Replacement
St Edmundsbury Borough
Local Plan 2016

A Framework for Development

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The elected members and officers of St Edmundsbury Borough Council are delighted to present the Replacement Local Plan 2016 that was adopted on 27 June 2006. The Plan is the result of a considerable amount of work that commenced in 1999 and has involved extensive public participation in formulating its policies and proposals. The process culminated in the examination of the Plan at a Public Inquiry presided over by a government Planning Inspector between October 2005 and January 2006. The Inspectors’ recommendations from the Inquiry were binding upon the Council.

St Edmundsbury is facing considerable pressure for growth and the policies and proposals in this Plan not only provide a framework to accommodate this in a sustainable manner, but enable the area to play its part in the growth of the East of England’s economy. At the same time, the policies in this Plan will ensure that the special environmental qualities of the borough will remain and, where possible, be enhanced.

Although the Plan sets out how development will be accommodated in the borough to 2016 it does not take into account the new East of England Regional Spatial Strategy. The new Local Development Framework for the borough, which will eventually supersede this Plan, will make provision for the policies of that Strategy.

In the mean time, the Council looks forward to implementing the policies and proposals in this Local Plan to help make St Edmundsbury a better place to live.

Councillor Peter Stevens
Chairman, Planning Policy Panel 2004-6
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1.1 St Edmundsbury borough’s strategic location in the heart of the east of England, together with the attractive historic and natural environment, means there is significant pressure for housing and economic growth. It is important that this growth is managed so the very qualities which attract investment to the area are kept.

1.2 In June 1998 the borough council adopted the St Edmundsbury Borough Local Plan, which contained land use planning policies and proposals for the borough up to 2006. This Replacement Local Plan supersedes the 1998 Plan and contains the land use policies against which planning applications will be judged and development allocations for the period to 2016.

1.3 Work on the Replacement Local Plan began in February 2000 when an Issues Report was published for consultation. The report contained background information on the Local Plan and suggested a number of statements about how the borough could grow in a sustainable way. Included in the report were a number of questions to which consultees were asked to respond.

1.4 The First Draft of the Replacement Local Plan was put on deposit for public consultation in January 2003 for six weeks. Changes in this Re-deposited Replacement Local Plan were made in response to representations received at the time and incorporated into the Re-Deposit Draft Replacement Local Plan that was published for a further six weeks period of consultation in March 2005.

1.5 An independent Planning Inspector was appointed to consider outstanding objections to the Local Plan made to both the First Draft and Re-Deposit Draft Plans, and a Public Local Inquiry was held between October 2005 and January 2006. The Inspector’s Report to the Council was published in June 2006 and required changes of the Inspector were binding upon the Council, in accordance with the regulations of the Transitional Arrangements. The Council therefore also adopted this Plan in June 2006.

The Replacement Local Plan

1.6 The Replacement St Edmundsbury Borough Local Plan is a statutory Local Plan prepared in accordance with the Planning and Compulsory Purchase Act 2004 and associated Transitional Regulations as described above. The Plan covers the whole of the borough of St Edmundsbury as illustrated in Figure 1 below.
1. The Borough of St Edmundsbury

1.7 The Plan contains land use policies and proposals which will make sure the borough develops in a sustainable way during the period to 2016. In preparing the Plan, the Borough Council has considered the role of the area beyond 2016. The Plan replaces the adopted St Edmundsbury Borough Local Plan 1998.

1.8 The Plan includes a Written Statement and a Proposals Map. Chapters 2 to 12 contain policies against which all applications for development will be considered. Many of the policies are criteria based, providing positive guidance to developers on planning requirements and providing sufficient levels of control to ensure that new development is sustainable. The site specific proposals and allocations in chapters 13 – 15 identify those sites which the Plan identifies for specific uses or where new development will be actively promoted to meet the needs of the borough. The extent of each allocated site is shown on the Proposals Map which is a borough-wide plan and includes Inset Plans for areas where a greater level of detail is necessary. Where there is a contradiction between the Written Statement and the Proposals Map, the Written Statement will prevail.

1.9 The policies and proposals are explained in supporting text which includes a reasoned justification for the policy as well as other information on related, non-land use matters. In all cases, each policy or proposal has a clearly identifiable reference, for example TCR1 (Town Centres and Retailing Policy No. 1) and is printed within a shaded box.

Policy Background

1.10 National planning policy: The government has published a number of Planning Policy Guidance Notes (PPGs) and their successors, Planning Policy Statements (PPSs), setting out its position on various planning topics. These are reviewed from time to time and will probably continue to be reviewed or replaced during the lifetime of this Plan. The borough council will have regard to the content of PPGs, PPSs and other relevant government policy statements in formulating local planning policy and determining applications for development.

1.11 Regional planning policy: In November 2000 the Government Office for the East of England published “Regional Planning Guidance Note 6: Regional Planning Guidance for East Anglia to 2016” (RPG6). It sets out the regional development strategy for Norfolk, Suffolk and Cambridgeshire up to 2016. At the time of preparing this Plan a new regional guidance, Regional Spatial Strategy 14 (RSS14), was being prepared by the East of England Regional Assembly to cover the new, larger, East of England region. This guidance will, when adopted, supersede RPG6 and provide a strategy for the region to 2021. Although the Panels Report of the Examination in Public of the draft RSS14 was published shortly before this Plan was adopted, this Plan has been prepared in accordance with the approved RPG6 as the RSS has some way to go before it is approved by the government. However, the borough council expects that RSS14 will play a significant role in guiding the strategy of the new Local Development Framework for St Edmundsbury which, when approved, will supersede this Local Plan. The Borough Council will have regard to the content of RPG6 and the emerging Regional Spatial Strategy in determining applications for development.

1.12 Suffolk County Structure Plan: Suffolk County Council adopted the Suffolk County Structure Plan Review in 2001. The Plan interprets the regional planning guidance and sets out a strategy for development in Suffolk to 2016. A number of policies in the Structure Plan provide a level of detail which is sufficient for the determination of planning applications at a local level. This Local Plan does not repeat these policies but, in submitting proposals for development, applicants will be expected to have regard to the content of the County Structure Plan. As part of the changes to the planning system, under the Planning and Compulsory Purchase Act 2004, the policies which form the County Structure Plan have been automatically saved for a period of three years. At the end of this period these policies will, where appropriate, have been incorporated within the Regional Spatial Strategy and it will be this document which will inform the preparation of the future St Edmundsbury Borough Local Development Framework.

1.13 Suffolk Minerals Local Plan and Suffolk Waste Local Plan: The Suffolk Minerals Local Plan was adopted in
May 1999 and contains strategic policies for the control of mineral extraction and related development. The County Council had commenced work on replacing it with development plan documents at the time this Plan was adopted. The Suffolk Waste Local Plan was adopted in February 2006 and provides a comprehensive framework for planning for waste management in Suffolk until 2016. It sets out policies and proposals for determining planning applications for waste development in the borough. Both of these documents form part of the overall Development Plan for the borough and applicants will be expected to have regard to the content of these plans where appropriate.

1.14 Other Policy Considerations: A number of other, non-statutory, policy documents will be considered in the implementation of the Local Plan and in determining planning applications. These documents include the Suffolk Local Transport Plan, the East of England Development Agency regional economic strategy and other strategies which have been the subject of community participation in their preparation.

Supplementary Planning Documents

1.15 Throughout the Plan, reference is made to planning guidance and Supplementary Planning Documents (SPD). Under the new planning act all existing Supplementary Planning Guidance will lose its formal status when this Replacement Local Plan is adopted and will become informal planning guidance. These documents will undergo review during the lifetime of the Replacement St Edmundsbury Borough Local Plan 2016 and will be formally replaced by SPD. Government guidance on the content of development plans states that SPD should be used to support rather than substitute the policies in a plan. Accordingly, the SPD which will be produced by the Borough Council will support the policies of this Plan. All SPD will be the subject of appropriate levels of consultation prior to formal adoption, in accordance with government regulations and the borough council’s Statement of Community Involvement. All SPD will undergo a Sustainability Appraisal and, where required, Strategic Environmental Assessment.

1.16 Planning Guidance and SPD will be used to expand the policies of the Plan and applications for development should, where appropriate, have regard to the content of such guidance.

Sustainability Appraisal

1.17 Government guidance states that local authorities are expected to carry out a full impact appraisal of their development plan, which also covers social and economic issues. The Borough Council has done so on the Re-deposit Draft Replacement Local Plan (2005), the results of which are published separately. However, a sustainability appraisal has not been undertaken for this adopted version of the Plan as the changes made to it by the Local Plan Inquiry Inspector are binding and had to be incorporated into the Plan regardless of sustainability. As work commenced on the Plan before 21 July 2004 and it was adopted before 21 July 2006 it has not been necessary to subject the Plan to a Strategic Environmental Assessment under EU Directive 2001/42/EC.
2 Development Strategy

Vision and Aims

2.1 The Replacement Local Plan promotes the economic, social and environmental well-being of all sections of the community. It tries to improve health and the quality of life by setting a positive framework for the sustainable provision of jobs, housing and facilities, balanced against a need to protect the natural and built environment.

2.2 The main aim of the Plan is to maintain and enhance the environmental resources and character of the borough while also coping with significant levels of growth. The following strategic aims reflect the challenging balancing act of seeking to enhance the social, economic and environmental well-being of the borough.

**Strategic Aim A**
To meet the requirements for housing in such a way that is sustainable and will best serve the whole community.

**Strategic Aim B**
To secure economic vitality and wealth creation in all communities without causing unacceptable harm to the environment.

**Strategic Aim C**
To sustain and enhance rural communities while maintaining and where possible improving the rural environment.

**Strategic Aim D**
To maintain and develop leisure, cultural, educational and community facilities to meet the needs of residents and visitors.

**Strategic Aim E**
To provide opportunities for people to shop for all their needs by sustainable means in town, local and district centres, which are thriving and viable locations.

**Strategic Aim F**
To enable people and goods to move around efficiently and safely to the benefit of the economy and community, with minimum harm to the environment by seeking to reduce car dependency and encouraging more sustainable forms of transport where appropriate and providing greater accessibility to services for all.

**Strategic Aim G**
To maintain and improve the quality of the built environment.

**Strategic Aim H**
To achieve a balanced natural environment where the use of resources and energy is minimised, materials and waste recycled and development undertaken with minimum adverse impact, giving close regard to the principles of sustainability.

**Strategic Aim I**
To ensure that existing and new development is adequately served by community facilities and public services which are accessible by sustainable forms of transport.

The Settlement Hierarchy

2.3 The Regional Planning Guidance Note for East Anglia (RPG6) (November 2000) provides a strategic framework for the location of development in the region during the Local Plan period. Paragraph 5.6 of the Guidance refers specifically to Bury St Edmunds and Policy 18 makes specific provision for further employment, services and housing development in the town.

2.4 The Suffolk County Structure Plan Review 2001 sets out a strategy for the location of new housing in the county. It states that major housing development will take place in Bury St Edmunds, provision for significant housing development will be made in Haverhill and that, in the larger villages and small towns with a good range of services and some employment opportunities, new housing might be provided which primarily meets the needs of their surrounding areas. In the case of St Edmundsbury, these locations will be Barrow, Chedburgh, Clare, Ixworth, and Stanton. These villages are identified as Rural Service Centres. Kedington has also been identified as a Rural Service Centre although this Local Plan...
does not allocate any housing or employment sites in this village. The Borough Council has commenced the preparation of its Local Development Framework, which will eventually replace this Local Plan, and this will include a review of potential housing and employment sites in Kedington.

2.5 Firm guidance is set down in the form of Government advice, Regional Planning Guidance and the Structure Plan Review that villages should not have a role in accommodating strategic growth. The Borough Council will allow minor development within identified villages where it agrees with the Local Plan.

2.6 The Structure Plan Review provides guidance for the location of employment development. The Borough Council has taken the county strategies for housing and employment into account in adopting the Local Plan Settlement Hierarchy.

2.7 Villages: In accordance with Policy DS1 (iv), other villages in the borough may be capable of taking some minor development. The Borough Council has identified these villages in Appendix A of the Plan.

2.8 Rural St Edmundsbury: Areas outside designated Housing Settlement Boundaries are defined as countryside for the purposes of this Plan. Within these areas Policy ENV4 of the Suffolk Structure Plan 2001 will apply. The countryside is a long-term resource over which the Borough Council will continue to exercise careful control when considering development proposals. Appropriate changes for the economic or social benefit of rural settlements may be accepted where it can be shown that the environmental quality of the countryside will be maintained or improved. There may be times when new employment facilities may be appropriate in rural areas, particularly where such developments provide local jobs and help to restructure the rural economy. However, this should not be to the detriment of the local environment.

2.9 The sequential approach to development: To help achieve more sustainable travel patterns, protect and conserve areas of recognised environmental and amenity importance, promote regeneration and minimise the amount of greenfield land taken for development, a sequential approach will be taken towards the identification of land for development. In the first place, priority will be given to the re-use of previously developed land in sustainable locations, and particularly in urban areas. This is commonly referred to as brownfield development. It is important to make the most of previously developed land and opportunities for conversion of existing buildings, and to bring vacant property back into use. Any brownfield sites which become available over and above those identified in the Plan will mean the development of greenfield sites could be delayed. The Borough Council will prepare and publish a Brownfield Sites Register on a regular basis to promote the take-up and development of such sites.

2.10 In considering the sequential release of land for new housing development, proposals for the development of land or the use of buildings will be assessed against the following criteria:

i) the availability of previously developed sites and empty or underused buildings, their suitability for housing use and the net cost of bringing them back into use;

ii) the location of potential development sites, their accessibility by modes of travel other than the car and the potential for improving sustainable access;

iii) the capacity of existing and potential infrastructure, including public transport, utilities and social infrastructure,
to support further development;
iv) the ability to build communities, to support new physical and social infrastructure and to provide sufficient demand to help sustain appropriate existing local services and facilities; and
v) the physical and environmental constraints on development of land, including, for example, the level of contamination, stability, flood risk and impact on the landscape.

2.11 In principle, greenfield sites will not be identified or released for development, especially for new housing, until the following options have been considered:
i) developing those previously-developed sites within urban areas that can be supported by existing physical and social infrastructure and which are readily accessible by modes of travel other than the car;
ii) exploiting the full potential for more effective use and conversion of existing premises;
iii) raising density of development in and around existing centres and other areas with good access to public transport;
iv) releasing land held for alternative uses, where the provision exceeds likely realistic requirements; and
v) identifying areas where, through land assembly, area-wide redevelopment or renewal can be promoted.

2.12 The underlying theme of the Local Plan is the need to plan for sustainable development. Provision for development must balance the needs of a growing economy with protecting the built and natural environment. This balance is crucial to the success of any major development. The Borough Council is committed to sustainable development and the Structure Plan provides an important foundation to enable the Local Plan to meet this objective.

2.13 In order to test the sustainability of a development effectively, the Borough Council has carried out a sustainability appraisal of proposals for 15 or more homes or which involve the development of 0.5 hectares or more of land. The details of the Sustainability Appraisal are available separately. In general, all new development will need to:

- provide or, through planning agreements, fund all necessary social infrastructure required to support the development and create vibrant and successful living and working environments, including sports, recreation and open space areas contributing to the public amenity of the area and benefiting the residents or users of the development;
- provide for all necessary physical infrastructure including roads, footpaths, multi-user routes, sewers, water mains, water and sewage treatment plants and sustainable drainage systems;
- place no unmanageable strain on infrastructure resources at any time during the development period - infrastructure improvements should occur before or during the development;
- assimilate into and enhance the overall landscape and enhance the bio-diversity of the area;
- encourage sustainable living patterns; and
- promote local distinctiveness and character through the use of local materials and local design features.

2.14 The design and layout of a new development can have a significant impact on the environment, quality of life and the use of limited natural resources. Safeguarding the quality of our towns, villages and the countryside depends partly upon achieving good design. Furthermore, development can have a significant impact on a wider area. The Borough Council will make sure the impact of development on the

POLICY DS2:
THE SEQUENTIAL APPROACH TO DEVELOPMENT

The following sequential approach will be applied to the consideration of sites for development and subject to an assessment of the sustainability of individual sites:

i) the re-use of previously-developed land and buildings inside Housing Settlement Boundaries;
ii) previously undeveloped sites inside Housing Settlement Boundaries subject to the need to protect and conserve areas of recognised environmental or amenity importance;
iii) urban extensions and developments on the edge of urban areas which are well suited to achieving sustainable development and reducing the need to travel, particularly by private car.

The re-use of previously-developed land in rural locations where development would be intrusive in the countryside or unsustainable will not be permitted.
wider area is kept to a minimum, or compensated for if this is not possible and, through developer contributions and planning obligations, will introduce measures which enhance the environment and services.

