activity</p>		
	27-28	<p>Collate results</p>		
	29-30	<p>Analyse</p>		
	31	<p>July 2007 Meeting of Team</p>		
	32-37	<p>July/Aug 2007 Preparation of provisional Parish Plan</p>		
	38	<p>Sept 2007 Meeting of Team</p>		
III. Agreeing the Plans				
	40	<p>October 2007 Parish Meeting #2 (possibly with use of outside Facilitator)</p> <p>Presentation/display of participants events</p> <p>Provisional Plan Presentation</p> <p>Short-form summary/leave-behind leaflet</p> <p>Distribute summary</p> <p>Supplementary to this meeting in November</p> <p>Parish Wait-Judgemental Workshop</p>	<p>Attendance</p>	<p>Attendance/facilitation</p>
	41-43	<p>October 2007 Comments questionnaire</p>		
	44	<p>October 2007 Monitor response/activity</p>		
	45-48	<p>Nov 2007 Collate results/D.P.</p>		
	49	<p>December 2007 Meeting of Team</p>		
	50	<p>December 2007 Meeting of Team</p>		
	51-57	<p>Dec 07-Jan 08 Modify Plan and develop Action Plan</p>		
	59	<p>February 2008 Parish Meeting #3 (possibly with use of outside Facilitator)</p> <p>Presentation of Plan</p> <p>Ratification of Parish Plan & Action Plan</p>	<p>Attendance</p>	<p>Attendance/facilitation</p>
	60-65	<p>Publish Plan & Action Plan</p> <p>Distribute plans</p>		
	Spring 2008	<p>Implementation</p>		
	Autumn 2008 onwards	<p>Regular follow-ups by Parish Council</p>		
				<p>Level one prep. time - 5 hours</p> <p>Level two prep. time - 10 hours</p> <p>Level three prep. time - 15 hours</p> <p>2 hours @ attendees per meeting = 12 hours by 11 meetings = 132 hours @ £8.25 per hr = £825 of community contribution</p>
				<p>* Currently identified as PCC, V.H.C., Alms Houses, Play Group, Pub., Estate, Home workers, PO, but open to review as result of data analysis</p>

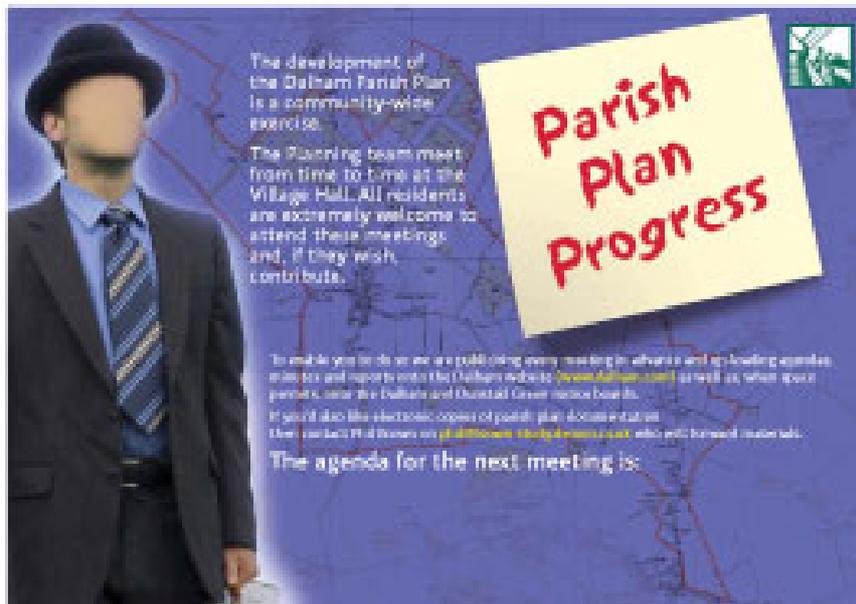
Appendix 4. Publicity support materials

Various leaflets and posters, initially based on the faceless bureaucrat theme, were produced to publicise key meetings:

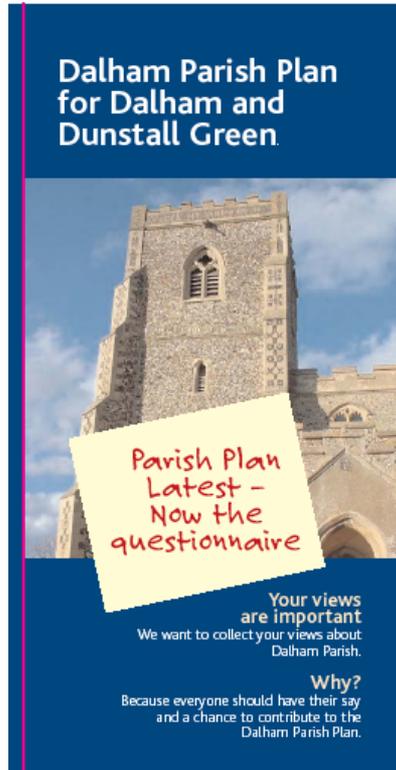
Leaflet announcing the first Parish Meeting in 2007:



Poster promoting various planning progress meetings, 2007:



Leaflet accompanying the questionnaire in autumn 2007:



Leaflet/poster announcing the autumn 2008 presentation of the research Findings and ideas for the Plan:



Appendix 5. Data fields and coding frames

i. Data fields

The collected data was divided into five core categories and, in the case of some categories, these were further sub-divided into discrete segments thus:

- A. Demographics - fields 1 – 9
- B. Transport – fields 10 - 13
- C. Overall views – fields 14 - 17
- D. Attitudes
 - a. Environment
 - i. Built environment – fields 18 - 50
 - ii. Natural environment – fields 53 – 64
 - iii. Initiatives – fields 66 – 76
 - b. Facilities & leisure
 - i. Facility importance – fields 79 - 84
 - ii. Importance of available services – fields 85 - 100
 - iii. Added services likely usage – fields 101 - 109
 - iv. Activity participation - fields 110 – 123b.
 - v. If transport available, would attend – fields 124 - 136
 - vi. Housing issues – fields 137 – 140
 - c. Communications
 - i. Information sources – fields 141 - 149
 - ii. Social events fields 150 – 152 c.
 - iii. Schemes – fields 153 & 154
- E. Any gaps? - field 155

The description of each data field is followed by the codes allocated to responses. For those questions that elicited text responses, specific coding frames were developed (see later section below).

Note that not every field was necessarily used.