POLICY DS3: DEVELOPMENT DESIGN AND IMPACT

Proposals for all development, including change of an existing use and the display of advertisements, will be considered favourably where, as appropriate, they:

a) recognise and address the key features, characteristics, landscape/townscape character, local distinctiveness and special qualities of the area and/or building;

b) maintain or create a sense of place and/or local character, particularly restoring or enhancing localities where strong local characteristics are lacking or have been eroded;

c) preserve and enhance the setting of, or views into and out of, a Conservation Area

d) do not involve the loss of large gardens and important open areas which make a significant contribution to the character and appearance of a settlement defined on the Proposals Map as "areas subject to planning restrictions", "recreational open space" and "amenity open space". The absence of such identification does not indicate that a site is suitable for development.

e) do not affect adversely:
   i) the distinctive historic or architectural character of the area and/or building;
   ii) the urban form, in terms of significant street patterns, individual or groups of buildings and open spaces;
   iii) important landscape characteristics and prominent topographical features;
   iv) sites, habitats, species and features of ecological interest;
   v) the amenities of adjacent areas by reason of noise, smell, vibration, overlooking, other pollution or volume or type of vehicular activity generated;
   vi) the highway network, in respect of the movement of traffic and road safety; and
   vii) residential amenity.

f) incorporate:
   i) designs of a scale, density, massing, height and materials compatible with the locality;
   ii) designs and layouts which are safe and take account of public health, crime prevention and community safety;
   iii) safe and convenient access for all potential users, based on the hierarchical approach in Policy T2;
   iv) measures which mitigate the impact of the development on the existing highway network;
   v) the use of appropriate building materials and techniques which respect local tradition, including aspects of detail;
   vi) schemes for the retention of existing and provision of new landscape features;
   vii) necessary and appropriate street lighting and furniture and public art;
   viii) measures which will protect and preserve the natural and built environment; and
   ix) energy conservation features, water and waste storage, collection and recycling arrangements.

g) have appropriate regard to Supplementary Planning Documents, other planning guidance including design guidance, concept statements and/or development briefs adopted by the local planning authority.

Masterplans

2.15 The Local Plan allocates a number of development sites for various uses which, because of the size, location and neighbouring uses of the site and the uses proposed on the site, require a masterplan. In requiring this approach, the Borough Council expects the masterplan to provide definition and meaning to the place which is to be created and to provide a framework for investment and implementation. Masterplans must also be sufficiently detailed so the main environmental effects can be identified.
2.16 The Borough Council will prepare a concept statement for each of the sites which require a masterplan as set out in policy DS4 of the Plan. The statement will include an assessment of the site and local characteristics as well as addressing design and physical and social infrastructure requirements. Through the masterplan, prospective developers will be expected to set out in detail how these requirements will be met. Masterplans will need to be prepared in consultation with stakeholders (such as the local community, service providers, public transport operators and parish councils), agreed with the Borough Council and must accord with the concept statement for the site. A Supplementary Planning Document will be prepared on the requirements of masterplans.

POLICY DS4: MASTERPLANS

Developers will be required to fund the preparation of a comprehensive masterplan, and accompanying statement for the following sites:

i) Vinefields Farm, Bury St Edmunds BSE2  
ii) Station Hill Redevelopment Area, Bury St Edmunds BSE6  
iii) Land East of Suffolk Business Park, Bury St Edmunds BSE3  
iv) British Sugar site, Compiègne Way, Bury St Edmunds BSE5  
v) Tayfen Road Development Area, Bury St Edmunds BSE9  
vi) West Suffolk Hospital, Bury St Edmunds BSE4  
vii) West Suffolk College, Bury St Edmunds BSE16  
viii) Western Way Development Area, Bury St Edmunds BSE17  
ix) Hardwick Industrial Estate, Bury St Edmunds BSE1(f)  
x) North-West Haverhill HAV2  
xii) Hanchett End Business Park, Haverhill HAV3  
xiii) Land off Crown Land, Ixworth RA2(b)  
xiv) Former Fireworks Factory, Chedburgh RA1(b)

Masterplans will also be prepared for any other site which by virtue of its size, location or proposed mix of uses is determined by the local planning authority to require a masterplanning approach.

Masterplans should be agreed and adopted by the Local Planning Authority following full public consultation before an application for the relevant site can be approved. It must be based on the concept statement and will, where appropriate, set out:

a) The exact site boundaries for the whole development and individual phases, including growth beyond the plan period;
b) Defined neighbourhoods and development parcels for which separate development briefs will be prepared, including plans to show in detail how the design principles will be implemented;
c) Major landscaping and open space proposals to assimilate new development into the landscape and create new habitats;
d) Bio-diversity plan, including species and habitat protection, mitigation, compensation and new habitat creation measures for sustainability;
e) Proposed shopping centres;
f) Provision of public art;
g) The range and mix of housing types and the level of affordable housing provision;
h) Density of housing/mix of uses for each neighbourhood;
i) Location and design principles of employment sites;
j) Location and design principles of social infrastructure sites;
k) Pedestrian and cycle links, including access to all workplaces, shops, and community facilities, as well as providing access to the surrounding countryside and open spaces;
l) The basic road network, and links to the existing highway network;
m) Public transport links and proposals to limit dependence on the private car. Developer funding will be required by the masterplan to ensure revenue funding is secured to enable such services to run in the medium to long term;
n) Measures to promote sustainable living, including energy saving designs, innovations in heating and lighting technologies and waste
management measures;

- The expected phasing and funding release for social and physical infrastructure and implementation timetable, including beyond the plan period; and
- How the development will protect the amenity of adjoining areas by reason of noise, smell, vibration, overlooking, other pollution or volume of vehicular activity generated.

Note: Developers should contact the local planning authority at an early stage of the development process to ascertain the requirements for a masterplan.

Masterplans should have regard to the content of the Supplementary Planning Document

Development Briefs

2.17 For all major development proposals, a design principles statement will be required from the developer, outlining the underlying principles upon which the proposal is based. It will need to include reference to masterplanning where appropriate, and an explanation as to how suitable partners (such as the health authority, police, public transport operators and parish councils) will be involved in the process. Ideas for achieving locally distinctive forms of sustainable development in terms of broad concepts should be identified.

2.18 As a guide, all proposals on sites of more than ten dwellings, or 0.3 hectares or more, will require a development brief or site-specific design guidance to be prepared before planning permission can be granted. Development briefs should accord with relevant design guidance, Supplementary Planning Documents and other planning guidance, and where appropriate should identify:

- the mix of housing and affordable housing provision for a site (or details of unit size and mix for employment sites), and the density of housing across the site;
- the social and physical infrastructure needed to serve the development;
- major landscaping and structural planting necessary so the development can be absorbed into the landscape and local biodiversity;
- details of the manner in which any existing and proposed wildlife, landscape or historic features will be incorporated and enhanced within development proposals;
- provision for safe and attractive footpaths and cycle linkages to be kept, or created, to link the new development into nearby areas. (In particular, links should be created to district centres, including access to all workplaces, shops, and community facilities, and give access to the surrounding countryside);
- details of vehicular movement, parking and public transport linkages;
- details of phasing, funding release stages and delivery of social and physical infrastructure;
- details of materials, design features and specific design guidelines (such as height, layout, density, mix of uses, etc) for buildings and other townscape features to achieve local distinctiveness; and
- measures to promote sustainable living patterns, including a Travel Plan.

2.19 Where briefs have not been produced by the Borough Council developers can take the lead in their formulation. This must be in consultation with the Borough Council and will require formal adoption as a Supplementary Planning Document or guidance. This policy does not apply to those specific sites where a masterplan is required.

POLICY DS5: DESIGN GUIDANCE AND DEVELOPMENT BRIEFS

Major development will be permitted only where proposals accord with any relevant design guidance and development briefs approved by the Local Planning Authority or other adopted Supplementary Planning Documents.

Note: Developers should contact the local planning authority at an early stage of the development process to ascertain the requirements for a development brief. Major development is defined as 10 dwellings or more or 0.3 hectares or more.
**Housing**

**Aims and Objectives**

3.1 To meet the requirements for housing in such a way that is sustainable and will best serve the whole community.

3.2 To achieve this aim the key objectives are:

a) to ensure that enough land is available to meet the identified housing need;

b) to concentrate housing development in the main urban areas, giving priority to re-using previously developed land and buildings within urban areas; and

c) to make sure a variety of housing is provided to meet the community’s needs.

3.3 St Edmundsbury is located in an area of strong economic growth. Not only is pressure for new housing driven by local needs, but also by the significant numbers of people moving into the area to service the growing economy of the Cambridge sub-region. Planning for new homes in St Edmundsbury over the period to 2016 will focus on providing a greater choice of housing to meet the needs of all in the community. At the same time, it will be necessary to encourage sustainable patterns of development by promoting housing on previously developed land in Bury St Edmunds and Haverhill and by specifying higher standards of design.

**Land for New Homes**

3.4 The Suffolk Structure Plan 2001 sets out an annual requirement for 440 homes in St Edmundsbury from 1996 to 2016 which is equivalent to a total of 8,800.

3.5 During 1996-2004 some 4,380 new homes were built across the borough, equivalent to 548 a year. This rate of building means that over 100 more homes are being built every year than are required. If this rate were to continue there would be nearly 25% more homes built by 2016 than required by the Structure Plan. The Borough Council, as local planning authority, has to comply with the Structure Plan requirements and, under the plan, monitor and manage approach required from the development plan system, ensure that development is delivered in accordance with the strategic and locational guidance of the Structure Plan.

3.6 A significant proportion of the remaining housing requirement already has planning permission. A total of 1736 homes were committed at 1 April 2004, of which some are already under construction. Table 1 sets out in more detail the scale of housing requirement in St Edmundsbury. Further details on housing provision are set out in a background paper on housing land availability, which will be updated annually.

**Table 1 St Edmundsbury Housing Requirement**

<table>
<thead>
<tr>
<th>Requirement/Year</th>
<th>Homes</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Structure Plan 1996 – 2016</td>
<td>8800</td>
</tr>
<tr>
<td>b) Completions 1996 – 2004</td>
<td>4380</td>
</tr>
<tr>
<td>c) Residual 2004 – 2016 (a-b)</td>
<td>4420</td>
</tr>
<tr>
<td>d) Planning permissions at 1 April 2004*</td>
<td>1815</td>
</tr>
<tr>
<td>e) Rural windfall allowance 2004 – 2016 (23 per annum based on past windfall permissions in rural areas)</td>
<td>270</td>
</tr>
<tr>
<td>f) Urban capacity sites</td>
<td>1570</td>
</tr>
<tr>
<td>g) 5% deduction for non-implementation of permissions</td>
<td>90</td>
</tr>
<tr>
<td>Minimum greenfield requirement</td>
<td>855</td>
</tr>
<tr>
<td>(c – (d+e+f) + g)</td>
<td></td>
</tr>
</tbody>
</table>

Please note that figures have been rounded.

*This figure includes the planning permission at Chalkstone Way, Haverhill. Although this was not a commitment as at 1 April 2004, the development is for 80 homes which represents a significant proportion of the greenfield land housing requirement (approximately 10%). These have therefore been taken account of in the housing requirement calculations.

In meeting the County Structure Plan requirement, the new housing is proposed to be distributed across the borough approximately as follows: Bury St Edmunds 43%, Haverhill 38% and the rural areas 18%.

This distribution of housing would meet the requirement of Structure Plan Policy CS3 in that major growth takes place in Bury St Edmunds, significant growth in Haverhill and limited growth in the rural areas.
3.7 The sequential approach: Government advice promotes a sequential approach for bringing forward housing land. In the first place, priority must be given to the re-use of previously developed land. The release of additional greenfield land will not be permitted where previously developed land is available to meet the housing requirement. The principles of the sequential approach are set out in the Development Strategy chapter.

3.8 The Plan aims to achieve at least 40% of new homes built on previously developed land over the plan period (1996-2016) across the whole borough. The national (60%) and regional (50%) targets are much higher than this but the fact that many brownfield sites have already been developed and the rural nature of the borough will make the achievement of a 40% target very challenging. The Borough Council will monitor development rates on previously developed land and regularly review its Urban Capacity Study.

3.9 Urban capacity: Government advice requires local planning authorities to prepare urban capacity studies. These studies are now at the heart of the sequential approach of giving priority to the redevelopment of brownfield sites, before the release of greenfield sites. The Borough Council has prepared an Urban Capacity Study in accordance with government guidance in “Tapping the Potential” (December 2000) and the Suffolk Methodology on Urban Capacity (December 2001) prepared by Suffolk Local Planning Authorities. This preparation included consultation with the development industry.

3.10 The Urban Capacity Study is provided as a background paper to this Plan. The Study estimates that 112 urban capacity sites will come forward in the borough, contributing a maximum of 1,820 dwellings. Since the study was prepared some brownfield site allocations have either been developed or have extant planning permission for housing development. Some allocations have also been deleted from the Plan and amendments have been made to the allocation at the Telephone Exchange site in Haverhill to reflect latest developments. In addition, a new brownfield site has been allocated in Chedburgh. This means that there now remains a potential capacity for 1,570 dwellings to be delivered on brownfield sites. Bury St Edmunds presents the greatest scope in terms of scale of previously developed land and so it will not be necessary to release additional greenfield land until after 2006 at the earliest. In Haverhill the limited number of brownfield sites will mean an earlier release of greenfield land to meet the housing needs of the town.

3.11 The Urban Capacity Study identified a number of previously developed and underused sites which in principle are suitable for residential redevelopment. Those sites capable of accommodating ten or more homes are allocated in Part 2 of the Plan.

3.12 Greenfield sites for housing development: To meet the housing requirement as set out in Table 1 above, it is necessary to make provision for housing development on greenfield sites. It is proposed that a greenfield allocation at Vinefields Farm will be needed to accommodate some 50 dwellings in Bury St Edmunds to 2016 and be phased for release after 2006.

POLICY H1: SCALE OF HOUSING PROVISION

The Local Plan proposes the development of 4,590 for the period 2004 - 2016 by the following means:

a) Existing commitments (minus a 5% allowance for non take-up): 1,725 dwellings
b) The re-use of existing buildings and previously developed land and the use of underused land, within the Housing Settlement Boundaries of Bury St Edmunds, Haverhill, Chedburgh and Ixworth (1,570 dwellings).
c) Greenfield allocations in Bury St Edmunds, Haverhill, Barrow, Clare, Ixworth and Stanton (1,025 dwellings).
d) Development on sites within existing village Housing Settlement Boundaries (rural windfall allowance) (270 dwellings)

In the Rural Service Centres there is limited opportunity for brownfield site development but a desire to provide planned sustainable growth to meet local needs and support local services. Therefore greenfield sites are allocated in the Rural Service Centres in order to achieve this.
3.13 In Haverhill, the scale of existing planning permissions and urban capacity is very limited. It is therefore considered necessary to release greenfield land before 2006 to maintain housebuilding and sustain economic growth in the town. Land allocated at north west Haverhill has been earmarked for residential development since the original development framework for Haverhill was prepared in 1970. An initial phase is likely to come forward before 2006. A further site at north west Haverhill has been allocated. Its release is dependent on the delivery of a north-west relief road linking Withersfield Road with Wratting Road.

3.14 Rural Service Centres have been identified in accordance with the criteria of Structure Plan Policy CS3(e) and are listed in Policy DS1 of the Plan. The Borough Council will support the role of the Rural Service Centres and the Local Plan seeks to do this by providing for modest but balanced growth during the plan period. Given that there is limited opportunity for large brownfield sites in the Rural Service Centres, the local planning authority considers it appropriate to allocate greenfield sites for housing in Clare, Ixworth and Stanton.

3.15 **Housing Settlement Boundaries**: Housing Settlement Boundaries define the extent to which new housing development will be allowed around towns and villages and provide a basis for development control decisions. The development of under-used or developed land within these built-up areas will be permitted provided that access, density and environmental requirements are satisfied and the proposed development is consistent with other Local Plan policies. Proposals for new homes and extensions within Housing Settlement Boundaries will be assessed against the criteria in Policy DS3 of this plan.

### Affordable Housing

3.16 A community’s need for affordable housing is a key issue for this Local Plan and other council strategies and programmes. There are now, and will continue to be, many people in St Edmundsbury who do not have their own housing or are living in unsuitable or inadequate homes, and who are unlikely to be able to meet their needs in the housing market without some help. This is the government’s definition of housing need.

3.17 The Borough Council commissioned a Housing Needs Study in 1998 which provided evidence of local need for affordable housing and anticipated future requirements during the Plan period which then ran to 2006. Since the original study, the Borough Council has commissioned a Review of the Housing Needs Situation in 2001 and more recently a Housing Requirements Study in 2005. Government advice in PPG3 states that where there is a demonstrable lack of affordable housing, provided by an up-to-date assessment, local plans should include a policy for including affordable housing in suitable development. A further review of local housing need is currently being undertaken and is expected to be published in 2005.

3.18 The 2001 Review of Housing Need estimates that the scale of affordable housing needed in the borough is 641 homes a year for the period up to 2006. As a comparison the total requirement for St Edmundsbury in the Structure Plan...
3. Housing

Review is 440 homes a year for the period 1996 to 2016. The 641 homes a year comes from a considerable backlog of existing households in need as well as new households wanting to set up home.

3.19 The scale of housing development allocated for the borough is not going to meet the identified requirement for affordable housing outlined in the 2001 housing needs update. However, the situation does justify a pragmatic approach of looking for affordable housing on as many sites as possible, subject to national planning policy, development economics and the resources available to registered social landlords.

3.20 The term “affordable housing” is used to encompass both low-cost market housing and subsidised housing, irrespective of tenure or ownership (whether exclusive or shared) or financial arrangements, that will be available to people who cannot afford to rent or buy houses generally available on the open market.

3.21 For affordable housing to be viable to those in housing need it must meet the following tests:

- be only for households lacking their own housing or living in housing which is inadequate or unsuitable, who are unlikely to be able to meet their needs in the housing market without some help; and
- such housing should be available, both initially and for subsequent occupancy, only to those with a demonstrable housing need.