<p>A. Demographics</p> <p>1. Respondent number ###</p> <p>2. Where living? D/DG/O</p> <p>3. Residence type M/2ndy</p> <p>4. Length of residence x Months</p> <p>5. Household size 1/2/3/4/5/0/6/7/8/9/10 10+</p> <p>6. Gender M/F</p> <p>7. Age 5-9/10-16/17-19/ 20-29/30-39/40-49/50-59/60-69/70-79/80+</p> <p>8. Occupation status Full in education/employment/self-employed from home/in Parish/out of Parish voluntary work/homemaker/unemploy'd/retired/other Part in education/employment/self-employed from home/in Parish/out of Parish voluntary work/homemaker/unemploy'd/retired/other</p> <p>9. Disabled? Y/N</p> <p>Fields 10 –13 Transport</p> <p>Fields 14 – 17 Views about the Parish (see coding details at p. 116 – 119 below)</p>	<p>D. Attitudes</p> <p><u>a. Environment</u></p> <p><i>i. Built environment</i></p> <p>0=Blank</p> <p>18. Traffic volume concern 1/2/3/4/5/0</p> <p>19. Traffic volume relative significance 1/2/3/4/5/0</p> <p>20. Speeding concern 1/2/3/4/5/0</p> <p>21. Speeding relative significance 1/2/3/4/5/0</p> <p>22. HGV's concern 1/2/3/4/5/0</p> <p>23. HGV's relative significance 1/2/3/4/5/0</p> <p>24. Cyclist safety concern 1/2/3/4/5/0</p> <p>25. Cyclist safety relative significance 1/2/3/4/5/0</p> <p>26. Pedestrian safety concern 1/2/3/4/5/0</p> <p>27. Pedestrian safety relative significance 1/2/3/4/5/0</p> <p>28. Street lighting installation concern 1/2/3/4/5/0</p> <p>29. Street lighting installation relative significan 1/2/3/4/5/0</p> <p>30. Street light absence concern 1/2/3/4/5/0</p> <p>31. Street light absence relative significance 1/2/3/4/5/0</p> <p>32. Lighting ambiguous responses <u>unambiguous/</u> <u>ambiguous</u></p> <p>33. Re-evaluation of relative significance 1/2/3/4</p>
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<p>B. Transport use</p> <p>10. Own transport? Y/N 11. Bus use R/S/Never 12. Taxi use R/S/Never 13. Dial-a-ride R/S/Never</p>	<p>34. Pollution – light concern 1/2/3/4/5/0 35. Pollution - light relative significance 1/2/3/4/5/0 36. Pollution – noise concern 1/2/3/4/5/0 37. Pollution – noise relative significance 1/2/3/4/5/0</p>
<p>C. Overall views</p> <p>14. Positives ## 15. Positives Text - Themes/details (for codes see coding frame)</p> <p>16. Negatives ## 17. Negatives Text - Themes/details (for codes see coding frame)</p>	<p>39. Flood prevention concern 1/2/3/4/5/0 40. Flood prevention relative significance 1/2/3/4/5/0 41. Crime prevention concern 1/2/3/4/5/0 42. Crime prevention relative significance 1/2/3/4/5/0 43. Overhead line removal concern 1/2/3/4/5/0 44. Overhead line removal relative significance 1/2/3/4/5/0 45. Litter control concern 1/2/3/4/5/0 46. Litter control relative significance 1/2/3/4/5/0 47. Mud clearance concern 1/2/3/4/5/0 48. Mud clearance relative significance 1/2/3/4/5/0 50 a/b/c/d/e/f/g/h/i. Other concerns a/b/c/d/e/f/g/h/i</p>

<p>D. continued</p> <p><i>ii. Natural environment</i></p> <p>53. River maintenance concern 1/2/3/4/5/0 54. River maintenance relative significance 1/2/3/4/5/0 55. River banks concern 1/2/3/4/5/0 56. River banks relative significance 1/2/3/4/5/0 57. Tree conservation concern 1/2/3/4/5/0 58. Tree conservation relative significance 1/2/3/4/5/0 59. Wildlife conservation concern 1/2/3/4/5/0 60. Wildlife conservation relative significance 1/2/3/4/5/0 61. Countryside conservation concern 1/2/3/4/5/0 62. Countryside conservation relative significance 1/2/3/4/5/0</p>	<p><u>b. Facilities & leisure</u></p> <p><i>i. Facility importance</i></p> <p>79. Church to you 1/2/3/4/5/0 80. Church for Parish 1/2/3/4/5/0 81. Pub to you 1/2/3/4/5/0 82. Pub for Parish 1/2/3/4/5/0 83. Village Hall to you 1/2/3/4/5/0 84. Village Hall for Parish 1/2/3/4/5/0</p> <p><i>ii. Importance of available services</i></p> <p>85. Nursery – self 1/2/3/4/5/0 86. Nursery – for Parish 1/2/3/4/5/0 87. Post office – for self 1/2/3/4/5/0</p>
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<p>64. a/b/c/d/e/f Other concern a/b/c/d/e/f</p>	<p>88. Post office – for Parish 1/2/3/4/5/0</p>
<p>iii. Initiatives 66. Pedestrian safety favour 1/2/3/0 67. Pedestrian safety relative significance 1/2/3/4/5/0 68. Cycle path favour 1/2/3/0 69. Cycle path relative significance 1/2/3/4/5/0 70. Traffic calming favour 1/2/3/0 71. Traffic calming relative significance 1/2/3/4/5/0 72. Climate change favour 1/2/3/0 73. Climate change relative significance 1/2/3/4/5/0 74. Disaster strategy favour 1/2/3/0 75. Disaster strategy relative significance 1/2/3/4/5/0 1= Y, 2=N, 3=No opinion & 0=blank</p>	<p>89. Milk delivery – for self 1/2/3/4/5/0 90. Milk delivery – for Parish 1/2/3/4/5/0 91. Fish delivery – for self 1/2/3/4/5/0 92. Fish delivery – for Parish 1/2/3/4/5/0 93. Newspaper delivery – for self 1/2/3/4/5/0 94. Newspaper delivery - for Parish 1/2/3/4/5/0 95. Bulk oil delivery – for self 1/2/3/4/5/0 96. Bulk oil delivery - for Parish 1/2/3/4/5/0 97. Mobile library – for self 1/2/3/4/5/0 98. Mobile library – for Parish 1/2/3/4/5/0 99. Shop delivery – for self 1/2/3/4/5/0 100. Shop delivery - for Parish 1/2/3/4/5/0</p>
<p>76. a/b/c/d/e/f/g Other favoured a/b/c/d/e/f/g</p>	<p>iii. Added service's likely usage 101. Mobile shop O/S/N 102. Basic shopping facilities O/S/N 103. Bottle bank O/S/N 104. Medical services O/S/N 105. Fish & chips van O/S/N 106. Playground O/S/N 107. Green space O/S/N 108. Allotments O/S/N 109. a/b/c/d Other a/b/c/d O= often, S= sometimes, N= never</p>

<p>iv. Activity participation</p> <p>110. Aerobics Y/N/BL</p> <p>111. Bridge Y/N/BL</p> <p>112. Arts/crafts Y/N/BL</p> <p>113. Darts Y/N/BL</p> <p>114. Day classes Y/N/BL</p> <p>115. Evening classes Y/N/BL</p> <p>116. Pilates Y/N/BL</p> <p>117. Plant & seed exchange Y/N/BL</p> <p>118. Table tennis Y/N/BL</p> <p>120. Yoga Y/N/BL</p> <p>121. Youth club Y/N/BL</p> <p>122. Holiday play scheme Y/N/BL</p> <p>122. a/b/c/d/e/f/g/Other Text</p> <p>123. Prepared to run something Y/N/BL</p> <p>123.b Activity(ies) prepared to run Text</p> <p>v. If transport available, would attend</p> <p>124. Swimming Y/N/BL</p> <p>125. Badminton Y/N/BL</p>	<p>c. Communications</p> <p>i. Information sources</p> <p>141. Have home Internet access Y/N/BL</p> <p>142. Use Parish notice boards Y/N/BL</p> <p>143. Local Internet access point Y/N/No op/BL</p> <p>144. Access a Parish web site Y/N/No op/BL</p> <p>145. Read a regular Parish magazine Y/N/No op/BL</p> <p>146. Information on neighbouring Parishes Y/N/No op/BL</p> <p>147. Information delivery by email Y/N/No op/BL</p> <p>148. Information delivery by hand Y/N/No op/BL</p> <p>149. Improve mobile phone coverage Y/N/No op/BL</p> <p>ii. Social events</p> <p>150. Attend events Y/N/S/BL</p> <p>151. Event variety adequate Y/N/BL</p> <p>152b. Numbers of points suggested Numeric ##</p> <p>152.c. Other events suggested Text No op= no opinion</p>
<p>126. Football Y/N/BL</p> <p>127. Tennis Y/N/BL</p> <p>128. Skateboarding Y/N/BL</p> <p>129. Rugby Y/N/BL</p> <p>131. Other Y/N /BL</p> <p>132. London shows Y/N/BL</p> <p>133. Sporting events Y/N/BL</p> <p>134. Cultural shows Y/N/BL</p> <p>136. a/b/c Other attended Y/N/BL</p>	<p>iii. Schemes</p> <p>153. Interest in LETS Y/N/BL</p> <p>154. Interest in Good Neighbour Y/N/BL</p>
<p>vi. Housing issues</p> <p>137. Need for alternative housing – self Y/N/BL</p> <p>138. Need for alternative housing – other family member Y/N/BL</p> <p>139. Type of housing proposed Text</p> <p>140. When required? 1-5/6-10/11-15/15+</p>	<p>E. Gaps?</p> <p>155. Items not covered/additional issues mentioned Text/BL</p>

ii. Coding frames

The coding frames created to summarise text answers were as follows:

Note that, in order to simplify data processing the code numbers for positive and negative responses were kept consistent.