3.22 The Housing Needs Review (2001) recommends a target of 40% of housing on allocated and windfall sites and that the target is applied to a site threshold of 15 homes or more in places with a population of 3,000 or more. The Review also recommends a site threshold of five dwellings or more in settlements of less than 3,000 population. The Housing Requirements Study (2005) confirms that the Council’s target to achieve 40% affordable housing on new developments remains appropriate and that it is important for the Council to secure affordable housing on as many sites as possible in order to maximise affordable housing delivery across the borough.

3.23 The type of affordable housing to be provided and the mechanism by which it will be secured will be determined by negotiation between the Council and developers. Regard shall be had to the location of the site relative to local services and facilities, access to public transport, scheme economics including prevailing market and site conditions, other planning objectives for the site and any alternative opportunities for meeting local housing needs. Exceptions will only be made where there is a proven case based on evidence.

3.24 Any affordable housing provided under the terms of Policy H3 should be available in perpetuity for those in local need. Registered Social Landlords are acknowledged as the main providers of rented affordable housing and so primarily the Borough Council will seek to work with Registered Social Landlords in the provision of such housing. However, other arrangements achieving the same outcome for those in need of affordable housing will also be considered where the case can be made. It will be a requirement that where a Registered Social Landlord is not involved, a legal agreement is signed and/or conditions are applied to ensure that initial and successive occupancy is restricted to members of the local community in housing need.

**POLICY H3: AFFORDABLE HOUSING**

Developers will be expected to allocate land within sites to ensure that 40% of the proposed number of dwellings constitutes affordable housing in respect of proposals which in themselves, or as part of a wider but contiguous site, relate to:

- Sites of 0.5 hectares and above or 15 dwellings or more, in settlements of 3,000 population and above.
- Sites of 0.17 hectares and above or 5 dwellings or more, in settlements of less than 3,000 population.

Conditions or legal obligations will be used to ensure that affordable housing is secured and retained for those in housing need.

The Local Planning Authority will consider issues of development viability and mix, including additional
Housing Density and Mix

3.25 The Suffolk Design Guide for Residential Areas has been jointly prepared by the Suffolk Planning Authorities. The Guide makes a positive contribution towards improving the environmental quality of new residential schemes in Suffolk and has been adopted as informal planning guidance by the Borough Council. The local planning authority will review the Suffolk Design Guide and a Supplementary Planning Document will be prepared to update the Guide and to tackle the issue of building quality houses at high densities.

3.26 The general principle to be followed is that all residential development proposals should be of a scale and form and at a density which is appropriate to the locality, within the context of national guidance and the Suffolk Design Guide. Higher densities will generally be most appropriate in the two towns, particularly in and around the town centres, and in locations with good access to public transport services. Higher density development is inextricably linked to design quality.

3.27 New residential development in St Edmundsbury must create mixed and inclusive communities, through a variety of house types and tenures. Analysis of planning permissions in the borough shows that many smaller schemes (those less than ten dwellings) often consist of just one or two house sizes or formats and often include only three or four-bedroom properties, especially in smaller developments in the borough’s villages. This justifies a policy where all developments on a site of five dwellings or more must include an element of either one or two-bedroom homes for those households who are able to meet their needs in the market and would like to live in a new home.

POLICY H4: HOUSING DENSITY

Proposals for residential development at a net density of less than 30 dwellings per hectare will not be permitted, unless the local planning authority is satisfied that there are constraints to development, or that development at that density would have an adverse impact on the character or appearance of the locality.

In locations with good public transport accessibility,

including town centres, the local planning authority will encourage high density development, including the sub-division of existing properties.

Residential developments should have regard to the content of the Suffolk Design Guide and any subsequent replacement Supplementary Planning Document.

POLICY H5: MIX OF HOUSING

All housing developments of 15 dwellings or 0.5 hectares or more in urban areas and five dwellings or 0.17 hectares or more in settlements with a population of 3,000 or less will be permitted only where:

a) They include a mix of house types and sizes, including smaller properties; and
b) They contribute towards a balanced community structure, including meeting the needs of specific groups such as the elderly, the disabled and young single people.

House Extensions

3.28 It has become common practice for home owners to extend their dwellings rather than move to a larger property.
Most extensions are acceptable provided that design and materials are appropriate and neighbours’ amenities are respected. However, badly designed and unsympathetic extensions, either singly or added up together, can have a bad effect on the character of a street or area and the amenities of those living nearby. Proposals will be expected to demonstrate that the development, design and impact are acceptable.

### POLICY H6: ALTERATIONS OR EXTENSIONS TO DWELLINGS

Planning permission for alterations or extensions to existing dwellings will be permitted provided that the proposals:

a) respect the character, scale and design of existing dwellings; and  
b) will not result in over-development of the dwelling curtilage.

### POLICY H7: SPECIAL HOUSING NEEDS

Elderly persons flats, sheltered housing or similar specialist accommodation will be acceptable on sites appropriate for residential development provided that such schemes meet the following criteria:

a) the proposed development is designed to meet the specific needs of residents including requirements for disabled persons where appropriate;  
b) the location of the development is close to community shopping and services and public transport facilities; and  
c) the proposed development does not create an over concentration of similar accommodation in any one street or area.

### 3.30 Travellers: In considering the needs of gypsies and travelling show people, the Borough Council will have regard to government policy. A review of provision of travellers’ sites within St Edmundsbury was carried out in 2001. The review established that there was no need for a permanent travellers’ site within the borough for the foreseeable future. The review also established that the need for temporary transit sites was low but that the situation should be looked at regularly. No sites have been identified in the local plan as a result of the review for permanent or temporary accommodation. Should a need for a site arise, proposals for development must have particular regard to policies to protect amenity and the environment of St Edmundsbury.

### POLICY H8: PROVISION FOR GYPSIES AND TRAVELLING PEOPLE

In the countryside, proposals for gypsy sites and travelling show people will be permitted where:

a) The need for a site is established;  
b) The use of the site would not have an adverse impact upon the amenities of nearby occupiers;  
c) The proposal would not detract from the undeveloped open and rural character and appearance of the countryside; and  
d) Adequate landscaping measures are included.

A condition or legal agreement to control the future use of sites for gypsies and travelling show people may be imposed, as appropriate.

Where the proven need is short term the development will be limited by a temporary permission.
Aims and objectives

4.1 To secure economic vitality and wealth creation in all communities without causing unacceptable harm to the environment.

4.2 To achieve this aim the key objectives of this chapter are:

a) to ensure an adequate supply of sites and premises;
b) to provide a policy framework which will help existing firms to grow and new companies to locate in St Edmundsbury; and
c) to make sure that the environment of the borough, which is an important part of its economic vitality, is not unacceptably harmed by new employment development.

4.3 The Borough Council’s economic development and planning strategies are linked. The objectives of the economic development strategy are to encourage the establishment of businesses, the growth of existing companies and to attract new inward investment to ensure sustainable economic growth. The Replacement Local Plan can contribute positively to meeting these objectives by ensuring that a balanced portfolio of sites and premises is available to meet inward and indigenous economic growth.

4.4 St Edmundsbury is located in an area of particular economic growth. Major influences on this growth include the borough’s direct relationship to the Cambridge Sub-Region, its location on the A14 Cambridge – Ipswich Corridor and its proximity to the A11 Corridor and Stansted Airport. There is a strong opportunity for St Edmundsbury to capture some of the growth associated with these strategies, including an increased number of jobs. In this context it is essential that suitable sites are identified for growth.

Employment Land Availability

4.5 Strategic employment allocations and general employment sites in the 1998 adopted Local Plan provide 143 hectares of available employment land as at 1 April 2004. Since consistent employment land availability records began in 1994 the average take-up rate of employment land in the borough has been 3.7 hectares a year. Nearly half of the borough’s available employment land is in the rural areas, including 53 hectares at the Shepherd’s Grove General Employment Area. This compares with 22 and 46 hectares in Bury St Edmunds and Haverhill respectively.

4.6 The available employment land (143 hectares) represents 39 years worth of employment land supply, based on past take-up rates. However, the local planning authority considers that additional land, above that identified by past employment take-up rates is necessary for a number of reasons.

4.7 Firstly, in calculating the availability of employment land this not only takes account of undeveloped land within employment allocations but also includes allocated land that has a valid planning permission. Of the 143 hectares available, over half (88.75 hectares) is actually already committed. There is therefore an issue of whether some areas of employment land in the borough are genuinely available. Additionally, rural sites such as Shepherd’s Grove are capable of accommodating one or two large-scale individual projects that could reduce significantly the amount of employment land available in the borough.

4.8 Secondly, the average annual take-up rate since 1994 obscures the fact that recent take-up rates in Bury St Edmunds and Haverhill are increasing. St Edmundsbury is located in an area of particular economic growth and its direct relationship to the Cambridge sub-region means that it is important that the Replacement Local Plan provides sites which can better attract research and technology based industries as well as sites for the support industries needed to maintain the growing economy of the Cambridge Sub-Region.

4.9 Thirdly, the 2001 census indicated significant levels of commuting to areas outside the borough. This plan seeks to redress this balance through sustainable growth by enhancing the borough’s role as an employment centre and to achieve a closer balance between the number of jobs and inhabitants in the borough.
4. Employment

4.10 In allocating employment land over the period to 2016 and beyond, it is important to ensure that regional and county development strategies are implemented. Therefore, the Borough Council will ensure that there is an ample supply of land and premises in appropriate locations to meet the needs of a variety of businesses, including:

- existing companies within the borough;
- small businesses and start-ups;
- inward investors;
- high technology industries; and
- those industries not appropriate for established employment sites.

4.11 As the priority is to find brownfield land for 40% of the borough’s housing requirement, it is anticipated that some inappropriately located employment sites could be redeveloped for housing. However, the priority to develop brownfield sites has to be balanced against the need to keep a diverse range of employment sites and premises within the borough.

Employment Strategy

4.12 For the purposes of the Replacement Local Plan, employment areas are defined as land and buildings which are used or allocated for purposes within use Class B1 (business), Class B2 (general industrial) and Class B8 (storage or distribution) and other uses of employment character.

4.13 Where suitable, brownfield land will be identified for employment uses. This includes vacant land on existing employment areas and specific allocations for mixed developments, including office development on town centre sites. The Borough Council recognises, however, that both Bury St Edmunds and Haverhill must be able to provide prestige sites in high quality settings to fulfil their role in meeting regional and county objectives for sustainable economic growth.

4.14 Given the limited number of brownfield sites and the priority for 40% of new housing to be built on brownfield sites in Suffolk, it will be necessary to identify greenfield land for future employment development. In releasing greenfield land the Borough Council expects prospective developers of these areas to ensure that proposals are accessible by a choice of transport and include measures to make sure there is no undesirable impact on the environment.

4.15 The Borough Council will make provision for strategic business development that could contribute towards meeting the region’s need for good quality employment floorspace. Locations are identified on the Proposals Map in Bury St Edmunds and Haverhill for employment land including offices, research and development, high tech premises and high quality light industrial uses. The strategic site at Suffolk Business Park will extend the supply of employment land beyond the current plan period but this is justified by the early provision of important infrastructure and the supply of quality, well serviced sites well located within the Borough and the region. Proposals for B1 office uses on the strategic sites in Bury St Edmunds and Haverhill will be subject to the sequential test as set out in Policy TCR1. The Rural Service Centres are also expected to provide opportunities for local employment to increase the sustainability of these villages. Given the accessible nature of these sites it also expected that some of these sites will be able to accommodate quality distribution and warehouse uses and may be able to demonstrate suitability for office development after application of the sequential test.

4.16 The employment areas identified on the Proposals Map provide sustainable and appropriate locations for industrial and business use. They ensure that sensitive land uses, and the environment generally, are not adversely affected by the need to accommodate significant levels of employment development over the period to 2016. Within these employment areas the Borough Council will seek the optimum use of land unless there are likely to be environmental problems.

4.17 When considering proposals within employment areas, the Borough Council will make sure that a range of unit and plot sizes is available so the needs of all types of business can be met. This will include the provision of small starter units (less than 250sq. metres) as well as adequate land and premises for expanding and incoming businesses. Small shared service units are also important to the local economy and the Borough Council will encourage the provision of smaller sharing schemes within employment areas.

4.18 Alternative uses on employment areas: In the strategic
employment areas identified in part 2, proposals for retail, leisure and vehicle sales uses will not be permitted. Within the other general employment areas ancillary and alternative uses, including ancillary and alternative leisure uses such as go-karting which would not be able to locate in town centres because of their size and the nature of activities undertaken, will be considered against national planning policy and this Plan's policies.

**Employment Development Outside of Defined Employment Areas**

4.19 There are also a number of other industrial and business areas, mostly small, which historically have developed in places not designated as employment areas. Further employment development or re-development on such sites will be allowed provided that the proposal is acceptable when assessed against the policies of this plan.

4.20 **Home working:** Home working is likely to increase over the plan period as people and employers take advantage of developments in information technology. Planning permission is not normally required for home working unless the use ceases to be ancillary to the residential use or people are employed at the premises who do not live there. Where planning permission is needed the Borough Council will consider the proposal against the policies of this plan.

**Existing Employment Land and Premises**

4.21 It is considered important to keep those employment sites that have not previously had environmental or traffic problems. Existing industrial and business sites and premises need to be retained in such use in order to provide a reasonable supply of employment opportunities and minimise the development of new greenfield sites. The protection of sites in locations easily accessible for the workforce by foot and public transport is particularly important. Safeguarding sites for employment uses also gives confidence to industrial and business investors in securing improvement to, or the redevelopment of, land and premises for industrial and business uses. The fact that premises are vacant will not be accepted as sufficient justification for allowing re-development to proceed. Where offices are proposed on existing employment land or in existing employment premises, such proposals will be subject to Policy TCR1.

4.22 There are instances where industrial or business operators are creating loss of amenity to nearby residents because of noise, pollution or excessive traffic. Alternatively, a site may be extremely unsightly, to the detriment of neighbouring buildings and the local character generally. In these cases it may be preferable to encourage the business to relocate to a more suitable site.

4.23 Premises selling cars with associated workshop space and bulky building materials and trade warehouses are traditionally located in industrial areas and this is regarded as the most appropriate location. However, in the case of premises selling bulky building materials and trade warehouses, sales to the general public will either not be permitted or shall be restricted to just ancillary sales. The policy does not apply to DIY retail warehouses, which sell a wide range of goods extending beyond the heavy and bulky end of the trade, and thus appropriate conditions may be imposed on planning permissions for builders merchants and trade warehouses to limit the range and type of goods sold. Permission for car showrooms with workshops will be subject to a condition withdrawing permitted development rights in respect of the change of use of the premises to a shop.

4.24 In order to ensure a balanced economy in the borough, it is important that the supply of employment land and premises is commensurate with the number of economically active people living in the borough. Many existing employment sites and premises play an important part in St Edmundsbury's economy as they maintain a local provision of employment opportunities and help to curb the growth in commuting. It is for these reasons that proposals involving the loss of employment sites must first demonstrate that this loss will not materially harm the existing local supply of employment land and premises.
POLICY E1: EXISTING EMPLOYMENT LAND AND PREMISES

The re-development of existing employment land and premises for existing employment and alternative employment uses will be supported, subject to satisfying other policies in the Plan.

The loss of industrial, warehousing, office and business land or premises for any purpose other than those uses will not be permitted unless:

a) It is evident that the existing use has created overriding environmental problems; or
b) It can be demonstrated that the proposal would not diminish unacceptably the existing local supply of land or units available.

Criterion (a) does not apply to residential development or mixed use development incorporating an element of housing.

Proposals involving car showrooms with workshops, as well as bulky building materials and trade warehouses will be considered favourably on existing employment land or premises.
Aims and Objectives

5.1 To sustain and enhance rural communities while maintaining and where possible improving the rural environment.

5.2 To achieve this aim the key objectives are:

a) to encourage appropriate rural diversification initiatives;
b) to encourage the retention of, and where possible improvement to, shopping and service facilities in rural areas;
c) to encourage business development and innovation;
d) to support rural tourism and related activities; and
e) to conserve and enhance the countryside.

5.3 The rural area is defined as everywhere in the borough outside of the urban edge of Bury St Edmunds and Haverhill as defined on the Proposals Map. This includes:

- the Rural Service Centres, as identified in Chapter 2. These are Barrow, Chedburgh, Clare, Ixworth, Stanton and Kedington;
- other villages with Housing Settlement Boundaries, as defined in Appendix A and on the Proposals Map; and
- the area designated as countryside on the Proposals Map, which includes the smaller villages and rural settlements that do not have a Housing Settlement Boundary.

5.4 The borough is predominantly rural and these rural areas are an integral part of its character. Rural St Edmundsbury has the key qualities of attractive villages and large tracts of open countryside. However, similar to many parts of the country over the last decade or so, the rural areas of the borough have experienced considerable social, economic and environmental change and are under increasing pressure from development.

5.5 The countryside faces a period of major change and the changes in agriculture have necessitated an increased emphasis being given to the diversification of the rural economy. Affordability of housing continues to be a major concern within rural St Edmundsbury.