Data field 15 'POSITIVES'

1. Everything/as it is/very good

2. Aesthetic points

21 Quiet/peaceful/tranquil/peace/backwater/ambience

22 Like the Parish/pleasant place/picturesque/rural/
rural location/attractive/unspoilt/ well preserved

23 Village as it is/village setting/traditional village/pretty village/small/nice
village/quaint village

24 Sense of history/unchanging/antiquity

25 Remoteness

26 Lack of pollution – light/noise

27 Positive views about built environment – architecture/attractive
properties/not many houses/no in-fill/lack of modern development/lack of
urbanisation/conservation area

28 No street lighting/no footpaths [i.e. pavements]

29 Specific aspects – sunsets/sky at night

2.10 Little traffic

3. Environment

31 Value statements – Beautiful scenery/beautiful location/ beauty of
countryside/landscape views/ visually stunning/unspoilt/conservation area/
views/pretty/very attractive/

32 Physical statements – countryside/ part of the countryside/rural
nature/ wide open spaces/geographical situation/rural
situation/landscape/green environment/unspoilt countryside

33 The river/stream

34 Wildlife/owls hooting

35 Wealth of flora & fauna on doorstep/lots of trees

4. Facilities

41 Village Hall

42 Windmill

43 Church

44 Pub

45 Location/good access to larger towns/proximity/good location

46 Walks/footpaths/access to countryside/good walks

- 47 Bus service/bus service to Newmarket
- 48 Few facilities
- 49 Local nursery
- 4.10 Social events

6. People

- 61 Attitudes/behaviour – Friendly/very friendly/good community feeling/friendly community/jolly/rural attitudes/good neighbours/ community spirit
- 62 Descriptors – People/friends/village life/residents/rural community
- 63 People committed to the community/ community dedicated to keeping place attractive
- 64 Scale – not many people so can know everyone
- 65 Social events
- 66 Safe for children
- 67 Children my age to play with/families with children
- 68 Can maintain privacy/private

7. Miscellaneous

- 71 Nice school
- 72 Good place to live
- 73 Slow evolution
- 74 No mobile phone reception
- 75 Lack of crime
- 76 Individuality
- 77 Open access to church
- 78 Chance to play outside

8. No positive answer given/odd response/unclassifiable

9. No answer at all

Data field 17 'NEGATIVES'

1. Nothing/nothing really/not much/not a lot /none/zero /I like everything/can't think of anything

3. Environment

- 31 River water is dirty
- 32 Dog fouling
- 33 Untidy trees/poorly looked after
- 34 Poorly maintained ditches
- 35 Run down/seedy looking/no longer well kept/unkept [various village comments]/untidy
- 36 State of verges/unkept river bank/verge erosion

- 37 Overhead cables
- 38 Flooding
- 39 Litter – fly tipping/litter/dog ends outside pub
- 3.10 No street lighting

4. Facilities

- 41 Poor state of footpaths/bad footpaths/poorly marked
- 42 Limited CRoW access/lack of public footpaths
- 43 No shops/loss of shops/loss of PO
- 44 Distance from services
- 45 Village Hall/poor state of Village Hall/VH needs repairing
- 46 Poor state of windmill/malt kiln
- 47 Holiday cottages/let houses [too many]
- 48 Lack of taxi service
- 49 Nowhere for kids to play/lack of teenager facilities/lack of sports facilities
- 4.10 Reception – poor/no mobile phone/TV/internet
- 4.11 Lack of maintenance of facilities – assets
- 4.12 Lack of public transport

6. People

- 61 Fragmented community spirit/no evidence of community spirit
- 62 Cliques/divisive elements/back-biting committees/patriarchal attitude in church/unfriendly
- 63 Townies/incomer criticisms
- 64 Unspecified neighbour(s)
- 65 Landlord/landlady criticisms/unwelcoming pub/current regime [i.e. implied negatives]
- 66 Dull/stagnating
- 67 People threatening to knock village hall down/people who want to change everything
- 68 -
- 69 Challenges arising from demographic change
- 6.10 Dog owners poorly controlling pets

7. Miscellaneous

- 71 Lack of initiative over the future of the VH
- 72 Fortnightly bin collections
- 73 Lack of green/public space
- 74 Noisy people at night
- 75 Increase in crime
- 76 Apathy
- 77 Needs more social activities/clubs/societies
- 78 No wish to be organised senior Parishioners disrespectful towards the young/ /like to see more young families in the village

79 Absence of village hall/no social festivities/more social activities needed

8. No negative answer given/odd/ unclassifiable responses – viz. no wish to be organised

9. Traffic

91 Speeding traffic/speeding lorries /dangerous roads

92 HGVs/lorries

93 Traffic

94 Farm traffic

95 Badly maintained road signs/furniture/bridge

96 Lack of grit/treatment in icy conditions

97 Traffic damage to verges/bridge etc.

98 Parking problems – general/associated with nursery

99 Discourteous drivers

9.10 Safety issues – unsafe for walkers/cyclists/lack of cycle paths/lack of easy mobility

9.11 Have hazard signs erected

0. No answer at all

Data field 152 b.

of points raised

Data field 152 c.

1. Plays

2. Talks/lectures

3. Fair/fete

4. Events for kids/events for families/more children's activities

5. More social activities/more variety/charity events/music/fireworks/clubs/art shows/farmers' market

6. Sports events – cricket etc.

7. Evening classes/lessons

8. No opinion/no positive answer given/odd/unclassifiable

9. Denotes no response, i.e. blank

Data field 155

1. Let's keep it a quiet country village – avoiding organisation

2. Improvements – maintenance of footpaths and hedges/VH preserved/VH improvements/trees pruned on Dalham-Gazeley Road/village is run-down and needs improving quickly

3. Secure the future of the Affleck

4. Reduce speed limit to 20 mph for added safety
5. Specific issues mentioned, such as traffic/health etc.
6. Clear out the pond at the Sounds
7. Establish central driving pool/taxi service
8. Odd/unclassifiable responses
9. No answer at all, i.e. blank
10. Conservation awareness leads to respecting the environment
11. Promote VH to encourage improved social integration
12. Use the Pub to stock basic shopping
13. Family focussed on Ousden
14. Queries funding of the questionnaire

Note that throughout:

7. Not applicable (except on data fields 15, 17 & 152b.)
8. Odd/unclassifiable
9. Denotes no response, i.e. blank (except with regard to data field 17 – negatives)

Note the use of [] brackets above denotes interpreted comments

Appendix 6. The 'original' 'Ideas for the Plan' document

In November 2008 the lengthy document that follows was made available on the Dalham Website. Hard copies of it, accompanied by a draft Executive Summary, were presented to the residents who attended the Parish Plan meeting of 7 November and also circulated to the authorities and members of the Parish Council for comment. Also every household was mailed a copy of the Executive Summary, accompanied by an explanatory letter from the Dalham Parish Plan Team outlining the 'Ideas' document's function and requesting the resident's input.

The document that follows thus formed the basis for the Action Plans subsequently submitted to the Parish for approval.

I. ENVIRONMENT

I. PROTECTING THE COUNTRYSIDE AND ACTIVELY CONTRIBUTING TO THE “GREENEST COUNTY” AGENDA

Perceptions of the issues

1.1 *Views of parish residents*

From both the open-ended responses to the 'Parish likes and dislikes section' and the rated responses to 'The Parish and its environment' of the Parish questionnaire, this issue emerged as being the main area of concern for residents – and particularly for children and young people (see Findings above).

1.2 *The District context*

In considering the issue of the local environment, the Plan must necessarily take account of the “Dalham Conservation Area Appraisal” – in respect of the designated conservation area encompassing virtually all of Dalham Village and part of its immediate hinterland. This Appraisal, which was adopted by Forest Heath District Council in April 2007, identified a range of environmental issues and suggested actions for addressing them.

Thus it is probably appropriate that these Appraisal issues be taken forward in the context of this Plan and it is suggested that the Appraisal’s “suggested management proposals” are adopted as appropriate actions and incorporated into the Parish Action Plan. The issues, as summarised in the Appraisal document, are set out in the Appendices (see below).

The local environment

Residents’ responses to the Parish questionnaire dealt primarily with two, separately identifiable, aspects of the local environment – the natural environment and the built environment.

2.1 *Protecting and enhancing the Natural Environment*

The most significant issues identified by residents, in their responses to the Parish questionnaire, were:

- conservation of the countryside;
- conservation of wildlife;
- planting and conservation of trees;
- maintaining the River Kennett; and
- management of the river banks, roadside verges and ditches.

The Parish's ability to positively address these issues will be dependent on:

- assembling relevant data;
- 'tapping into' specialist advice (sourced from external 'professionals' and/or from knowledgeable individuals within the Parish) – preferably in the context of educating ourselves and our own volunteers; and
- developing appropriate plans of action for addressing each specific issue (or groups of issues).

A three-part programme of action is proposed:

- to establish an education programme for interested residents and volunteers (particularly involving children and young people, who have a heightened concern about this issue) – to be based on seeking advice and guidance from knowledgeable local residents and/or from established professional and community-based organisations, such as Natural England, Suffolk Wildlife Trust, etc.
- to develop a monitoring programme (incorporating existing programmes, where appropriate) to survey, and maintain inventories of trees and other flora and fauna in the Parish.
- to promote good practice for the conservation and management of those identified species which are native or have sustainably adapted to the local environment (but to secure the removal, wherever practicable, of species which are alien, and sometimes hostile, to the local environment) by developing appropriate strategies, plans and/or proposals – having particular regard to strategies for:
 - enhancing, and subsequently maintaining, the level, and quality, of water in the River Kennett (reference the 2000 Dalham Village Trust ‘aqueduct’ proposal and also the “Dalham Conservation Area Appraisal (April 2007)” - see Appendix 6)
 - progressively establishing, and maintaining, a high-quality sustainable management regime for the Kennett riverbanks in Dalham Village – having full regard to the conservation needs of local flora and fauna (reference to the on-going birds and hedges survey results and also the “Dalham Conservation Area Appraisal (April 2007)” - see Appendix 6)
 - maintaining, and improving, the quality of roadside verges
 - clearing, and maintaining, roadside (and other relevant) ditches in order to minimise risks of flooding

2.2 *Conserving and enhancing the Built Environment*

The majority of residents, in their responses to the Parish questionnaire, identified:

- the Dalham Village Hall,
- the Affleck Arms, and
- St Mary's Church

as being important (or very important) both to themselves and to the Parish.

The Church and the Affleck Arms are key strategic elements of the local built environment, and it is felt appropriate that a policy be included in the Plan to support actions to secure their conservation and enhancement.

As regards the Dalham Village Hall, planning approval has now been granted for demolition of the existing building and for the construction of a replacement building, though not all of the necessary funds are yet in place to do so.

Other buildings which are of individual significance to the local built environment are:

- the Lower Windmill on Stores Hill, and

- the barley malting kiln on Gazeley Road.

Both these buildings are in private ownership; and each is the subject of a suggested management proposal in the “Dalham Conservation Area Appraisal (April 2007)” - see Appendix 6. It is considered appropriate that these proposals be incorporated into the Plan.

More generally, it is probably appropriate that the Plan should endorse the principled approach of the “Dalham Conservation Area Appraisal (April 2007)” to the local built environment.

2.3 *Improving the appearance of the local environment*

Other issues, which were identified by many residents, in responses to the Parish questionnaire, were:

- control of litter and fly-tipping
- clearance of mud from roads
- removal of overhead power (and/or telephone) lines
- enhancing the appearance of the roadside verges
- reducing the incidence of dog-fouling on the roads.

It is considered that these issues should be addressed, and action is proposed, as follows:

- control of litter and fly-tipping:
 - develop (or secure the development of, and widely publicise, a procedure for reporting incidents of fly-tipping to the responsible authority
 - consider setting up regular litter removal working parties
- clearance of mud from roads:
 - develop (or secure the development of, and widely publicise, a procedure for reporting incidents of excessive mud on the road, which may be a safety hazard, to the responsible authority
- removal of overhead power (and/or telephone) lines:
 - investigate the feasibility/cost of relocating power/telephone lines underground
 - research possible funding sources
 - identify degree of disruption involved
 - if appropriate, develop a proposal for presentation to a Parish Meeting
- enhancing the appearance of roadside verges:
 - review current management techniques, with a view to identifying, and implementing, a more conservation-friendly approach
- reducing the incidence of dog-fouling on the roads:
 - develop (or secure the development of), and publicise, a procedure for reporting incidents of dog-fouling to the responsible authority

Responsibility for implementing these aspects of the plan

Proposals, to give effect to approved actions, will be set out in the Action Plan. The proposals will naturally have to be kept under review, and possibly revised, in the course of the ongoing implementation of the Plan.

It is suggested that:

- responsibility for coordinating the implementation of these aspects of the Plan should rest with the Parish Council in the first instance, and
- the Parish Council (PC) should be strongly urged to establish an Environment Advisory Committee, whose membership would be open to any interested resident of the Parish (including children and young people), to advise the PC on the ongoing implementation of the Plan proposals. It is proposed that each May, following the Annual Parish Council Meeting, a circular invitation would be sent to every resident of the Parish, inviting their participation in this Committee.

II. ROAD TRAFFIC ISSUES

1. Perceptions of the issues

1.1 Views of Parish residents

Residents in the Parish have identified road traffic issues as being of only slightly less a concern than environmental issues, in terms of issues to be addressed by the Plan. They are particularly concerned about:

- the speed of road vehicles
- the number of heavy goods vehicles
- the number of road vehicles
- the safety of vulnerable road users (particularly, pedestrians and cyclists)

on roads within the Parish. In respect of heavy goods vehicles (HGVs), there is also a particular concern that a Local Access Lorry Route through the Parish, and particularly through Dalham Village, is inappropriate.

The concerns are genuine and strongly felt.

1.2 Views of the responsible authorities

Actions to address the concerns, however, will need to be taken by the responsible authorities – i.e. Suffolk County Council, as the responsible highway authority, and Suffolk Police, as the authority responsible for enforcing road traffic regulations. Only these authorities have the powers and the resources required.