5.6 The Borough Council’s Rural Action Plan (2004) is committed to the preservation and enhancement of the social, economic and environmental well-being of rural St Edmundsbury. The close control of development in the rural areas remains a principal planning objective for several reasons. Widely dispersed development would:

- detract from the appearance and character of the countryside;
- increase reliance on the use of the car; and
- result in the loss or fragmentation of valuable farm land.

5.7 Whilst the policies in this chapter are specific to the rural areas of the borough, this chapter must be read in the context of the rest of the Local Plan as some land use proposals in the rural areas will also need to be assessed against relevant policies in other chapters. In addition, not all policies within this chapter will be relevant to all villages in the borough given that there are three different types of settlements, that is, (i) the Rural Service Centres; (ii) other villages that are not identified as Rural Service Centres but which have a Housing Settlement Boundary; and finally (iii) the other smaller rural settlements and villages that do not have a Housing Settlement Boundary.

The Rural Economy

5.8 It is important that the Local Plan allows for the development of a healthy rural economy. Sensitive, small scale employment development in the rural areas will be allowed where this would be sustainable and would not harm the amenity or character of the locality. It is particularly important that new business development does not detract from the character and heritage of the countryside, which is one of the contributory assets upon which the borough’s tourism and leisure industries are based.

5.9 It is anticipated that some provision for additional rural employment will need to be made through new buildings, including development on rural general employment areas. There are some rural settlements which do not have a
5. The Rural Area

general employment area and many villages have existing businesses which add to the vitality of the community. The Borough Council is supportive of rural business and policy RU1 allows for additional employment in the rural areas subject to environmental and travel considerations.

POLICY RU1: EMPLOYMENT DEVELOPMENT IN THE RURAL AREAS

In addition to the policies elsewhere in this plan employment development will be permitted in or adjacent to villages (as defined in Appendix A) where all the following criteria are met:

a) The proposal is small in scale, defined as being normally no more than 300 sq. metres of floor space (gross);

b) No industrial activities or storage of materials takes place outside of the buildings; and

c) The layout and design reflect the countryside location.

5.10 Agriculture and related industries have long been the major part of the local economy in St Edmundsbury. However, farm businesses increasingly need to find ways of diversifying to offset the long term trend of falling prices for agricultural goods. These will include non-agricultural activities such as farm-based attractions, tourism related development and sporting activities. The scale and character of these activities needs to be sensitive to the character of their setting and protect or enhance it. Existing buildings should be re-used, where possible, to provide any accommodation needed in association with alternative uses.

POLICY RU2: FARM DIVERSIFICATION

Proposals for farm diversification will be permitted where:

a) Proposals retain existing or provide new employment opportunities and services for the local community;

b) The proposal does not threaten the viability of the farm unit;

c) The erection of the new buildings is kept to a minimum; and

d) The proposal would not result in detriment to the rural environment arising from traffic movements on Class 3 or unclassified roads.

Equine-related Activities

5.11 The keeping and riding of horses for recreation purposes is an increasingly popular form of leisure pastime which can generate income for the local rural economy. Similarly, commercial horse-related developments including riding schools, livery stables, stud farms, manèges and other equestrian enterprises can also make a significant contribution to the rural economy and are particularly important around Newmarket. The Borough Council recognises the need to make provision for such development, whilst at the same time having a commitment to protecting the environment and the amenities of neighbouring properties. The Borough Council is also concerned to avoid the proliferation of unnecessary building in the open countryside.

5.12 Domestic or commercial equine-related development generally requires a location in the rural areas as it may depend on the use of the surrounding land. The conversion of agricultural buildings for such uses will in general, be considered favourably (see Policy RU4 below). All equestrian development, whether domestic or commercial, should be of an appropriate scale and design and careful attention should be given to siting and landscaping details to ensure that proposals do not detract from the locality’s character and appearance. In assessing a proposal, the Borough Council will consider the environmental impact, access, parking and traffic implications and the likely future development requirements of the activity. Applications for dwellings for certain key personnel associated with commercial equine establishments may be considered in the same manner as applications for dwellings for key agricultural personnel in accordance with Policy RU6. In such cases the application will be required to meet the tests set out in PPS7.

POLICY RU4: EQUINE-RELATED DEVELOPMENT

In addition to the policies elsewhere in this plan, equine-related development will be permitted in or adjacent to villages (as defined in Appendix A) where all the following criteria are met:

a) The proposal is small in scale, defined as being normally no more than 300 sq. metres of floor space (gross);

b) No industrial activities or storage of materials takes place outside of the buildings; and

c) The layout and design reflect the countryside location.

The Borough Council recognises the need to make provision for such development, whilst at the same time having a commitment to protecting the environment and the amenities of neighbouring properties. The Borough Council is also concerned to avoid the proliferation of unnecessary building in the open countryside.

Applications for dwellings for certain key personnel associated with commercial equine establishments may be considered in the same manner as applications for dwellings for key agricultural personnel in accordance with Policy RU6. In such cases the application will be required to meet the tests set out in PPS7.
5.13 The re-use and conversion of existing rural buildings has an important part to play in meeting the needs of local businesses and tourism, contributing to the overall aim of achieving sustainable economic development. The re-use of rural buildings can also make a valuable contribution in providing community or recreational facilities as well as affordable housing to meet the needs of the local community. The Plan will help achieve this by encouraging the re-use and conversion of rural buildings wherever appropriate. The use and conversion of existing buildings reduces the need for new buildings in the countryside.

5.14 Whilst the policies for rural business conversions raise issues regarding the need to travel, the Borough Council recognises the need to assist the rural economy and to reduce long distance commuting. Nonetheless, proposals for conversion to new uses which could generate a significant number of jobs should be well related to towns or villages.

5.15 The conversion of rural buildings can also make a contribution to housing provision where the building is suitable for conversion and its location is sustainable and environmentally acceptable. However, re-use for employment proposals, tourism accommodation, recreation uses, community uses and affordable housing will be regarded as favourable over re-use for market housing. Proposals for conversion to market housing must include appropriate evidence of the efforts which the applicant has made to secure the preferred alternative re-uses over a 12-month period. Given the emphasis in PPS7 to support the rural economy and encourage community services and facilities, this requirement applies equally to those rural buildings that are currently in employment use and which are the subject of a planning application for change of use to residential use. If it can be demonstrated that none of the preferred alternative re-uses can reasonably be accommodated then re-use for market housing may be permitted. Where the conversion to market housing is a subordinate part of a scheme for any of the preferred uses including employment, tourist accommodation, recreational uses, community facilities, affordable housing and key worker housing, a condition will be imposed requiring the works necessary for the establishment of the enterprise to be undertaken before the dwelling is occupied. In appropriate cases, the Borough Council will seek to tie occupation of the dwelling to the operation of the main use, by means of a condition or a planning obligation, in order to prevent it being let or sold separately.

5.16 It should be recognised that not all buildings in the countryside are suitable for conversion or adaptation to new uses. Some existing rural buildings are often badly designed and sited or poorly constructed, having been erected before planning controls existed or by using agricultural permitted development rights. If converted to an alternative use, such buildings would be permanently retained as intrusive features in the landscape, in obvious conflict with policies seeking to conserve and enhance the rural environment.
POLICY RU4: RE-USE OF RURAL BUILDINGS IN THE COUNTRYSIDE

The re-use, conversion and subsequent alteration or extension of rural buildings for the following uses will be considered favourably:

- Employment (defined as light industrial and office uses and, where appropriate, limited small scale storage)
- Tourist accommodation
- Recreational uses including riding stables, livery, and sports pavilions
- Community facilities

If it can be demonstrated that none of the above preferred uses can reasonably be accommodated, then the re-use of a rural building for market housing may be appropriate.

In addition to other policies in the Plan, proposals for the re-use of rural buildings must satisfy the following criteria:

i) The building is structurally sound and capable of conversion without the need for extension or significant alteration or reconstruction
ii) Any proposed alterations to the building, its associated operational area, provision of services, amenity space and outbuildings would not harm its appearance as a rural building or adversely affect the rural setting of the building in the locality
iii) The nature and intensity of the proposed use would be compatible with its rural location
iv) Proposals which would be likely to create a significant number of jobs should be well located in relation to towns and villages or be readily accessible by public transport.
v) In case of residential use, the creation of a residential curtilage and associated domestic paraphernalia would not have a harmful effect on the character of the site or the surrounding area.

A Supplementary Planning Document will be prepared to give further guidance on the re-use of rural buildings.

Replacement of Buildings in the Rural Areas

5.17 The replacement of suitably located, existing buildings in the rural areas for economic development purposes (defined as light industrial and office uses and, where appropriate, limited small scale storage) will be supported where this would result in a more acceptable and sustainable development than might be achieved through conversion. For example, the replacement building would bring about an environmental improvement in terms of the impact of the development on its surroundings and the landscape. Where no such improvement is made, then proposals for the replacement of the building in question will be resisted. Proposals will be judged on their own merits to determine whether or not the building for replacement is suitably located, taking into account the nature of the proposed economic re-use, the level of activity associated with the proposed use and its potential impact on the character and appearance of the countryside.

POLICY RU5: REPLACEMENT OF BUILDINGS IN THE RURAL AREAS

The replacement of existing buildings in the rural areas for economic development purposes will be supported subject to satisfying all of the following criteria:

i) The replacement building will result in a more acceptable and sustainable development than might be achieved through conversion;
ii) the nature and intensity of the proposed use would be compatible with its rural location;
iii) proposals which would be likely to create a significant number of jobs should be well located in relation to towns and villages and/or be readily accessible by public transport;
5. The Rural Area

Housing Development in the Rural Areas

5.18 New build, conversion and redevelopment housing schemes will be permitted within Housing Settlement Boundaries, subject to satisfying other relevant policies in the Plan.

5.19 Outside the Housing Settlement Boundaries, including those smaller rural settlements that do not have settlement boundaries, there is stricter control. Whilst Policy RU4 above sets out the criteria for when a residential reuse of a rural building might be permissible, Policy RU6 sets out the circumstances when new build housing or replacement housing might be permissible in the rural areas outside Housing Settlement Boundaries.

5.20 The borough is predominantly rural and, in certain circumstances, housing for key agricultural workers may be acceptable in the countryside. In exceptional cases, such workers will be permitted to have homes in the countryside if they are located on the holding and the application meets the tests set out in PPS7. The replacement of an existing home in the countryside may be acceptable provided that the proposal would not have a materially greater impact on the countryside.

5.21 The extension or alteration of an existing home in the countryside may be acceptable providing it involves only modest change in the size and appearance of the building and does not increase the number of homes. As a general guide, an extension or enlargement of more than 50% of the original home is unlikely to be acceptable because impact on both the existing home and its surroundings is likely to be considerable and the home may be out of scale with its plot.

POLICY RU6: HOUSING DEVELOPMENT IN THE RURAL AREAS

Housing Settlement Boundaries for the villages listed in Appendix A are defined on the Proposals Map. Planning permission for new residential development, residential conversion schemes, residential redevelopment and replacement of existing dwellings with a new dwelling will be permitted within Housing Settlement Boundaries where it is not contrary to other policies in the Plan.

In addition proposals for residential annexes will be permitted only where:

i) the design and siting of the annexe is such that it is capable of being reasonably integrated into the use of the original dwelling once its need has ceased;

ii) the size of annexe is the minimum necessary to meet the purpose;

iii) the annexe is not capable of being used as a separate dwelling.

Outside the Housing Settlement Boundaries defined on the proposals maps, new housing development will not be permitted in the rural areas, except where the proposal involves:

iv) A dwelling for a key worker essential to the operation of agriculture or forestry where it can be demonstrated that there is essential need for someone to live permanently on site to provide essential care to animals or processes; or

v) The replacement of an existing dwelling on a one for one basis where the volume would not be greater than that of the dwelling to be replaced with the addition of any remaining permitted development rights and the curtilage of the development is not greater than the existing curtilage.

Buildings which have become so derelict, have been abandoned or are otherwise incapable of adaptation or re-use will not be considered favourably for replacement.
5.22 The need for agricultural dwellings may change from time to time with economic circumstances and some agricultural dwellings approved in the past may become surplus to requirements. In order to maintain the integrity of Policy RU6 it is important that such conditions, once imposed, should remain in force unless it can be proved beyond doubt that the essential need no longer exists, both on the particular holding and in the locality.

POLICY RU7: REMOVAL OF AGRICULTURAL OCCUPANCY CONDITIONS

Agricultural occupancy conditions will only be lifted where the local planning authority is satisfied that the need for such accommodation no longer exists. The onus will be on the applicant to demonstrate this and that the property has not been sold despite being on the market for at least 12 months at a price independently judged to be fair.

POLICY RU8: RURAL HOUSING EXCEPTION SITES

As an exception to the provision made in the Plan for general housing demand, the local planning authority will permit rural affordable housing schemes adjoining but outside a Housing Settlement Boundary or built up area of a village provided that:

i) The development will meet or assist in meeting a proven and specific need for affordable housing in the locality which could not otherwise be met;

ii) The development is on the edge of a village (as listed in Appendix A), well related to existing community services and facilities and is sympathetic to the form and character of the settlement;

iii) The site is the most suitable to meet the identified need and, in particular, the need could not be met on any site which would better meet criterion (ii); and

iv) Secure arrangements are made to ensure that initial and subsequent occupation of the dwellings can be restricted to those having an identified local need for affordable housing through the use of appropriate safeguards, including conditions or legal obligations.

5.23 Rural exception sites: In the rural areas, the provision of affordable housing can be more challenging as the development strategy restricts housing development in the smaller villages and countryside. Granting planning permission on an exceptional basis for affordable housing on land next to the Housing Settlement Boundary of villages is one way in which to provide affordable housing which will continue to meet local needs. Where a rural exception site is proposed for development the Borough Council in consultation with local residents will determine whether it will meet an identified local need (the need of the parish and neighbouring rural parishes) and whether the site is most suitable for local need.

Retailing in the Rural Areas

5.24 Outside the shopping centres as defined on the Inset Maps and referred to in Chapter 7, the provision of local shops (Use Class A1) can provide a benefit to the immediate community as well as financial and professional services (Use Class A2) and food and drink uses (Use Classes A3, A4 and A5). However, care needs to be taken on the location and operational requirements of these shops in order to limit the
potential impact on the locality. For clarification, the following policy does not apply to the shopping centres of the Rural Service Centres (defined in Chapter 2) as this policy restricts the floorspace of retail proposals to a maximum of 150 sq. metres. Retail proposals in the shopping centres of the Rural Service Centre villages will be assessed against Policy TCR1.

**POLICY RU9: RETAIL PROPOSALS WITHIN RURAL HOUSING SETTLEMENT BOUNDARIES**

In addition to the policies elsewhere in this Plan, proposals for new retail development, including the change of use of buildings, within the Housing Settlement Boundaries and other rural settlements (but excluding defined shopping centres in the Rural Service Centres) will be approved where:

i) the proposal meets a local need;

ii) the proposal is small in scale (not exceeding 150 sq. metres in net floor) area; and

iii) the proposal falls within Use Classes A1, A2, A3, A4 or A5.

5.25 Shops and other facilities in villages provide a vital lifeline for many communities. The protection of viable facilities is essential to the livelihood of rural areas. All too often village shops, post offices and public houses have closed, leading to rural isolation and social exclusion. Local shops are generally under threat from car-based shopping patterns that favour large out-of-town stores. The Borough Council will resist the change of use or redevelopment of existing village shops, post offices and public houses in villages. This approach is in line with the St Edmundsbury Borough Council Rural Services Review Action Plan (2004) which seeks to retain services in villages.

**POLICY RU10: PROTECTION OF RURAL SERVICES**

Proposals for the redevelopment or change of use of shops, post offices, public houses, garages and other service facilities within the rural areas will not be permitted unless it can be demonstrated that every effort has been made to retain the building in its existing use.

The local planning authority will have regard to:

a) the provision of supporting evidence to show that the business cannot be made financially viable or cannot be sold as an operational business after being marketed as such for not less than 12 months;

b) whether the local community has demonstrated a willingness to operate the business or use as a community facility; and

c) the layout and physical condition of the building and its contribution to the local community.

The partial redevelopment or change of use of a service facility, including development within the curtilage, which would prejudice its economic viability or future operation, will not be permitted.

The diversification of existing rural services to provide additional Class A1 uses which serve local needs will be encouraged.
5.26 The provision of sites for static holiday caravans is not generally considered appropriate in St Edmundsbury because of the high landscape quality of the countryside and character of the built environment. Touring caravans, however, tend to have less of an impact and a number of certified sites, for no more than five vans, are located throughout the borough.

5.27 Larger sites for touring caravans and tents can have an impact on the surrounding countryside and proposals for new sites will require special care in their design, location and screening. In order to minimise the amount of new development, any associated facilities should be accommodated in existing buildings which are worthy of retention and in accordance with Policy RU4. Where such buildings are not available, essential new buildings must be designed to a high standard and be sensitively located.

5.28 Particular care needs to be taken when considering touring and camping sites in the Special Landscape Area, where the high environmental and landscape quality means the overriding priority is the protection of landscape character.

POLICY RU11: TOURING HOLIDAY CARAVAN AND CAMPING SITES

Proposals for touring caravan and camping sites will be permitted provided:

i) there are no overriding environmental or amenity objections;

ii) the proposed development is well screened and does not have an adverse impact on the locality in terms of noise and traffic generation;

iii) existing buildings which are worthy of retention are utilised for the provision of associated facilities. Where new buildings are essential, they should be designed to a high standard and sensitively sited; and

iv) good access is available to sites without requiring road improvements which would be harmful to the rural environment.
Leisure

Aims and Objectives

6.1 To maintain and develop leisure, cultural and community facilities to meet the needs of residents and visitors to the borough.