The wider reality, as identified by Suffolk County Council and by the police, is that:

- no personal injury accident has been recorded in the Parish in the last five years (and probably over a rather longer period)
- the speed of vehicles using roads within the Parish is significantly less, in relative terms, than that of vehicles at many similar locations within the County
- similarly, the number of road vehicles (including the number of heavy goods vehicles) using roads within the Parish is again significantly less, in relative terms, than the numbers at many other similar locations within the County
- the designation of the Local Access Lorry Route is appropriate in the context of the County Council's adopted Transport Plan.

1.3 Why the disparity of views?

In large measure, this apparently irreconcilable disparity of view is attributable to the very quality, and human-scale, of the local environment which residents in the Parish are seeking to protect and enhance, including an absence of and a resistance to:

- built-up footways, protected by kerbs, alongside our roads
- potential proposals for road widening or junction “improvements”

- “hard-engineered” traffic calming measures, such as 'road humps', 'speed cushions', built-up 'entry treatments', 'traffic signals', 'electronic speed-activated warning signs', etc.

This wholly correct, and commendable, approach to protecting our local environment actively exposes vulnerable road users to the impact of road vehicles using our roads. Pedestrians, cyclists, riders, motorcyclists, cars, vans, lorries and buses are all competing with each other for a share of our limited roadspace.

The conventional response of a highway authority (the County Council) to resolving such “pedestrian/vehicle” conflicts is to use “hard engineering” treatments to either physically “segregate” motor vehicles from pedestrians and cyclists (with the ultimate level of segregation being a by-pass) or to “calm” the excesses of motor vehicle use. While the conventional response of a road traffic regulatory authority (the Police) is to more rigorously enforce the regulations. The extent to which such responses will be applied, and the attendant scarce resources expended, will be proportional to the relevant authority's prioritisation of the problems within their areas.

Dalham is evaluated by both the County Council and the Police as a low priority.

Equally, there is no realistic chance of physical or regulatory measures being introduced to **selectively** curb the use of roads in the Parish by heavy goods vehicles (HGVs) or to remove the “advisory” designation of the B1085 as a Local Access Lorry Route.

2. A Dalham approach?

If it is accepted, as appears to be inevitable, that we will not succeed in a competition to prove that our problems are worse, and our needs greater, than those experienced by other bidders for the scarce resources, then the question becomes - is there another way?

Is there a way that will make our roads safer and protect our local environment and quality of life?

Our best opportunity appears to be that, in addition to bidding for conventional “highways” funding (wherever we can identify a sufficiently robust case to meet established SCC criteria), we compete on our own terms, namely, those of *conserving and enhancing what is already a high quality local environment*.

To this end, a threefold approach to addressing road traffic issues in the Parish is suggested.

2.1 Actions in the short-term:

To make good all the standard historical deficiencies (which should be presented to the responsible authorities as entitlements), including:

- installing such traffic signs, road markings, etc. as are necessary to secure the safety of vulnerable road users (particularly pedestrians and cyclists);
- removing all unnecessary “street clutter”;
- obtaining road traffic surveys at each location where excessive vehicle speed is identified as a critical safety issue – as a means of informing further action;

- securing robust, and accountable, programmes of effective highway maintenance.

2.2 Actions in the medium-term:

To implement, proposals:

- where our local physical eccentricities permit, to introduce environmentally sensitive traffic calming measures, providing “low-cost / high-value” benefits; and
- where local road traffic surveys have identified excessive vehicle speed as being a critical safety factor, to secure appropriate, and sensitive, traffic calming and/or speed limitation.

2.3 Actions in the longer-term:

To directly capitalise on the existing high quality of our local environment, and justify proposed **longer-term** “improvements” on the basis of conserving and enhancing that high quality. Such an approach will afford the opportunity of comprehensively addressing the many traffic issues along the key axis of pedestrian movement in the Parish, namely that length of The Street / Gazeley Road in Dalham Village, between Stores Hill (at the Affleck Bridge) and the “Chestnut Avenue” footpath to St Mary’s Church.

3. Responsibility for implementing these aspects of the Plan

Proposals, to give effect to the threefold approach, if approved, will be set out - by location - in the Action Plan. Although specific in their presentation, the proposals will naturally have to be kept under review, and possibly revised, in the course of the ongoing implementation of the Plan.

It is suggested that:

- responsibility for coordinating the implementation of these aspects of the Plan should rest with the Parish Council in the first instance, and
- that discussions be held with the Parish Council (PC) should be strongly urged to consider formalising Road Traffic Advisory Committee, whose membership would be open to any interested resident of the Parish (including children and young people) and interested parties (such as the Nursery), to advise the PC on the ongoing implementation of the Plan proposals. It is proposed that each May, following the Annual Parish Council Meeting, a circular invitation would be sent to every resident of the Parish, inviting their participation in this Committee.
- As a number of traffic issues, especially in 2.2 and 2.3, are area-wide, consideration should possibly also be given to liaison with neighbouring parish councils (including those in Cambridgeshire) to examine unilateral opportunities for developing wider area proposals and/or lobbying.

II. PARISH FACILITIES

1. Perceptions of the issues

1.1 Views of Parish residents

In response to questions about facilities and leisure activities, there was a broad equality of support for the Village Hall, the Church and the Pub. With regards to services, the Post Office, the mobile library, the nursery and bulk oil delivery were all highly rated, both to the Parish and to the individuals themselves.

2. Current infrastructure

Dalham Village Hall

- current facilities:
 - community and social events and activities
 - public and private meetings, societies, clubs, etc.
 - pre-school on weekday mornings during term-time
 - Wednesday afternoon post-office (service currently lapsed)
 - availability, by arrangement, for private parties
- opportunities for expanding the use of, and for improving/extending, the facilities (noting that the existing hall is currently programmed for demolition, prior to building of a new hall):
 - the Dalham Village Hall Charity should be encouraged to continue to actively involve all residents (including, in particular, children, young people, older people and representatives of specific “interest” groups) in the planning of future facilities, and their uses.

St Mary's Church

- current facilities:
 - regular church services (every two weeks, in rota with 4 other parish churches)
 - special church services
 - full range of personally-initiated church services (i.e. baptisms, weddings, funerals, etc.)
 - availability for private prayer at all times
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - possible sensitive use of premises for community events, such as concerts, in appropriate circumstances (and, as appropriate, with the Parochial Church Council liaising with the Village Hall Charity).

Affleck Arms

- current facilities:
 - full range of “public house” services, seven days a week
 - lunch/evening meals service – as advertised
 - availability of facilities (including a marquee), by arrangement, for private parties/functions
 - special promotions (i.e. the Dalham Real Ale Festival)
 - bed & breakfast service

- opportunities for expanding the use of, and for improving/extending, the facilities:
 - possibility of reinstating/developing “special interest” luncheon club activities
 - possibility of liaison with the Dalham Village Hall Charity and the Dalham Parochial Church Council over support for major Parish/Village events
 - possibility, subject to discussion, of developing additional services such as:
 - an extension of the existing business
 - a parallel business initiative, i.e. post-office, retail outlet, etc.
 - provision of catering and/or bar services to functions elsewhere in Parish.

Footpath network

- current facilities:
 - the Parish is generously provided with a range of complementary footpaths
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - promote the adoption the local network rationalisation scheme [include relevant maps]
 - reinstate the regular maintenance of paths, including cutting of foliage/nettles during the summer to maintain usage – (in liaison with the Dalham Paths Group)
 - install interpretation signage to maximise educational opportunities among locals (particularly, among children and young people) and visitors

3. Current services

Mobile library service

- current facilities:
 - full library service (for 20 minutes, on every second Saturday morning)
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - actively promote greater use of facility, particularly amongst children, young people and older people (noting that the Parish Council, in its response to public consultation about the future of the service, had stressed its vital importance to the residents of Dalham Village and, in particular, to the children, and had sought the addition of a “stop” at Dunstall Green).