6.2 To achieve this aim, the key objectives are to:

a) Encourage the sustainable provision of sports, leisure, and cultural facilities and public art;
b) Protect important open areas for their amenity and recreation value;
c) Encourage improvements in open space provision and provide good quality, accessible facilities;
d) Ensure that new housing development makes appropriate provision for new and improved facilities; and
e) Allow recreation and tourist facilities to be accommodated in the countryside, where they can be provided without harm to the local environment.

Leisure Needs

6.3 The Borough Council has an important role to play in meeting leisure needs, both of its residents and visitors. It has two ways of meeting this need - through its planning powers and through helping to put the Leisure and Cultural Strategy into practice. In carrying out these roles, it will be important to protect what is already provided as well as encouraging new facilities.

6.4 The borough, being centrally located in the East of England, is ideally situated to provide facilities of a regional significance. The West Suffolk Athletics Track hosts a number of regional and nationally important events and other sports and leisure governing bodies will be encouraged to continue this trend.

6.5 In considering proposals for new leisure facilities, the Borough Council will have regard to the tests set out in government guidance and seek to ensure that users can travel to them by environmentally sustainable means of travel. The facilities should also have a minimal impact on the environment and every opportunity should be made to make sure anything new fits in with existing facilities.

6.6 The joint provision and dual use of suitable leisure facilities is an efficient use of land and resources, and can increase the amount of facilities available and so is to be encouraged. Joint provision includes the planned provision of enhanced facilities, usually for education and community benefit, and dual use involves their regular use by those for whom they were not primarily intended. This provision is generally made at schools. The availability of other public and private facilities should, however, not be ignored and the Borough Council would wish to encourage their wider use.

6.7 Golf courses and ancillary facilities: With changes in agricultural economies and practice, an increasing emphasis on diversification of farming activities and incomes, and changing recreational demands, there are opportunities for the use of land for golf courses.

6.8 The potential impact of golf courses in the countryside is great, due to the large areas of land affected, ancillary developments which are usually necessary for their operation, associated developments, landscaping and traffic generation. It is important to protect the rural character of the countryside and wildlife habitats and it is recognised that some areas will not be suitable for such development, where the quality of the landscape is such that it should be kept unchanged. Golf courses do not necessarily fit comfortably in all environments, and proposals will be carefully assessed to ensure that the artificial appearance of a golf course is not superimposed on an existing traditional landscape. Proposals for new golf courses are likely to require an Environmental Impact Assessment to accompany the application in accordance with the Regulations.
6. Leisure

POLICY L1: GOLF COURSES AND RELATED FACILITIES

Golf courses and related facilities will not be permitted in locations where they would have an adverse impact on the landscape, sites of ecological interest or historic sites.

Applicants will be expected to demonstrate that the design, layout and new planting within the scheme assimilates with the existing landscape and creates new wildlife habitats. Extensive appropriate planting will be required.

Clubhouses, car parking and ancillary facilities must be of a high standard of design and sympathetic use must be made of materials traditional to the area. Such facilities must be discreetly located within the landscape and where possible, use must be made of existing buildings and facilities.

Applicants will be expected to assess the environmental impact of any floodlighting scheme. Proposals which give rise to intrusive floodlighting will not be permitted.

Regard should be had to the content of the Floodlighting Planning Guidance and any subsequent replacement Supplementary Planning Document.

POLICY L2: TOURISM DEVELOPMENT

Proposals for new tourism development, including visitor centres and attractions, will be permitted where:

i) for tourism development that falls within one or more of the main town centre uses set out in paragraph 1.8 of PPS6, it can be demonstrated that a sequential approach based on paragraphs 2.44-2.46 of PPS6 has been adopted in selecting the site;

ii) the proposal is accessible by a choice of transport;

iii) the development would be visually unobtrusive and able to be screened in a manner which enhances the surrounding landscape; and

iv) it is of a scale related to its setting.

6.10 Visitor accommodation is an important means of increasing tourism expenditure in the local economy. There is scope for extra accommodation, especially in the main towns. The overall strategy for development in the borough and the quality of the environment means that, as a general principle, new purpose-built holiday accommodation will not normally be permitted in the countryside. New accommodation will only be permitted which involves the change of use or conversion of existing buildings or is either integral or ancillary to a leisure or sporting facility, and such a use would not result in a detrimental impact.

POLICY L3: VISITOR ACCOMMODATION

Proposals for additional visitor accommodation within Housing Settlement Boundaries, including extensions, conversions and intensification of existing premises, will be permitted where the development will not have a detrimental impact on the environment and local amenity. In the case of new build, proposals will be required to where appropriate, satisfy the
6.11 Open spaces near residential areas can add significantly to quality of life. They not only help people to take part in outdoor pursuits, they also contribute to the quality of the environment. More formal parks can also serve a much wider catchment area and, as in the case of the Abbey Gardens in Bury St Edmunds, also serve as a major tourist attraction.

6.12 The National Playing Field Association (NPFA) suggests an overall standard of 2.43 hectares of outdoor playing space per 1,000 population. This standard is intended as a general guide and needs to be modified to take account of local demand and range of facilities available.

6.13 St Edmundsbury will be carrying out a detailed assessment of playing field needs in the borough, the results of which will be included in the Open Space Strategy. Minimum standards of open space provision are set out in Appendix E and Planning Guidance. This will be reviewed once the assessment of playing field need has been completed and a Supplementary Planning Document will be produced.

6.14 Within new residential development in the main towns and villages, developers will be expected to provide appropriate public open space as formal recreation areas, informal open space and play areas. New public open space is proposed at Moreton Hall, Bury St Edmunds, and various locations in Haverhill. There are also a number of settlements that do not have enough playing fields. The Borough Council will encourage new facilities where there are no overriding detrimental effects on agricultural land, residential amenity and conservation interests.

6.15 Casual play areas in residential neighbourhoods are an essential part of the amenity of an area. Adequate play space will be needed in new residential areas and the Borough Council will refer to Appendix E and Planning Guidance which includes standards for the size of play area to be provided. Great care will be necessary in the location of the play areas in order to cut disturbance to nearby residents.

6.16 In office, retail and other commercial and mixed development schemes there may also be the opportunity for creating new public open space or providing particular sports and recreation facilities. When applying the approved standards of open space provision to residential and commercial development, the Borough Council will consider the nature of the demand generated and the level of existing open space and recreation provision.

6.17 The borough’s countryside provides a rich resource and considerable potential for recreational uses. Public interest in the countryside in general and nature conservation in particular continues to grow. Although recreation in the countryside is primarily limited to a network of footpaths and bridleways, there is growing pressure for new and improved facilities such as car parks, picnic sites and overnight accommodation. The demand for more organised sports provision is also growing. These pressures must be balanced against the need to protect the character and appearance of the countryside and prevent inappropriate development from damaging those qualities which attract people in the first place.
6.18 Keeping and enhancing existing facilities for sport and recreation is important for the borough and the Borough Council will seek to safeguard this provision. School playing fields are an especially important amenity and are protected by the minimum statutory requirements for school playing field areas set by the Government. The Borough Council will take into account government advice and directives concerning the referral of applications for development that would mean losing open space or playing fields.

6.19 Parks, including country parks also play an important role in providing a mix of open space, both through organised and informal sport and leisure.

**POLICY L4: STANDARDS OF OPEN SPACE AND RECREATION PROVISION**

Developers of new housing areas will be required to provide open space including play areas, formal recreation areas and amenity areas and where appropriate, indoor sports facilities in accordance with the local planning authority’s approved standards of provision.

Where appropriate, the local planning authority will seek the provision of recreational open space and sports and recreation facilities as part of office, retail and other commercial and mixed development schemes.

In addition to policies and proposals elsewhere in this Plan, proposals for the provision of new playing fields and sports facilities should be accompanied by a demonstration of need.

In appropriate circumstances, the local planning authority will permit the provision of indoor recreation facilities as an alternative to outdoor open space provision.

Note: Standards for open space provision are incorporated within Appendix E and Planning Guidance and any subsequent replacement Supplementary Planning Document.

**POLICY L5: SAFEGUARDING PARKS AND OPEN SPACES**

The local planning authority will seek to safeguard existing parks, amenity areas and recreational open space. Development on public, private and school playing fields will not be permitted unless:

i) the development is for buildings and/or facilities ancillary to, or enhancing, the amenity or recreational value of the open space; or

ii) any playing field(s) which would be lost as a result of the proposed development would be replaced by a playing field(s) of an equivalent or better quality and equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of the development; or

iii) there is clear evidence through a quantified and documented assessment that now, and in the future, the land will no longer be needed for its current purpose or has no special significance to the interest of sport, other recreational uses or the local community; or

iv) the proposed facility is for an indoor or outdoor sports facility, the provision of which would be of significant benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field(s).

Parks, Important Amenity Open Space and Important Areas of Recreational Open Space are identified on the Proposals Map.
6.20 Allotments: Allotments provide a popular form of recreational pursuit, a source of healthy food and exercise. If there is a demand for them and they are well maintained, they provide an environmental resource in towns.

**POLICY L6: ALLOTMENTS**

The local planning authority will seek to ensure that an adequate supply of allotments is maintained. Proposals which will result in the loss of allotments will be approved only where:

i) an assessment of the long term need for the site has been carried out; and, if necessary
ii) alternative provision of a similar standard is available within the area; or
iii) alternative provision of a similar or improved standard can be made available in a location accessible to existing users.

*Note: Standards for allotments are incorporated within Appendix E and Planning Guidance and any subsequent replacement Supplementary Planning Document. The designation of unused allotments as Important Open Areas may be covered in further guidance. The local planning authority will secure the alternative provision of allotments through the use of conditions and/or planning obligations.*

6.21 There is a large network of public rights of way across the borough, providing important opportunities for access to the countryside as well as links between towns and villages. Proposals for development can have an impact on the rights of way network and the Borough Council will resist any such development unless satisfactory alternative provision is made. The Borough Council will have regard to the content of the Public Rights of Way Improvement Plan.

**POLICY L7: PUBLIC RIGHTS OF WAY**

Development which would adversely affect the character and/or result in loss or unacceptable disruption of existing or proposed public rights of way will not be permitted unless alternative provision or diversions can be arranged which are equally attractive, safe and convenient for public use.

Where appropriate, improvements to rights of way will be sought in association with new developments to enable new or improved links to be created to public services, between settlements and into the countryside.
7. Town Centres and Retailing

Aims and Objectives

7.1 To provide opportunities for people to shop for all their needs by sustainable means in town and local centres which are thriving and viable locations.

7.2 To achieve this aim, the objectives are to:

a) promote the development of defined shopping centres as diverse, multi-functional areas which are a focus for the community, by encouraging mixed use developments, incorporating a range of activities and services and meeting the accessibility needs of the whole community;

b) encourage uses which extend the hours during which a defined shopping centre is active by encouraging an 'evening economy' appropriate to the scale and function of that centre; and

c) improve and enhance the environment of defined shopping centres generally through such measures as environmental enhancement schemes, managed access, signing, street furniture and maintenance.

7.3 The term shopping centres is used within this plan to refer to all types of centres listed below. Policy TCR1 provides details of the uses which are acceptable within shopping centres.

Shopping Centres

7.4 The defined shopping centres in the borough are:

- **Town Centres** - Bury St Edmunds, Haverhill
- **Local Centres** - Bury St Edmunds: Hardwick Precinct, Stamford Court, Glastonbury Road, Lake Avenue, St Olaves Precinct

7.5 The shopping centres in the borough are diverse, serving different customers and purposes. Bury St Edmunds acts as a focus for shopping, leisure, business and cultural activities. It acts as a sub-regional centre serving both the town itself and surrounding smaller settlements, as well as the needs of residents outside the borough. Haverhill is an important centre serving a large area including the town itself and a considerable number of surrounding smaller settlements. The proximity of and ease of access to, larger centres (particularly Cambridge) limits Haverhill's catchment in the wider area. By contrast, Clare is a large village but has a viable centre which plays an important role in serving local communities for day-to-day needs as well as being an important visitor destination. The centre also has a weekly market. Ixworth and Stanton both have a centre which also has a number of retail uses serving the village and surrounding settlements. Local centres in urban areas play an important role in providing for day-to-day requirements which supplement those provided in larger town centres. They are particularly important in providing accessible local services for those who are unable to get to larger centres.

7.6 The shopping centres serve as more than just a destination for shopping trips. They contain a rich diversity of uses which together give the centre its own local distinctiveness. The Borough Council wishes to maintain and improve the vitality of the town and local centres in the borough and will encourage a mix of uses which satisfy this aim. The use of upper floors can provide accommodation for people who want to live in a town centre but not necessarily at ground floor level. Furthermore, the occupation of upper floors can significantly improve the vitality of a town centre through increasing diversity. Converting upper floors above shops to self-contained units for business or residential uses can be problematic, especially in listed buildings, but there are a number of successful examples where vacant space
above shops has been brought back into residential use through partnership working with housing associations.

7.7 It is recognised that town centres cannot accommodate all shopping needs, especially those which serve local neighbourhoods or which require large floorspace. Retail warehouses have added significantly to the amount of shopping floorspace in both Bury St Edmunds and, to a lesser extent, Haverhill. The presence of large supermarkets has also changed the shopping habits of many people. However, in accordance with the objective of maintaining the vitality and viability of town centres, restrictions will be placed on the further development of convenience goods stores and retail warehouses in the borough. Where there is a demonstrable need for the use, developers will need to ensure that there will be a minimal impact, both economically and environmentally, on existing centres. There will also need to be a clear indication that a sequential approach has been taken to identifying the site, starting from the primary shopping area of the town centre. In order to ensure that the character of any approved developments does not subsequently alter unacceptably the type of goods sold in these stores they will be controlled by planning conditions.

7.8 Outside of Bury St Edmunds and Haverhill’s defined local shopping centres, the provision of local shops can provide a benefit to the immediate community. However, care needs to be taken on the location and operational requirements of these shops in order to limit the potential impact on the locality.

POLICY TCR1: SHOPPING CENTRES

In Shopping Centres, as defined on the Proposals Map, the local planning authority will support proposals which would result in improved provision of one or more of the following uses:

i) Shopping (Use Class A1);
ii) Financial and professional services (A2);
iii) Food and drink (A3, A4, A5);
iv) Leisure and recreation;
v) Business (B1) commercial uses;
vi) Visitor accommodation; and
vii) Residential uses.

Provided that, in addition to policies elsewhere in this plan:

a) proposals are of a scale and function that is appropriate to the centre;
b) appropriate provision is made for the use of upper floors.

Developers will be expected to provide, wherever possible, mixed use schemes.

Proposals for uses i-v (as identified above) outside the defined shopping centres will only be permitted where they comply with the following criteria:

1. The need for the proposal is demonstrated; and
2. That a sequential approach has been adopted in selecting the site demonstrating that all potential suitable, viable and available sites have been evaluated; and
3. Where appropriate, the impact of the proposal on the vitality and viability of existing town and local centres, including the cumulative impact of recently completed developments and unimplemented planning permissions, taking into account the results of a shopping impact study and/or an environmental assessment; and
4. That sites are accessible by a choice of means of transport in accordance with Policy T2.

When applying the sequential approach site selection must accord with the following order of preference:

a) The town centre;
b) Edge of centre sites;
c) Out of centre sites.

The Primary Shopping Area is defined on the Proposals Map where a predominance of shopping uses will be maintained.
Office Development

7.9 Office development is identified in policy TCR1 as a shopping centre use. All such developments should adopt a sequential approach to site selection as required by Policy TCR1. Office development is a travel intensive use and should be located where it is accessible by a variety of means of transport. Regional Planning Guidance recognises Bury St Edmunds as one of five sub regional centres in East Anglia. As such it is capable of accommodating office developments, including large scale proposals. The Borough Council will also look favourably upon office developments that would enhance the mix of jobs in Haverhill.

7.10 Within both towns there may be opportunities for office accommodation as part of a mixed development on previously developed land, although the suitability of brownfield sites for housing will be considered as a first priority.

Shopping Centre Environment

7.11 Non-retail uses in defined shopping centres: The shopping centres will remain the primary locations for shopping trips and most new retailing use will take place in these locations. The Borough Council acknowledges that there is a complementary role to be played by non-shopping activities and many other uses, such as professional and financial services, restaurants and public houses, leisure uses and medical services. These are recognised as essential to the vitality and viability of a centre as well as the historic and residential environment. In the town centres of Bury St Edmunds and Haverhill, the Primary Shopping Areas are defined on the proposals map and development will be controlled to manage the shopping character of these streets and, in particular, resisting large numbers of “dead frontages”.

7.12 The Borough Council will try to protect urban local centres in order to provide an adequate mix of facilities to meet day-to-day needs. Proposals for the loss of shops (Use Class A1) will generally be resisted unless it can be shown that suitable alternative provision is available which will meet the needs of the local area. The Borough Council seeks to maintain and improve the attractiveness of local shopping centres by encouraging new shopping development.