Other mobile services

- current facilities:
 - mobile fish shop
 - newspaper delivery (Mondays to Saturdays) – “drop” at central location in Dalham Village
- opportunities for expanding the use of, and for improving/extending, the facilities:

- regularly review options for enhancing the range, and availability, of services, and publicise any beneficial outcome.

Home delivery services

- current facilities:
 - milk round (and a limited range of provisions) - currently 13 households in Dalham Village, figure for Dunstall Green is not known.
 - heating oil (including discounted bulk delivery scheme)
 - LPG
 - Tesco and Ocado (Waitrose) currently operate home delivery grocery services
 - newspaper delivery (direct to some homes in Dalham Village)
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - promote greater uptake and extension of the facilities; and regularly review options for enhancing the range, and availability, of services, and publicise any beneficial outcome.

Static services

- current facilities
 - Affleck Arms bottle bank
 - pre-school (see Dalham Village Hall, above)
 - post office (see Dalham Village Hall, above)
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - actively promote greater use of the bottle bank; and regularly review options for enhancing the range, and availability, of services (see also Affleck Arms, above), and publicise any beneficial outcome.

Local bus service

- current facilities:
 - The service operates Monday to Saturday, and on each day provides:
 - 8 each-way direct journeys between Dalham and Newmarket
 - 4 each-way direct journeys between Dalham and both Bury and Haverhill
 - 4 each-way direct journeys between Dunstall Green and both Bury and Newmarket.
- opportunities for expanding the use of, and for improving/extending, the facilities:
 - publicise the availability of the service
 - promote greater use of the service
 - promote the provision of later afternoon, evening and Sunday journeys.

4. Adding new facilities

Facilities for children and young people

- current facilities:
 - pre-school (see Dalham Village Hall, above)
- opportunities for developing facilities:
 - identify the specific needs, and potential levels of support, for a playground, a green space and/or a club
 - on the basis of identified needs, locate possible sites, research funding sources and develop proposals.

Post office services

- current facilities:
 - the previous “Wednesday afternoon service” in the Dalham Village Hall has ceased to operate, and there is currently no dedicated facility
- opportunities for developing facilities:
 - review the options for:
 - reinstating, and for expanding, the previous “one-afternoon-a-week” service, either in the Village Hall or at an alternative venue
 - actively promoting, and facilitating the use of, the “five-and-a-half-days-a-week” post office at Moulton.

Mobile phone reception

- current facilities:
 - there is currently limited viable reception in Dalham Village
- opportunities for developing the facility:
 - investigate, and subsequently promote, means to improve, and secure reliable, mobile phone coverage in Dalham Village.

5. A disaster response strategy

Almost three quarters of residents in Dalham Village responding to the Parish questionnaire were in favour of an initiative for “a disaster response strategy (i.e. in case of severe flooding)”. While there were positive responses from some Dunstall Green residents, it was not generally identified as a priority issue. Thus, consideration of developing such a strategy ought to be confined to Dalham Village, at least in the first instance.

In an emergency, residents' first recourse must always be to the “blue light” emergency services of the Ambulance, Fire and Police services – the professionals! That said, however, there is clear merit in having a strategy for Dalham Village, which would help ensure that local people were not left without support in the sort of disaster situations where the emergency services might be overwhelmed, and unable to assist, or where individuals might be physically cut off from such support.

Accordingly, it is proposed that detailed consideration should be given to the development of an appropriate “disaster response strategy” for Dalham Village.

6. Responsibility for implementing these aspects of the Plan

Proposals, to give effect to the actions identified above, will be set out in the Action Plan. The proposals will naturally have to be kept under review, and possibly revised, in the course of the ongoing implementation of the Plan.

It is suggested that while responsibility for coordinating the implementation of these aspects of the Plan should rest with the Parish Council in the first instance, this should be in cooperation with the various organisations, bodies and individuals having specific responsibilities for, or interests in, specific facilities.

III. SOCIAL

TOWARDS AN EVEN MORE COHESIVE COMMUNITY

1. Perceptions of the issues

1.1 *Views of parish residents*

While the Parish questionnaire did not explicitly explore this inclusive (i.e. “more cohesive”) policy it nevertheless requested residents’ views on communications and leisure activities. Residents’ responses and their implications are considered below.

1.2 *Views of Suffolk County Council*

The Suffolk Community Strategy calls for the development of “a more cohesive community”.

2. Stimulating Social interaction

2.1 *Communications*

It is generally acknowledged that good communications are at the heart of healthy communities. For this reason communications was dealt with in some detail in the questionnaire. Not surprisingly there is a relatively wide range of communications media active in the Parish, and there are many communicators. A large majority of residents, in their responses to the Parish questionnaire, expressed strong interest and varying preferences for different media.

It is suggested, therefore, that there would be benefit for all if there was a neutral forum available for a mutually supportive exchange of views and ideas, and, possibly, some degree of cooperation and interactive working. Such a forum could reasonably have as its remit:

- to promote the maintenance and enhancement, in ways which are mutually supportive, of the various sources of local information, including:
 - the Parish Magazine,
 - the Parish Council website, and any other “open-access” websites based within the Parish,
 - the Parish Council notice boards, and other “open-access” notice boards in the Parish,
 - the Church Newsletter, and
 - a Neighbourhood Watch newsletter (if available);
- to specifically promote the establishment of new public “open-access” notice boards alongside the current Parish Council notice boards;
- to obtain and disseminate information from, and about, neighbouring parishes;
- to promote mechanisms for engaging children and young people in local affairs; and
- to develop, and coordinate the use of, mechanisms to circulate information – so as to ensure, as far as practicable, that all residents receive circulated information in a form acceptable to them.

2.2 Activities

The key focus for community-based functions within the Parish is the Dalham Village Hall. Recognising that the Dalham Village Hall Charity is responsible for the operation of the Village Hall, the Charity should be encouraged (or if the Charity is feels unable to do so, the Parish Council) to host periodic open meetings – say once or twice a year – at which the Parochial Church Council, the Parish Council (or the Charity) and the Affleck Arms will be invited to be represented, for the purpose of:

- reviewing community activity in the Parish over the previous period;
- receiving, and considering, proposals for reviewing previous/current activities or introducing new activities (including activities for children and young people);
- considering ways of increasing/enhancing the social events calendar for:
 - events within the Parish, with a view to raising usage levels of the available venues (i.e. the Village Hall, the Affleck Arms and, in appropriate circumstances, the Church), including opportunities for promoting:
 - the establishment of a regular (e.g. monthly) club,
 - additional societies/clubs,
 - arts & crafts activities, and
 - activities for children and young people;
 - events outside the Parish, including:
 - event-based trips to, say, London, and
 - periodic extra-parish events; and
- developing, and publishing, an activities timetable.

2.3 Cooperative action

While the Parish questionnaire revealed interest in setting up a GoodNeighbour scheme (over 40% of respondents), it will be necessary to confirm the existence of a viable level of committed support. A Parish Meeting, called for the specific purpose of considering such a scheme and facilitated by Suffolk ACRE, is recognised by Suffolk ACRE (the responsible funding body) as the proper mechanism for establishing the degree of support for, and commitment to, such a scheme.

3. Context

Involvement of Dunstall Green residents in Parish activities:

- given the relatively low level of Dunstall Green residents' participation in community activities in Dalham Village Hall (as suggested by the questionnaire responses), their relative proximity to Ousden Village and, in some instances, their support for community activities in Ousden Parish, consideration should be given to ways in which the needs and interests of Dunstall Green residents may be better addressed within the Parish.