POLICY TCR2: PROTECTION OF PRIMARY SHOPPING AREAS AND SHOPPING CENTRES

Proposals for development within defined shopping centres will be permitted only where they would not:

1) undermine the vitality or shopping character of the street; or
2) detract from the appearance of the immediate environment, especially within Conservation Areas;
3) adversely affect the amenity of the surrounding area by virtue of noise, congestion on pavements or disturbance arising from late opening hours;
4) result in an over-concentration of non-retail uses in a Primary Shopping Area

Concentrations of non-retail uses which would undermine the economic and social role of shops in such centres will be resisted.

Applications for the change of use from retail Class A1 to other uses within a Local Centre, will be approved only if it can be demonstrated:

a) that the local need for the existing use no longer exists; and

b) that the proposed development is compatible with the shopping character of the street and site.

POLICY TCR2: PROTECTION OF PRIMARY SHOPPING AREAS AND SHOPPING CENTRES

Proposals for small scale retail developments outside of defined shopping centres (not exceeding 150 sq. metres in net floor area), including the change of use of buildings, will be approved within the Housing Settlement Boundaries of Bury St Edmunds and Haverhill provided they can be demonstrated to meet a local need.
7.13 The environment of a shopping centre can affect the choice of destination for both economic investment and shopping or leisure trips. The Borough Council has invested significant resources over a number of years in improving its centres through making the pedestrian environment better, additional street furniture and facilities and helping street cafes set up where appropriate. When considering proposals for new development, redevelopment or new shop fronts, the Borough Council has an important role to play in ensuring that good overall design is achieved.

7.14 Shopfronts, advertisements, sunblinds, canopies, hoardings and poster panels can all have a significant impact on the environment of a centre, especially where they are located in conservation areas. It is important to ensure that these make a positive contribution to the building on which they are located and to the surrounding area. The quality and detail of shop design are of significance in improving the attractiveness and maintaining the prosperity of shopping centres in the borough. In Bury St Edmunds, Haverhill, Clare, Ixworth and Stanton the main shopping areas contain listed buildings and are located either partly or wholly within conservation areas. The Borough Council will require well designed shop fronts which will enhance an area and add to its local distinctiveness. All too often the attractiveness of a shopping street can be undermined by unsympathetic designs and a clutter of garish signs. Planning Guidance on shopfronts has been adopted and this will be reviewed and replaced by a Supplementary Planning Document. Developers will also be required to have close regard to the content of ‘Shopfronts and Advertisements in Historic Towns’ published by the English Historic Towns Forum in 1991.

**POLICY TCR3: SHOPFRONTS AND ADVERTISEMENTS**

Proposals to alter an existing shop front or create a new shop front, including the installation of external security measures, advertisements or canopies, must preserve or enhance the character of the building of which it forms a part of and the street scene in which the proposal is located.

Within conservation areas and on listed buildings the following criteria will apply:

i) the size, format, materials and design of advertisements should not exceed the minimum necessary to identify the function of the building;

ii) well designed, high quality hanging signs will be permitted where they are complementary to the street scene and the building upon which they are to be sited;

iii) illuminated signs and projecting box signs will not be permitted.

Proposals should have regard to the detailed advice provided in the local planning authority’s Planning Guidance “Shopfronts and Advertisement Design Guide” and any subsequent replacement Supplementary Planning Document.

The removal of shop fronts and advertisements of historic or architectural interest will not be permitted.

7.15 Amusement arcades, while adding to the vitality of shopping centres, can have a significant environmental impact and result in anti-social behaviour nearby. Such uses will need to be carefully sited to minimise impact and contributions to the operation of the Borough Council’s Closed Circuit Television (CCTV) system will be sought where appropriate to maintain security.
7.16 Increasing the area available for pedestrians in shopping centres has led to an increased demand for on-street trading and street cafés. These uses can add considerably to the vitality and viability of a centre, but at the same time can increase clutter and obstruct the flow of pedestrians and other users of the centres. Most uses will require a street trading licence from the Borough Council and permission from the highways authority and local byelaws exist which restrict trading in certain streets. The regulatory procedure will be the primary means of restricting the hours and days of street trading and specifying the operator of that use.

Ancillary Retail Uses

7.17 There is a growing demand for retail uses to be attached to existing non-retail businesses, for example petrol filling stations, farms, industrial premises, horticultural centres and craft workshops. The Borough Council accepts the need for businesses to diversify in this way, providing that the sale of such goods remains related and subsidiary to the main activity. Planning permission is not always required for ancillary retail sales but may be necessary, particularly if a new building or extension is proposed.

POLICY TCR4: AMUSEMENT ARCADES
Proposals for Amusement Arcades will not be permitted in Conservation Areas in shopping centres.

POLICY TCR5: STREET TRADING AND STREET CAFÉS
Proposals for street trading and street cafés in defined shopping centres will not be permitted where there would be an adverse impact on amenity and the movement and safety of pedestrians, prams, wheelchairs, and emergency vehicles would be obstructed.

POLICY TCR6: ANCILLARY RETAIL USES
Proposals for extensions and/or change of use to provide ancillary retail sales facilities attached to petrol filling stations or garages; farms; market gardening and horticultural centres; manufacturers (Classes B1 and B2); craft workshops; and similar establishments will, in addition to the policies and proposals elsewhere in this Plan, be considered against the following criteria:

i) The sale of goods should be small in scale and ancillary to the primary use or activity; and

ii) In the case of manufacturers (Classes B1 and B2) and craft workshops, the sale of goods should relate to products manufactured on site.
Aims and Objectives

8.1 To enable people and goods to move around efficiently and safely to the benefit of the economy and community, with minimum harm to the environment by seeking to reduce car dependency and encouraging more sustainable forms of transport where appropriate and providing greater accessibility to services for all.

8.2 To achieve this vision, the objectives of this chapter of the Local Plan are to:

a) encourage and promote sustainable development which will minimise travel and traffic generation;

b) seek development patterns that will give people choice of travel modes, encourage the use of more sustainable forms of transport and reduce dependence on the car;

c) reduce the impact of the movement of goods on communities and the environment as a whole;

d) reduce the effects on communities of the physical impact of traffic (air pollution, noise etc.) by careful use of traffic management and reducing the growth in the use of motor vehicles; and

e) create and maintain an efficient system of transport which will provide accessibility for all, particularly the vulnerable and the mobility impaired.

Local Transport Plan

8.3 The Local Transport Plan (LTP) for Suffolk provides the foundation for investment in transport infrastructure. Many of the proposals in the LTP are not land use policies and it is therefore inappropriate for them to be reproduced in this Local Plan. However, the LTP’s aim to provide public transport, cycle routes and other measures to encourage a switch away from the private car will be an important consideration when proposals for new development are looked at. Where more detailed Local Action Plans covering parts of the borough are prepared as part of the Local Transport Plan, the Borough Council will adopt them as Supplementary Planning Documents. The aims, objectives and policies of the Suffolk Local Transport Plan will be a material consideration in the determination of planning applications.

Accessibility to New Development

8.4 PPG13 requires local planning authorities to manage actively the pattern of urban growth to make the fullest use of public transport and focus major generators of travel demand near to major transport interchanges. The main sites allocated in this Local Plan have been the subject of a sustainability appraisal which has taken this into account. However, these sites could be generators of significant traffic movements which may have an impact on the local highway infrastructure and/or the environment. It is therefore expected that, when planning permission is sought and where appropriate, proposals on these and other major sites will be the subject of Transport Assessments.

8.5 Subject to advice from central government the Borough Council will seek a transport assessment for development which exceeds particular thresholds. The thresholds are set out below.

**POLICY T1: TRANSPORT ASSESSMENTS**

Proposals for major new development, including extensions to existing development, should be accompanied by a Transport Assessment demonstrating how the proposal seeks to minimise the need to travel and encourage journeys by sustainable modes. The Transport Assessment should also demonstrate what infrastructure or service improvements are needed if the development cannot be accommodated within the existing transport network. The thresholds for a Transport Assessment are:
8.6 In considering proposals for new development, the Borough Council will place a high priority on making provision for the most sustainable and environmentally acceptable means of travel, especially in the towns and Rural Service Centres. The County Structure Plan states that the county council will develop transport strategies and programmes based on a hierarchical approach to different modes of travel. The Borough Council will expect developers to have regard to this hierarchy in considering site access.

<table>
<thead>
<tr>
<th>Threshold from which Transport Assessments and Travel Plans are required (gross Use floorspace)</th>
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<tbody>
<tr>
<td>Food Retail</td>
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<tr>
<td>Non Food Retail</td>
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<tr>
<td>Cinemas and Conference Facilities</td>
</tr>
<tr>
<td>D2 (other than cinemas, conference facilities and stadia)</td>
</tr>
<tr>
<td>B1 including offices</td>
</tr>
<tr>
<td>Higher and further education</td>
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<tr>
<td>Stadia</td>
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</tbody>
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Applications for other development which, in the opinion of the local planning authority, are likely to have a significant impact on travel, will also be required to submit a transport assessment.

8.7 Most land uses give rise to the need for movement to and from the site concerned. The site access should not cause highway problems, and traffic movements arising from the proposal should be accommodated on the wider highway network with a minimal environmental impact. The Borough Council will carefully consider the location of developments to make sure they do not create such problems. Access and movement will be assessed in terms of suitability for vehicles (including public transport), cyclists, pedestrians and disabled people. Where off-site improvements are reasonably required to achieve an effective choice of travel methods and/or to enhance road safety, then these should be provided as part of the development proposed and in accordance with Policy IM1.

8.8 Congestion in Haverhill and Bury St Edmunds is not a significant problem, except at peak times. However, as the towns continue to grow, the areas affected are likely to increase. The construction of new roads to cater for the increased demand is not necessarily a sustainable solution. The Borough Council will therefore encourage existing and new major generators of traffic to prepare Travel Plans to ensure that genuine travel choices are available to and from proposed development. Conditions may be attached to planning permissions requiring occupiers to implement Travel Plans with agreed targets. Preparation of these plans will be mandatory for all non-residential developments over the thresholds for Transport Assessments set out in Policy T1. In other circumstances where the thresholds for Assessments are not breached but, in the opinion of the Borough Council, there would be significant impact on the road network as a result of the proposal, developers will also be asked to submit a Travel Plan.

8.9 Where appropriate, planning obligations will be used
to secure more sustainable alternatives necessary to implement the Travel Plan, including local traffic management measures and regulations to prevent on-street parking problems occurring. Planning Guidance will be prepared on the requirements of Travel Plans.

**POLICY T3: TRAVEL PLANS**

Proposals for non-residential development above the thresholds for Transport Assessments must be accompanied by a Travel Plan which encourages the use of sustainable modes of travel and enables agreed modal split targets to be achieved.

Proposals for development which does not exceed the threshold for a Transport Assessment will also require a Travel Plan if it would either:

i) generate significant amounts of travel in areas which the local planning authority considers to be of environmental importance; or

ii) have a significant traffic impact on areas identified in the Local Transport Plan for the reduction of road traffic, or the promotion of public transport, walking and cycling.

Travel Plans should have regard to the content of the Supplementary Planning Document and planning permission, where necessary, will be subject to planning obligations and/or planning condition to secure the implementation of the travel plan.

**POLICY T4: PRIVATE NON-RESIDENTIAL PARKING**

In addition to policies elsewhere in this Plan, proposals for development on private non-residential car parks in Bury St Edmunds or Haverhill Town Centres will be permitted.

8.11 The county council, in partnership with the Suffolk local planning authorities, has prepared revised Parking Standards in accordance with government guidance and, after extensive consultation, they have been adopted as Planning Guidance by the Borough Council and will be replaced with a Supplementary Planning Document. These are included in Appendix F.

**POLICY T5: PARKING STANDARDS**

Within proposals for development, including changes of use, provision for the parking of vehicles, including cycles and powered two-wheelers, will be required in accordance with the local planning authority’s adopted Parking Standards and subsequent Supplementary Planning Document.

As an exception, the local planning authority will not expect private non-residential car parking to be provided in conjunction with development in town centres.

8.12 The vitality and viability of the town centres in the borough is heavily reliant on the availability of car parking for shoppers. The St Edmundsbury Retail Appraisal has identified that the ratio of car parking spaces to retail floorspace in both Bury St Edmunds and Haverhill is high compared with other town centres in the region. The parking is managed primarily by the Borough Council and the pricing strategy is arranged to provide for short term parking nearest to the shopping centre. The Borough Council will continue to monitor the need for additional off-street car parking, balancing the need to manage the demand for travel with maintaining the vitality and viability of the town centres.

Parking

8.10 The availability of parking at a destination can significantly affect the choice of travel mode. In the town centres of Bury St Edmunds and Haverhill there are a number of private non-residential car parks which, while being important to the function of existing businesses, can create significant vehicular movements. In many cases the use of this land for car parking is not necessarily the most efficient use of the site, especially as there is a good supply of off-street car parks in each town.
8.13 In Clare on-street parking causes congestion at peak times. Previous studies to identify a site for an off-street car park have failed to find a suitable location. The Borough Council will continue to monitor levels of parking and work with the local community to review the need for parking to serve the town centre.

Public Transport

8.14 Adequate public transport is an important component in managing the use of the transport infrastructure. There has been significant investment in buses in recent years and this has resulted in increased numbers of customers using them. Bury St Edmunds Railway Station has also benefited from investment. The challenge for the future is to increase public transport infrastructure and services in the borough to ensure that there is a realistic alternative to the private car. The Local Transport Plan will be the main force to achieve these objectives but the Local Plan can help by making provision for improved facilities and by siting development in locations capable of reasonable access by public transport, especially buses. Details of proposed public transport infrastructure provision are contained within Part 2 of the Replacement Local Plan.

8.15 In rural areas access to public transport is generally restricted. The Suffolk Local Transport Plan sets out minimum service levels it expects to achieve for various settlements in rural areas according to their size. The Local Plan Development Strategy seeks to ensure that new development occurs in locations well served or capable of being served by public transport.

Freight

8.16 Those sections of the A14 and the railway which pass through the borough cater for high volumes of freight traffic between the east coast ports, Midlands and north of England. A consortium of local authorities, including the Borough Council, government offices, Regional Development Agencies and others, are currently promoting an east-west rail route which would provide direct links between East Anglia and the south-west of England.

8.17 The Borough Council supports the increased use of the railway line for freight while also recognising the need to improve passenger rail services. There may be opportunities in the borough to create direct rail access to the existing line from employment areas or from the A14. The Borough Council will seek to locate freight generators which can use rail at locations which can achieve direct access to the network. Where rail sidings already exist, they will be protected and promoted, providing such use does not result in an unacceptable environmental impact, or it can proved that they are operationally redundant.

8.18 In urban areas, particularly town centres, freight movement can add to congestion at certain times of the day. In Bury St Edmunds a lorry routing strategy is in place which directs delivery vehicles along designated routes according to their destination. However, in the town centre there is often conflict between delivery vehicles and other users. In historic environments like Bury St Edmunds there can be added conflict. The Borough Council is aware of the key role which delivery vehicles play in maintaining the vitality and viability of a town centre but would also be receptive to solutions which can minimise the number of large delivery vehicles. Transhipment, the idea of using large commercial vehicles for the major part of a journey and smaller vehicles for local delivery and collection, could be one such solution.

8.19 Overnight parking and roadside services for lorries are important facilities which, if not provided in the right locations, can lead to environmental problems in town. In Bury St Edmunds a lorry park has been provided on Rougham Hill which is well used. The redevelopment of the
Cattle Market has resulted in the loss of an overnight lorry parking facility and will create a demand for additional facilities in the town. Additional overnight parking within the Borough is being investigated.

8.20 A Lorry Management Study has been completed for Haverhill. Further work commissioned by the borough and county councils identified a problem with overnight lorry parking in residential areas of the town. The Borough Council will seek to identify a site for overnight lorry parking in Haverhill near to the main road network and will implement associated lorry management measures to cut disturbance caused by lorries in residential areas.

Non-motorised Traffic

8.21 In urban areas the proportion of journeys made on foot or by bicycle can be significant. In Bury St Edmunds and Haverhill cycle lanes make a significant contribution to people travelling by an environmentally friendly mode of transport. More work is needed, not only to connect existing routes but to create new ones. Where appropriate, developers will be expected to enter into a legal agreement to implement schemes or make a financial contribution to their construction. There are adopted strategies for cycling provision in the borough and for pedestrians in Bury St Edmunds and in the Local Action Plan for Haverhill. The Cycling Strategy is in the process of being reviewed and both strategies will be adopted as Supplementary Planning Documents.

The Road Network

8.22 Suffolk Local Transport Plan identifies a hierarchy of roads in the borough which the Borough Council will respect when considering proposals for development. The A14 trunk road is designated as part of the Trans-European Network and is administered by the Highways Agency. A number of junctions on the A14 in the Bury St Edmunds area suffer with traffic congestion at peak periods and careful consideration has been given to the location of development to minimise its impact on the road and make use of existing capacity. A comprehensive capacity study is being undertaken on the A14 in Suffolk and its findings will inform future revisions of the Plan.

8.23 Other roads in the borough which are part of the Primary Route Network are carrying large volumes of traffic. Where they pass through villages, the local environment is being put under significant pressure. Increased levels of traffic between Bury St Edmunds and Diss on the A143, between Bury St Edmunds and Thetford on the A134 and between Haverhill and Cambridge on the A1307 are of particular concern. There are currently no major road schemes, such as bypasses, in the Local Transport Plan for the borough and consequently only traffic calming measures along the existing routes are likely to be implemented.