Crime prevention:

- encourage participants in Neighbourhood Watch to better promote, and publicise, its activities – thereby providing public reassurance about measures being taken, or promoted, to support crime prevention activities.

Noise pollution:

- develop (or secure the development of), and widely publicise, a procedure for reporting incidents of undue/excessive noise to the responsible authority.

4. Responsibility for implementing these aspects of the Plan

Proposals, to give effect to approved actions, will be set out in the Action Plan. The proposals will naturally have to be kept under review, and possibly revised, in the course of the ongoing implementation of the Plan.

It is suggested that:

- responsibility for coordinating the implementation of these aspects of the Plan should rest with the Parish Council in the first instance (except where it is proposed that the Dalham Village Hall Charity accepts responsibility), and
- the Parish Council (PC) should be urged to, following liaison with the Dalham Village Hall Charity, to help formalise a “community communications forum”, whose membership would be open to any interested resident of the Parish (including children and young people), to facilitate the ongoing implementation of the Plan proposals.

IV. SUSTAINABILITY

1. Views of the parish residents and relevance of sustainability to a parish plan

Regional and district strategies consider the issue of sustainability and development policies for it at length. In this context, the Parish of Dalham is deemed to be unsustainable. While residents should not be unduly concerned by this conclusion, as the Parish is – in this respect - typical of many communities of this size, it does nevertheless demonstrate a need for the Parish to consider addressing the issue of the community's sustainability. A Parish Plan is thus an appropriate vehicle for consideration of the issue.

As was demonstrated above, this is a complex issue, there are nevertheless two aspects of sustainability that are relevant to the Plan, namely:

- local (essentially social) sustainability and
- global sustainability.

While neither of these matters were specifically addressed in the Parish questionnaire, a question was posed to determine respondents' support for 'measures to address the possible effects of climate change'.

2. Local sustainability

Forest Heath District Council, in its emerging Local Development Framework (LDF), addresses, and indeed substantially defines, the issue of "local sustainability" as it affects the Parish. The LDF identifies the village of Dalham, together with five other villages, as "small settlements" within "the countryside". The LDF then goes on to state, with reference to small settlements, that:

"... These villages will lose their development boundary, preventing infill, so that development will only be permitted in exceptional circumstances. Such exceptions might be for affordable housing where a local need has been identified or small-scale employment can be operationally justified and where developments cannot be met in a more sustainable location. Criteria to be applied to planning applications for such developments will be set out in development control policies. The primary reason for their classification is due to:

- their remoteness from a town (more than five kilometres) combined with their small size and lack of facilities, and hence the high degree of car dependency of their residents to access shops, jobs, school and leisure facilities; and/or
- their landscape dominated character and appearance and the scattered nature of the existing buildings."

The "social" component of local sustainability is also of key importance to the Plan, particularly in respect of future community cohesion. While, as in any healthy community, there will be some inflow and outflow of residents to/from the Parish, it ought to be an objective of the Plan to ensure that, as far as practicable, moves away from the Parish occur by choice. It is not a mark of a healthy community where residents, with strong ties to the community, are obliged to leave by force of

circumstance and against their choice. In a Parish which has no large settlements, is remote from a town and has few indigenous facilities, it will not always be possible to avoid some degree of enforced choice – but the Parish ought to consider ways of minimising the occurrence of such circumstances. The key areas in which the Plan may be able to assist are those of transport and housing.

2.1 Transport

Residents, responding to the Parish questionnaire, overwhelmingly identified themselves as “having access to their own transport”. The basis of this access was not tested further in the questionnaire. Clearly, however, not all respondents were car drivers. A small number of residents identified themselves as “not having access to their own transport”, of whom most also identified themselves as “regularly using the local bus service” (which currently operates no evening or Sunday journeys). A significant majority of residents, however, identified themselves as “never using the local bus service”.

These responses accord with the LDF statement that there is a “high degree of car dependency of (Dalham) residents to access shops, jobs, school and leisure facilities”. The LDF also identifies, quoting 2001 census figures, 7 households without a car and 44 households with 2 or more cars, out of a total of 93 households in the village of Dalham.

The available data, while it clearly identifies some core factors, namely:

- a high overall dependence on car use
- a small number of residents dependent on non-car means of transport
- a distinct absence of choice of alternatives to car use for many journeys (and necessarily, therefore, an absence of choice of car use and/or ownership in those instances),

nevertheless leaves a significant number of relevant questions unanswered.

Given the vulnerable nature of the Parish in terms of its transport-related sustainability, it is considered essential that a further specifically transport-related residents' survey – to establish the current patterns of residents' access to, and use of, transport, their current perceptions of available transport choices and their perceived future needs for transport – is undertaken.

Meanwhile, action should also be initiated to reduce residents' dependence on car use and to improve residents' ability to make independent travel choices by:

- promoting the choice of existing non-car alternatives to car use;
- providing, where appropriate, secure and attractive facilities for pedestrians and users of non-car means of transport;
- enhancing the range, and availability, of home-delivery services (in terms of what, to whom, when, how frequent, cost, etc.); and
- securing, or negotiating with others to secure, improved choices of non-car alternatives to car use.

The progressive expansion of available travel choices will help enable those residents, who wish to do so, to begin to consider reducing their dependence on car ownership, as well as on car use.

2.2 *Alternative/affordable housing*

A few residents, responding to the Parish questionnaire, did identify concerns about the future availability of housing to meet anticipated needs for themselves or other members of their households. By definition, such potential needs are difficult to quantify – but it is an issue that, as it could impact on long-term social cohesion, merits being kept under review.

It is considered that the implications for the Parish of the housing policies set out in FHDC's Local Development Framework should also be the subject of periodic review, in the context of the Parish's emerging demographic composition, with a view to making any necessary representations to the responsible authorities at an appropriate time.

3. Global sustainability

The objective of securing “global sustainability” sets the current context for plan-making at an international, national, regional, district and local level, with the key purpose of redressing the global manifestations of climate change, global warming and “peak oil”. At every level, the twin aims of plan-making are to reduce carbon emissions and to reduce the excessive consumption of increasingly scarce, and price sensitive, oil resources – and thereby contribute to countering the increasing risks of potentially irreversible climate change and the uncertain challenges of life after “peak oil”.

As residents of the Parish, perhaps we should consider accepting our commensurate share of responsibility as part of a wider human effort.

3.1 *Climate change*

Around 40 percent of all residents' responses to the Parish Questionnaire were in favour of measures to address the possible effects of climate change.

Perhaps more detailed consideration might be given to the identification of possible measures. As with the issue of local sustainability, the Plan is an appropriate vehicle in which to consider this matter more fully. Measures to assist with addressing climate change could include:

- promoting means whereby residents are better enabled to reduce their carbon footprints (having regard also to the latest version of the C-Red education programme and/or packs)
- reducing residents' dependency on car use (and/or ownership);
- promoting non-car alternatives to car use
- raising, by a variety of means, residents' awareness of the use, re-use and re-cycling of materials
- exploring the potential for the use, and or development, of renewable energy within the Parish, including reinstatement of the practice of coppicing, utilisation of multi-fuel burners, etc.

4. Responsibility for implementing these aspects of the plan

Proposals, to give effect to approved actions, will be set out in the Action Plan. The proposals will naturally have to be kept under review, and possibly revised, in the course of the ongoing implementation of the Plan.

It is suggested that:

- responsibility for coordinating the implementation of these aspects of the Plan could rest with the Parish Council in the first instance, and
- the Parish Council (PC) should be urged to establish a Sustainability Sub-group of the Environment Advisory Committee, whose membership would be open to any interested resident of the Parish (including children and young people), to advise the PC on the ongoing implementation of the Plan proposals. It is proposed that each May, following the Annual Parish Council Meeting, a circular invitation would be sent to every resident of the Parish, inviting their participation in this Sub-group.

Appendix 7. Dalham Conservation Area Appraisal

The following environmental issues were identified in the Dalham Conservation Area Appraisal, adopted by Forest Heath District Council in April 2007:

“Summary of Issues

Heavy Goods Vehicles

Heavy lorry traffic through the village is perceived by the local community as a threat and a nuisance. The roads within the conservation area are without pedestrian pavements, which adds to the charm and rural character. However the absence of pavements means there is no pedestrian refuge from Lorries and cars. Initial inquiries suggest that it will be difficult to persuade the County Highway authority to restrict HGVs leaving traffic calming and the provision of pavements as the most attainable measures to increase safety.

Wirescape

Electricity and telephone services are at present provided above ground. The poles and wires conflict with the historic character of the area. In the past, 'undergrounding' programmes have taken place, coordinated by the local councils with the statutory undertakers.

Leylandii

There are also stands of overgrown leylandii in the village. This is a non-native species that is considered to be alien in character to the village, and when grown, to be so obtrusive as to detract from the character of the conservation area.

Village Hall

The Village Hall is a utilitarian building constructed of corrugated iron on a timber-frame. It is considered to be structurally unsound and practically below current functional requirements. Planning permission has been granted for its demolition and replacement.

The River

Flowing through the centre, the River Kennett is an important feature of the village. Low water levels in summer and the erosion of its banks and the lack of management of its grassland margins is perceived as a problem.

Footpaths

Some councils carry out an annual audit of their local rights of way to ensure they are properly managed and kept open. Foot paths can become blocked from time to time and it would contribute to the public enjoyment of the conservation area if the rights of way are maintained and kept open.

The Kiln at Malting Farm

The bottle shaped brick kiln, used to cure malted barley, is decaying slowly and surrounded with vegetation.

Lower Mill

The windmill is currently without its fan and sails and appears incomplete.

Suggested Management Proposals:

The problem of HGV traffic will be discussed further with the County Surveyor. Discussions might include, a lorry management plan, traffic calming measures and the significance of the road bridge.

Removal of wires is recognised as a desirable objective and officers will discuss possibility of grant aid with County Council officers.

Problem of inappropriate leyandii to be discussed with the Parish Council.

The new Village Hall has received planning consent and support has been offered by the District Council.

Problems of low summer flow and bank erosion to be discussed with the Environment Agency.

A local management plan for the rights of way should be drawn up in conjunction with the County and Parish Councils. Up grading to a cycle route to be considered.

The 'kiln' is Grade II listed and a 'building at risk'. cursory inspection suggests that it is subject to slow and gradual decay and urgent repair is unnecessary. It would be more appropriate as a scheduled ancient monument and could require a high percentage grant for repair. Local heritage organizations may be able to assist following consultation about public access with the owners.

It was agreed that further restoration of the sails and fan stage of the windmill would be a significant enhancement to the conservation area. The County Council Conservation Advisor will be contacted for advice.

The Council will be asked to consider seeking an Article 4(2) direction, withdrawing permitted development rights from all residential buildings within the conservation area to bring the alteration of windows and doors in buildings which make a positive contribution to the character of the conservation area under planning control."

Subsequently FHDC advised the Plan Team that "Article 4(2) Directions are sometimes used to give the LPA control over alterations to unlisted dwellings in Conservation areas. The Dalham Conservation Area Assessment (Dalham CAA) makes reference to this (page 30) and Forest Heath's position is that Article 4(2) Directions will not be considered until after all CAA's have been adopted (target date March 2010)".

Appendix 8. Project brief for retention of River Kennett water levels

Project Brief:

River Kennett, retention of water levels through Dalham during periods of zero, or severely reduced, river flow

Site:

The site of the project is within the village of Dalham and comprises a spring-fed pond (OS ref. TL722613) adjacent to the River Kennett, together with a short length of the river within the village (between OS ref. TL721613 and TL722615). Both the pond and the river section are well shielded by deciduous trees. Those in the vicinity of the pond are subject to wind blow.

History:

The Dalham Village Trust, with the support of Forest Heath District Council in the context of its 'Go for Green' initiative invested in:

- clearing out the pond
- creating a 'bund' at the pond's edge nearest the Lidgate Road
- excavating a 6-foot channel, and
- ensuring that the installed drain under the Lidgate Road was cleared to act as an effective overflow

These works were undertaken in spring 2000 and all objectives were achieved.

Subsequent works have included:

- occasional clearance of nettles from the pond site and
- installation of a footbridge and path to a potential seating area

Background to the current project:

Until winter 2001 kingfishers had become regular winter migrants. The protracted drought during August/September 2002 and again in 2003 led to a complete crash in riverside biodiversity. As a consequence kingfishers no longer inhabit the site.

While this course of events is typical of chalk streams, it proved particularly damaging for Dalham's biodiversity as there are no deep pools in which water-based species can survive these periodic drought conditions.

To circumvent all of this it was decided to explore whether the spring-fed pond could be used to feed the River during drought periods.

Discussions previously undertaken on behalf of the Trust:

An initial discussion with a hydrologist determined that the quantity of water required to keep the River flowing was beyond the scope of any possible scheme.

It was observed, however, that the spring and its attendant pond, acting as an enlarged reservoir, could be used to top up/aerate a 'string' of, hopefully, connected deep pools positioned in shade, beneath the willows in the present river bed (between the pond and Makins Barn).

Discussions with the Environment Agency (EA) determined this was a feasible project, which the EA would be interested in pursuing further. These discussions also indicated that the pond would need to be further deepened and lengthened (necessitating shifting the 'bund'). Further, it was confirmed that a licence would be needed to authorise such an effective mini-reservoir, together with a separate licence for extraction rights.

Given the nature of the project and its biodiversity benefits, these licences are likely to be forthcoming. The Trust was also advised, however, that extraction rights would be subject to removal during a protracted drought – hence the need to deepen that river bed at several points, to create pools sufficiently large to sustain ample numbers of fish and water-based fauna.

Project objectives:

There are three inter-related project objectives –

- to provide a source of water to reliably maintain year-round levels of water in deep pools in the bed of the River Kennett, sufficient:
 - to restore and to maintain a sustainable level of biodiversity in and adjacent to the River so as:
 - to sustain a robust year-round habitat for native water-based species

Brief for a hydrological report:

1. To scale the project in terms of:

- the quantity of water to be extracted and
- the cubic capacity of the mini-reservoir – in terms of its depth and area, having regard to the existing root system

On the basis of determining the flows necessary to maintain levels in the proposed deep pools

2. To determine:

- the scale of the riverbed excavation required
- the necessary degree of interconnection of pools

3. To provide an initial estimate of the cost of the necessary works.

07.06.05.

Appendix 9. Glossary

C-Red	Suffolk's Carbon Reduction Programme
DCAA	Dalham Conservation Area Appraisal
DPG	Dalham Paths Group
DVHC	Dalham Village Hall Charity
EA	Environment Agency
E.ON	Power supplier
FHDC	Forest Heath District Council
GNS	Suffolk ACRE's Good Neighbour Scheme
LDF	Local Development Framework
LETS	Local Exchange Trading Schemes
LPG	liquid propane gas
NW	Neighbourhood Watch
PC	Parish Council
PCC	Parochial Church Council
RT	Rural Action East's Rural Themes
SCC	Suffolk County Council