8.24 Roadside Services: Road users need a variety of facilities, including parking, fuel, food and accommodation. Such facilities need to be located with great care, avoiding environmentally sensitive areas.

POLICY T7: LORRY PARKING

In addition to policies elsewhere in this Plan, proposals for the provision of new lorry parking facilities or the extension of existing sites will be permitted only where there is convenient access from the main road network.

POLICY T8: CYCLING AND PEDESTRIAN STRATEGIES

Proposals for development will be required to make provision for cycling and walking in accordance with the adopted Planning Guidance and the subsequent Supplementary Planning Document or Local Action Plan on Cycling and for Pedestrians.

POLICY T9: ROADSIDE SERVICES

Permission will not be granted for petrol filling stations, restaurants, cafeterias, serviced accommodation and parking in the countryside.
Aims and Objectives

9.1 To maintain and improve the quality of the built environment

9.2 To achieve this aim, the objectives are to:

a) retain and enhance the character and appearance of the historic environment and ensure that new development is sensitive to the character of the locality;

b) safeguard listed buildings, conservation areas and parks and gardens of special historic or design interest and their settings from inappropriate development;

c) protect and conserve the fabric of historic buildings, structures and other features, and the archaeological remains related to them; and

d) protect and conserve sites of archaeological importance and their settings.

Historic Buildings

9.3 Buildings are listed in recognition of their special architectural or historic interest and any works which affect the character of a listed building require Listed Building Consent. Within the borough there are more than 3,000 listed buildings, of which over 1,000 are within Bury St Edmunds itself. One of the principal aims of listing is to prevent alterations which are detrimental to the special character of the building or structure, including the interior. The Borough Council is committed to identifying buildings at risk and actively encouraging their repair and reuse. The setting of a listed building is also important and proposals which detract from the setting will be resisted.

9.4 There is a presumption in favour of the preservation of listed buildings. The Borough Council will not grant listed building consent for the demolition of a listed building other than in the most exceptional circumstances and applicants will need to demonstrate that every effort has been made to keep the building.

POLICY HC1: ALTERATIONS AND EXTENSIONS TO LISTED BUILDINGS AND DEVELOPMENT WITHIN THEIR CURTILAGE

Alterations or extensions to a listed building or development within its curtilage should not be detrimental to the special architectural or historic interest of the building or its surroundings and will be considered with regard to the following:

i) the scale, height, massing, alignment, style and materials of the building;

ii) the form, function and manner of construction of the building;

iii) the internal layout and features of importance:

iv) the present and future economic viability or function of the listed building;

v) the setting of the listed building;

vi) the archaeological remains relating to the building and features of archaeological importance within the curtilage.

vii) the character or appearance of a park or garden of historic or design interest, particularly where the grounds have been laid out to complement the design or function of the building;

viii) the isolating of the listed building from its surroundings.

POLICY HC2: DEMOLITION OF LISTED BUILDINGS

Listed building consent for the demolition of a building will not be granted unless:

i) the proper repair of the building would result in the loss of its special architectural or historic interest;

ii) all reasonable efforts have been made to sustain existing uses or find viable new uses and such
9. Heritage and Conservation

9.5 In exceptional circumstances, the Borough Council may grant permission for development which would not usually be acceptable to secure the proper repair of a listed building or registered park or garden. Such development is called ‘enabling development’.

POLICY HC3: ENABLING DEVELOPMENT

In addition to the policies elsewhere in this Plan, enabling development will not be permitted unless all the following criteria can be met:

i) the archaeological, architectural, historic or landscape interest of the listed building, conservation area, park or garden, or its setting, would not be harmed materially;

ii) the development proposed is the minimum necessary to secure the retention, through the proper and full repair, of the listed building, park or garden, and its form minimises disbenefits;

iii) difficulties associated with the retention of the listed building, park or garden are inherent rather than due to the circumstances of the owner or the purchase price paid; and

iv) financial assistance is not available from any other source.

Where appropriate, the recording of the building to a specified standard will be required prior to the commencement of demolition.

9.7 Current legislation gives general permission for specified minor development and uses of land, including limited alterations and extensions affecting property in residential use. In cases where buildings have qualities likely to be prejudiced by unsympathetic or uncoordinated change, and the appearance of the Conservation Area might be adversely affected, the local planning authority may serve a Direction under Article 4 of the General Permitted Development Order. This withdraws permitted development rights. The effect of this, known as an Article 4 Direction, is to require owners and occupiers to make individual applications for specified forms of development so that the local planning authority has full control over them, including the right to refuse permission.

POLICY HC4: BUILDINGS OF LOCAL ARCHITECTURAL OR HISTORIC SIGNIFICANCE OR PROTECTED BY AN ARTICLE 4 DIRECTION

Proposals for the demolition, extension or alteration of buildings identified as being of local architectural or historic significance or protected by an Article 4 direction or subsequent legislation will be considered against the following criteria:

i) the effect on the historic fabric, design, materials, elevational treatment and ornamentation of the original building;

ii) the extent of loss, damage or covering of original features;

iii) setting, plot layout and boundary features; and

iv) the contribution made by any new development on the site to its surroundings, particularly with regard to the character and appearance of the wider area.
Conservation Areas

9.8 A Conservation Area is ‘an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’. The special character and appearance of a Conservation Area can be derived from many different aspects, including the scale, style, and materials of the buildings, the historic street pattern, street frontages and building lines, boundary structures, street furniture, trees and open spaces.

9.9 As well as preserving the qualities and features important to a Conservation Area, the Borough Council will make sure that any new development respects the essential qualities of a Conservation Area and will itself preserve or enhance its special character or appearance.

POLICY HC6: NEW DEVELOPMENT IN CONSERVATION AREAS

Proposals for new development within a Conservation Area must have regard to the special architectural or historic character or appearance of their setting in the following respects:

i) the scale, height, massing, alignment, style and materials of existing buildings;
ii) the form, function and manner of construction of the existing buildings;
iii) the relationship between buildings and spaces; and
iv) plot divisions and boundary treatments.

New Uses for Historic Buildings

9.10 Many historic buildings have lost their original use and have been adapted over time to new uses. It is important for the survival of buildings to have a viable use but conversion schemes can have a detrimental impact on the historic fabric and character. The alterations necessary to continue the use of a building must be balanced against the impact on the historic fabric and character of the building and the Borough Council will ensure that new uses respect the existing features of a building. The new use must adapt to the building, not the other way around.

POLICY HC7: NEW USES FOR HISTORIC BUILDINGS

Permission for the adaptation of an historic building to sustain a new use will be permitted only where the proposal has protected the special architectural or historic interest of the building, and has incorporated
**POLICY HC8: DEVELOPMENT AFFECTING PARKS AND GARDENS OF SPECIAL HISTORIC OR DESIGN INTEREST**

Permission for any development which affects the character, setting, or views into and/or out of parks and gardens of special historic or design interest and their settings will be considered against the following criteria:

i) the impact upon the overall design and layout;

ii) the impact on features, both built and natural, which form an integral part of the design and layout; and

iii) the impact on views into and out of the park or garden, particularly those which are an integral part of the design.

**POLICY HC9: SITES AND FEATURES OF ARCHAEOLOGICAL IMPORTANCE**

In considering proposals which affect sites of archaeological importance and their setting or sites of potential interest, the local planning authority will have regard to:

i) the results of any archaeological evaluation required;

ii) the need to preserve archaeological remains in situ; and

iii) the need for adequate recording or excavation prior to development commencing.

**Archaeology**

9.12 Archaeological remains are a finite resource highly vulnerable to damage and destruction and the desirability of preserving such remains and their settings is a material consideration in determining planning applications. There is a presumption in favour of preserving nationally important remains in place.

9.13 Bury St Edmunds is recognised as a town of considerable archaeological importance and the archaeological remains form an essential and valuable part of Suffolk’s identity. Attention is drawn to Appendix B which shows the part of Bury St Edmunds which is of particular archaeological significance, the majority of which lies within the former town walls.

9.14 The majority of archaeological sites in the Plan area are not shown on the Proposals Map. A full inventory of all known sites is maintained by Suffolk county council’s Archaeological Service (the County Sites and Monuments Record). Policy HC9 applies to all archaeological sites and areas of high archaeological potential throughout the borough.
Aim and Objectives

10.1 To achieve a balanced natural environment where the use of resources and energy is minimised, materials and waste recycled and development undertaken with minimum adverse impact, giving close regard to the principles of sustainability.

10.2 To achieve this aim the key objectives of the Natural Environment Chapter are to:

a) promote the prudent use of land, water and other natural resources;
b) value, conserve, enhance and restore the distinct landscapes and biodiversity within the borough; and
c) protect human health and amenity through a safe, clean and pleasant environment.

Protecting and Enhancing Biodiversity and Geodiversity

10.3 The Borough Council considers it is possible, with sensitive planning and development, to promote and enhance biodiversity and geological conservation. Nature conservation sites, both statutory and non-statutory, together with other countryside features which provide wildlife corridors and links, form an essential network which is necessary to ensure the continuation of the range and diversity of flora and fauna and the survival of important species. Development proposals should seek to conserve or enhance the biodiversity and geological interests of the area and in particular ensure that species and habitats set out in UK and local biodiversity action plans will be protected and, where possible, enhanced. The Borough Council will achieve this through the use of conditions and planning obligations.

10.4 Where there is a possibility that development will affect nature conservation, the level of impact needs to be determined and a survey of species and/or habitat will be required before a planning application is considered. The local planning authority will also refer closely to policies on habitat mitigation and creation set out in St Edmundsbury's Biodiversity Strategy. This includes the requirement to make suitable compensatory habitat provision and ensure enhanced management. Encouragement will also be given to measures which improve public access to natural habitats where appropriate.

10.5 European and national sites: Within the borough there are a number of internationally, nationally and locally important sites that will be protected. Internationally and nationally important sites include Ramsar sites, Special Protected Areas, Special Areas of Conservation, Sites of Special Scientific Interest and National Nature Reserves.

10.6 Regional and local sites: There are also other areas of nature conservation interest of regional and local importance in both the countryside and built up areas which merit protection. The biodiversity value of these areas will be taken into account when considering development proposals that would affect them. These sites include Local Nature Reserves, County Wildlife Sites, Local Wildlife Sites, Regionally Important Geological/Geomorphological Sites (RIGS) and other sites of local nature conservation importance, including ancient and semi-natural woodland and veteran trees. The Suffolk Biological Records Centre is recognised as a valuable source of information and data on the borough.

POLICY NE1: IMPACT OF DEVELOPMENT ON SITES OF BIODIVERSITY AND GEOLOGICAL IMPORTANCE

When considering development proposals which may have an adverse impact on nature conservation sites or interests, the local planning authority will have regard to the expert nature conservation advice provided by English Nature, Suffolk Wildlife Trust and other specialist sources and the following criteria:

i) The ecological value and objectives for which the site was classified or designated;

ii) The integrity of the site in terms of its wildlife value, its diversity and relationship with other ecological resources;

iii) The cumulative impact of the proposal and other developments on the wildlife value of the site;
iv) The presence of protected species, habitat areas and wildlife corridors and proposed measures to safeguard and enhance them;

v) The opportunity to create new habitat areas and to improve the conservation status of locally vulnerable species;

vi) Guidance set down within biodiversity action plans, St Edmundsbury Borough Biodiversity Strategy, St Edmundsbury Nature Conservation Strategy, habitat management plans and other relevant sources; and

vii) The extent to which the imposition of conditions or planning obligation:
- would mitigate the effects of the development and/or protect the nature conservation value of the locality;
- ensure replacement habitat or features; and/or
- ensure that resources are made available for the future enhancement and management of the replacement habitat or feature to enable it to attain the quality and attributes that have been lost.

Development which would have an adverse impact on areas of international and national nature conservation importance, as indicated on the Proposals Map, will not be permitted unless there are imperative reasons of overriding national public interest and that there is no alternative solution.

Development which would have an adverse impact on regionally and locally designated sites will not be permitted unless the need for the development outweighs the importance of the nature conservation value of the site.

Note: With respect to criterion (vii) the provision of replacement habitat or features is viewed as a last resort, rather than a regular development tool. Where compensation has been established as an acceptable alternative, it will be necessary to provide replacement areas to an equivalent value to the lost habitats. The local planning authority will normally expect that new habitats to be in place to a satisfactory standard before the original habitats are lost. At the same time the local planning authority will expect such compensation areas to be larger than the original.

In considering development proposals which may give rise to serious or irreversible environmental damage to important wildlife interests, the local planning authority will apply the precautionary principle.

10.7 Species protection: The presence of a protected species such as bats, barn owls and great crested newts is a material consideration when considering a development proposal. The Borough Council will seek to ensure that development will not harm the conservation status of such protected species and will consult English Nature before granting planning permission.

POLICY NE2: PROTECTED SPECIES

Development which would have an adverse impact on species protected by schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981, the Protection of Badgers Act 1992, The Conservation Regulations 1994 and listed in the Suffolk Biodiversity Action Plan, or subsequent legislation, will not be permitted unless there is no alternative and the local planning authority is satisfied that suitable measures have been taken to:

a) facilitate the survival of the protected species;
b) reduce disturbance to a minimum;
c) provide adequate alternative habitats to sustain at least the current levels of population.

Note: Developers should take into account separate legislation, Acts, regulations, planning guidance and any subsequent replacement Supplementary Planning Documents and laws preventing interference with protected species.
Protection of the Landscape

10.8 Landscape contributes significantly to the identity of the area, providing the setting for everyday life in the village, town and the countryside. The distinctiveness of the local landscape character is reflected in the local topography, pattern of tree cover, field size and shape, nature of boundaries, form of settlement and building materials.

10.9 There is no national landscape designation in St Edmundsbury, but Special Landscape Areas cover the Little Ouse Valley, Lark Valley and the Brecks, the area south of Bury St Edmunds including Ickworth Park and the historic parklands at Ampton, Culford, Euston and Hengrave. The Landscape Character Assessment, currently being prepared by Suffolk County Council, will be used to inform future planning decisions. The Borough Council, when considering development proposals, will have regard to the special landscape characteristics of each area, especially those designated as Special Landscape Areas. Proposals for development in Special Landscape Areas must reflect the sensitivity of the location in terms of type of activity, siting and appearance.

10.10 **Landscape features**: Trees contribute significantly to the visual quality of the locality, the variety of the landscape and the biodiversity of the borough. Of particular botanical and ecological importance are the remaining pockets of ancient woodland in the borough including nationally renowned Bradfield Woods National Nature Reserve. The Borough Council has a duty under planning legislation to ensure tree and woodland preservation wherever it is appropriate.

10.11 There is considerable scope for improving the landscape around built up areas and the adjoining countryside. It is important to reduce the visual intrusion of development and to protect and enhance the landscape features of the area.

10.12 Historic field systems, river valleys, watercourses, ponds, hedgerows, hedge banks, historic parks, walls, green lanes and ancient woodland are amongst the features which add to the richness and character of the countryside. Areas and sites of importance include Stour Valley and Brecks, Clare Castle and Knettishall Heath. The Borough Council will seek to protect existing landscape features and, where appropriate, will encourage landowners to provide additional planting and habitat using native species as part of new development proposals.

**POLICY NE3: PROTECTION OF THE LANDSCAPE**

Development will be permitted only where:

a) It does not have an adverse impact on features of wildlife, semi-natural habitat, historic features, landscape and amenity value, including Special Landscape Areas (as defined on the Proposal map), and protects them during construction;

b) It includes the retention and new planting of trees, hedgerows and woodland through the submission of a landscape scheme giving full details of planting species, species mix and plant specifications; and

c) Suitable compensatory provision is made in the event of unavoidable loss.

Developers will be required to submit, where appropriate, landscaping schemes concurrently with applications for planning permission and approval of reserved matters. A landscaping scheme should include the following details as appropriate:

i) an accurate site survey indicating the species, condition, position and size of trees and other features of wildlife, landscape and amenity value, clearly indicating any trees and/or features to be...
10. Natural Environment

Protection and Prudent Use of Natural Resources

10.13 Water: Given the pressures on water resources within the region and the importance of water in meeting environmental needs, the Borough Council is keen to promote measures to reduce the demand for water. Schemes which include water conservation measures, such as grey water recycling and water storage mechanisms, will be considered where there is no material conflict with residential amenity, human health or the wider protection of the environment. When considering proposals which may have an adverse impact on water resources and operations, relevant water bodies, the Environment Agency and other specialist sources will be consulted.

10.14 Although a renewable resource, the water supply in the borough is heavily dependent on underground sources known as aquifers. Increased winter rainfall and drier summers associated with climate change, coupled with more stringent environmental requirements, may lead to changes in the availability of water for abstraction during the Plan period. Whilst there are local variations in water supply it is unlikely to be an overriding constraint on development. The Borough Council will continue to liaise with statutory bodies and water companies relating to the overall availability of water within the borough and in the assessment of development proposals particular regard will be made to the plans, guidance and advice that they provide.

10.15 Flood protection: All built development automatically increases pressure on water systems both on site, in the surrounding area and downstream. It extends the area of impermeable ground and causes increased run-off with the associated risk of flooding. However, the volume and rate of surface run-off from development sites can be managed through the use of engineering solutions that mimic natural drainage processes, such as retention ponds and wetlands/reed beds.

10.16 Flood protection: All built development automatically increases pressure on water systems both on site, in the surrounding area and downstream. It extends the area of impermeable ground and causes increased run-off along with the associated risk of flooding. The Borough Council will consult the Environment Agency on applications on sites considered to be potentially at risk from flooding, reduce the storage capacity of the floodplain or impede flood flows. Where development is likely to result in increased surface water run-off and flooding, suitable flood mitigation or alleviation measures must be included to overcome the flood risk.
10.18 Land: The majority of farmland in the borough is either Grade 2 or 3. To implement the Development Strategy of this Plan some development on Grade 2 and 3a agricultural land will be necessary. Where soil or agricultural quality is a consideration, advice will be sought from DEFRA and other relevant bodies.

10.19 Contamination of land is an important issue in the use of previously developed land. Removing contamination through the development process helps reduce the take-up of greenfield sites and also diminishes the threats posed by contamination to health, safety and the environment. Developers of land where contamination is known or suspected will be required to undertake site investigations, the results of which, together with a scheme of remediation which conforms with the appropriate codes of practice, must be submitted to the Borough Council for approval. Advice will be sought from the Environment Agency and other relevant statutory bodies on issues of contamination.

POLICY NE4: NATURAL RESOURCES

Development will be permitted only where:

a) The proposal will not have negative impact on:
   i) ground and surface water;
   ii) the flood storage capacity of the floodplain; and
   iii) the flow of floodwater, including the alignment and stability of existing watercourses; and/or

b) The proposal will not:
   i) increase the risk to life and property arising from flooding;
   ii) prevent the maintenance of a watercourse channel; or
   iii) result in the irreversible loss of best and most versatile agricultural land (grades 1, 2 and 3a), except where development is the subject of a specific proposal in the Local Plan or it can be demonstrated that there are no suitable alternative sites on lower grade land.

The local planning authority will impose conditions, or make use of legal obligations to secure the following:

1) Flood mitigation, alleviation measures and/or Sustainable Drainage Systems (SuDS), including the protection and maintenance of existing watercourses and flood plains; and
2) Remedial measures and/or monitoring processes.

The local planning authority will require all development proposals in flood risk areas to be accompanied by a Flood Risk Assessment (FRA) in line with current planning guidance and any subsequent replacement Supplementary Planning Document.

Environmental Quality

10.20 While many elements of pollution control are outside of the remit of the planning system it is important that new development should not lead to unacceptable levels of pollution. If, as a result of consultation with other bodies, the Borough Council considers that a development proposal would lead to unacceptable pollution, or make an existing problem worse, then planning permission will not be granted. Where development is permitted conditions will be attached to the approval to minimise any potential pollution levels.

10.21 Air quality and light pollution are two issues which have received growing attention in recent years. The Borough Council is required to carry out a review and assessment of air quality in St Edmundsbury and to prepare a local air quality strategy. The Borough Council will ensure that the proposals in this Local Plan are closely linked to and complement the air quality strategy. The use and power of outdoor lights has increased considerably in recent years, which has resulted in the artificial lighting of the night sky (“skyglow”). The Borough Council will prepare Planning Guidance on lighting and expect development proposals to accord with its advice.
10.22 Noise in the borough is created mainly by transport movements, aircraft and industrial, commercial and recreational activities. The Borough Council will apply the land use planning system to ensure that:

- new noise generating activities are located to avoid adverse impact on other uses; and
- noise sensitive development such as housing, schools and hospitals, is, where possible, not directed to areas already affected by existing noise sources.

10.23 Where necessary the Borough Council will require applicants to include information about the noise impact of a development or the expected effect of an existing noise source upon the development proposed. Environmental impact assessments may be required to be undertaken in accordance with legislation.

POLICY NE6: SAFEGUARDING FROM HAZARDS

Development will not be permitted where there is an unacceptable risk:

a) Due to siting on known or suspected unstable land;

b) Due to siting on contaminated land which is unsuitable for the use proposed; or

c) Due to the storage or use of hazardous substances.

Note: A full assessment of the risk levels will be required as part of any application.

In appropriate cases, the local planning authority may impose planning conditions or through a legal obligation secure remedial works and or monitoring processes.
Aim and Objectives

11.1 To ensure that existing and new development is adequately served by community facilities and public services which are accessible by sustainable forms of transport.

11.2 To achieve this vision the key objectives are to ensure that:

a) developers provide and/or contribute to appropriate social and public service infrastructure; and

b) social facilities are provided to meet the changing needs and requirements of local communities.

11.3 Facilities for the community are the range of services essential for day-to-day activities. The Borough Council is keen to ensure that land is allocated and buildings provided for these activities.

11.4 Community services include:

- Community centres, meeting halls and similar buildings available to the public either free or for hire;
- Health facilities including doctors and dental surgeries;
- Day care centres or similar buildings for the elderly, those with learning, mental health, mobility and sensory disabilities and other groups with special needs;
- Educational premises including playgroups, day nurseries (private or attached to a primary school), after school and school holiday childcare services; and
- Library facilities

Community Buildings

11.5 Community buildings play an important role in meeting local needs and although the activities they are used for may change over time it is essential they are kept and, where possible, improved. The requirements of those who use existing community buildings will also change over time. To meet these requirements it may be necessary to extend or modify existing premises. Subject to the protection of adjoining occupiers and the neighbourhood in general, the Borough Council will support extensions to existing premises.

11.6 Where a local need has been identified the Borough Council will require developers of residential schemes to enhance existing community buildings, provide new facilities or provide land and a financial contribution towards the cost of these developments. In specific developments the Borough Council will identify sites for new community facilities. The requirement to provide community buildings, land and/or a financial contribution will be detailed in planning obligations. In some instances it will take some time to provide community buildings and the Borough Council will ensure that sites allocated for community uses are not developed for other purposes.

Health Services

11.7 The Local Plan can safeguard potential sites for health and emergency facilities. The Borough Council will require provision to be made for local health facilities (such as doctors’ and dental surgeries) as part of major new residential developments.

11.8 Residents in Haverhill use hospital services in Bury St Edmunds and Addenbrookes in Cambridge and the Borough Council will support proposals to improve access by public transport to these facilities. Proposals to establish additional health services in Haverhill to meet local people’s needs will also be supported.

11.9 As part of the wider requirements of caring for the elderly and for those with special needs, there is a need either to build or use existing suitable premises for uses such as day centres and resource centres. These are usually located in urban areas. The Borough Council supports the provision of these facilities.
11. Facilities for the Community

Educational Premises

11.10 Suffolk County Council is the main provider of school places in St Edmundsbury. There are also a number of private schools in the borough. West Suffolk College, which is based in Bury St Edmunds with an outlet in Haverhill, is the main provider of higher education outside the school system. The college serves a wide catchment area and is expanding to meet the community's changing needs.

11.11 Early years education includes playgroups, day nurseries (private or attached to a primary school), after-school and school-holiday childcare services and early years/reception classes at primary schools. The Borough Council supports the provision of early years education and recognises that the location needs of the different providers will vary. Premises proposed within existing educational establishments will be judged against Policy DS4. Other locations will be assessed against the following Policy.

11.12 Over time the number of children attending a school will vary and this may lead to the expansion of the facility or, at the other extreme, the closure of the building. Redundant school buildings within Housing Settlement Boundaries will generally be suitable for a range of uses. Outside defined settlement boundaries the situation is different and proposals will need to be considered on their individual merits and in the context of other policies in this Plan. The Borough Council will encourage the dual use of school facilities.

11.13 New schools and extensions to existing schools will be needed over the Plan period to meet the demand arising from new residential development. Facilities at existing schools will also be reviewed and improved in accordance with the county council asset management policy, central government advice and availability of funding.

11.14 New premises proposed within and extensions to existing educational establishments will be judged against Policy DS3. Other locations will be assessed against Policy FC1.

11.15 The Borough Council is keen to encourage the development of educational facilities for the post 16 years age group in Haverhill. This development is likely to be promoted by the West Suffolk College.

Library Facilities

11.16 There are main library facilities in Bury St Edmunds and Haverhill. There is scope to expand the Haverhill Library. The Bury St Edmunds site is more constrained and may not be able to accommodate further expansion. However, there may be opportunities to extend the library service in Bury St Edmunds by the provision of branch facilities outside the town centre.

11.17 There are smaller branch libraries and other library outlets in a number of villages. The Borough Council is keen to encourage the development of this service in other settlements in St Edmundsbury.

POLICY FC1: COMMUNITY SERVICES.

Development that will result in the loss of community services will be permitted only where:

a) it can be demonstrated that there is no demand for the use and that the building/site is not needed for any alternative social, community or leisure use; or

b) replacement provision is made of at least equivalent standard in a location that is accessible to the community it serves by sustainable modes of transport.

The local planning authority will encourage the provision of community services which serve a local need, subject to the following sequential approach being applied to site selection:

1. The reuse of previously developed land and buildings within Housing Settlement Boundaries;
2. Previously undeveloped sites inside Housing Settlement Boundaries;
3. Sites adjacent to Housing Settlement Boundaries which are well suited to achieving sustainable development and reducing the need to travel, particularly by private car.
11.18 Developers and suppliers are expected to ensure that utility services can be provided to new development.

POLICY FC2: UTILITY SERVICES

Developers will be required to demonstrate that adequate capacity exists in all the utility services necessary to enable the proposal to proceed.

The commencement of the development will be required to be coordinated with the provision of the necessary utility service infrastructure.

11.19 Anglian Water and the Environment Agency have confirmed that existing water resources should be sufficient to meet the projected level of development in the borough over the Plan period. Anglian Water has confirmed that sewerage capacity will need to be increased to accommodate growth in Bury St Edmunds and Haverhill. There is a possibility that the Haverhill sewage works will be relocated during the Plan period.

11.20 Within the borough there are many installations which have been constructed to meet the operational requirements of the utility services. Some of these installations may become under-used or redundant and alternative uses will be considered for these sites in accordance with the following policy. Where appropriate, the developer will be required to prove that arrangements have been made to remove any known or suspected contamination from the site.

11.21 The location of overhead electricity and telephone supply lines can have a major impact on visual amenity of both the countryside and built-up areas. There are, however, financial and operational reasons why utility providers prefer the use of overhead lines in certain locations.

11.22 Although health issues are not considered a material planning consideration, the Borough Council accepts that there is public concern about the potential health implications of long term exposure to electromagnetic fields that exist around high voltage power lines. For this reason, the Borough Council will take a precautionary approach to development under or near to high voltage cables (600v or above) and will take note of any published advice or guidance by the Department of Health.

11.23 The increasing use of mobile communications often results in a demand for masts and antennae clear of obstructions to allow them to function properly. These special siting needs can result in proposals for development in particularly prominent locations which can lead to potential conflict. The impact can sometimes be reduced by operators sharing sites/masts or erecting antenna on or within existing buildings. Although health issues are not considered a material planning consideration, the Borough Council accepts that there is public concern about the possible health implications from exposure to emissions for young people in schools and other centres and other people living and working near mobile telecommunication antennas. For this reason the Borough Council will adopt a precautionary approach to the location of telecommunication equipment as set out in PPG8. It will also take note of any published advice or guidance by the Department of Health. Existing and proposed telecommunication equipment must comply with the radio frequency emission levels set out by the International Commission on Non-Ionising Radiation Protection (or similar guidelines superseding these). Operators will be expected to comply with the government’s Code of Best Practice on Mobile Phone Network Development.

POLICY FC3: TELECOMMUNICATIONS DEVELOPMENT

All telecommunications development should be designed and sited to minimise intrusion and visual impact. Permission for all telecommunication developments will be granted only where:

a) a full justification has been made to satisfy the local planning authority that there is a need for the proposed development;
11.24 Central government is promoting the development of schemes to produce renewable energy, with a target of generating 10% of electricity in the East of England through onshore renewable sources by 2010 and 17% by 2020. The scale of these proposals can vary from wind turbines to major incineration plants. Renewable energy proposals that are sited in appropriate locations and are acceptable in terms of their environmental impact will be supported.

### POLICY FC4: RENEWABLE ENERGY PROPOSALS

Permission will be given to proposals to develop renewable energy sources, subject to other policies in the Plan.

In addition the developer must demonstrate, to the satisfaction of the local planning authority, that due regard has been given to achieving underground connections to the electricity grid system.

In respect of proposals for wind turbines, the developer must also demonstrate to the satisfaction of the local planning authority that due regard has been given to current standards relating to noise emission, shadow flicker and other negative effects such as interference to television transmission and air traffic control systems.

Should the need for the telecommunication equipment and/or mast cease, operators will be required to remove any redundant apparatus from the site.

Note: To assist developers/operators the local planning authority will publish a Supplementary Planning Document on the installation of telecommunication equipment. In addition a Telecommunications register listing all current sites and equipment in the borough will be available to potential developers.
12. Implementing the Plan

Introduction

12.1 The Borough Council has prepared a Plan that can be put into practice. The borough is in an area of economic prosperity and is attractive to private investment. In these circumstances it is considered appropriate that new development will bear the associated infrastructure costs resulting from their development.

Resources

12.2 Capital works required to service new development in St Edmundsbury will be largely implemented with private sector resources. This is realistic in the context of the area’s prosperity. In some instances, projects will require the joint involvement of both public and private agencies.

12.3 The Replacement Local Plan will be taken into account when determining Borough Council service area priorities for the allocation of resources. The Plan proposals and policies may also result in additional financial support from sources such as Lottery Funding, East of England Development Agency, Housing Corporation and planning obligation agreements. The Borough Council is committed to fostering partnerships with those who have a stake in delivering the objectives of the Plan.

Developer Contributions

12.4 The Replacement Local Plan aims to ensure that development should make maximum use of existing infrastructure, using spare capacity wherever possible. However, it is inevitable that some development will have to take place where existing infrastructure is inadequate or not available. In such circumstances the development will not be permitted unless the infrastructure required to service the proposal can be made available, either directly by the developer or by means of financial contributions to the appropriate service providers. If possible, the infrastructure improvements required by the development should benefit the wider community.

12.5 Wherever possible, this Replacement Local Plan sets out precisely the likely infrastructure requirements associated with major development sites. However, the issues dealt with under specific policies are not intended to be exhaustive and it is difficult to anticipate other matters that may arise in connection with a particular application. The Borough Council will refer to government advice and Planning Guidance and any subsequent replacement Supplementary Planning Document on the use of planning obligation agreements.

12.6 In all cases failure to provide the facilities necessary for a development will be a material factor in the determination of planning applications and, as such, would be a reasonable justification for refusal. Where the requirements cannot be met through a condition on the planning permission, a planning obligation under the Planning and Compulsory Purchase Act 2004, or subsequent legislation, will be sought subject to the tests laid out in government guidance.

POLICY IM1: DEVELOPER CONTRIBUTIONS

Planning permission for development will be granted only where applicants can demonstrate to the satisfaction of the local planning authority and in accordance with the criteria in Circular 5/05 that the infrastructure required to service and support the proposed development can be provided.

The local planning authority will expect such infrastructure provided by the developer, either on or off the site, to be an integral part of the development. Alternatively, it may be secured by means of financial contributions paid by the developer to the appropriate service providers and/or by the provision of land for the infrastructure.

The requirements of this policy will be met either by the imposition of appropriate planning conditions on a planning permission or by means of obligations contained in legal agreements in accordance with planning guidance and any subsequent replacement...
12. Implementing the Plan

Supplementary Planning Document on developer contributions.

**Note:** In the context of this policy, infrastructure includes:

- Landscaping, utility services, highways and transport, education services, affordable housing, community facilities, leisure facilities and playing space, libraries, open space, recycling facilities, local health facilities, environmental infrastructure and drainage.

**Review**

12.7 The Borough Council will monitor the way the policies and proposals in this Plan are put into practice. Appendix C is a summary of the ways the Plan will be monitored, the frequency of monitoring and the data to be used. Of particular importance will be the indicators which measure housing land availability and the deliverability of sites identified in the Plan. The local planning authority will produce an annual monitoring report by 31 December each year.

12.8 The Borough Council will review the policies and proposals in the Local Plan in accordance with its local development scheme. The review will be in the form of a local development framework and will take account of the following:

- changes to national legislation, planning policy statements and regional planning guidance or regional spatial strategies;
- changes to the Borough Council’s policy priorities;
- the monitoring of existing policies through the indicators in Appendix C; and
- the requirements of stakeholders including the community, major land owners, government departments and other agencies.
A Vision for Bury St Edmunds

13.1 With a population of around 35,500 Bury St Edmunds plays an important role in the regional economy. The town is a sub-regional employment and service centre serving a wide, largely rural hinterland and is well placed to benefit from the growth along the A14 Cambridge to Ipswich corridor. This Local Plan promotes the sustainable growth of the town which, at the same time, maintains and enhances the important historic core, the rural landscape and the local distinctiveness of surrounding villages.

A vision for Bury St Edmunds

Bury St Edmunds will strengthen its role as a sub-regional centre serving western Suffolk and will grow in a balanced and sustainable manner which respects the historic and environmental constraints of the area.

Development Strategy

13.2 Bury St Edmunds will accommodate major levels of housing and economic growth over the period to 2016. Further retail and leisure development will also enhance the town’s sub-regional role and improve the balance between homes and facilities, reducing the need to travel. In accommodating major levels of growth it is recognised that Bury St Edmunds has the potential to achieve a significant amount of new development on previously developed land. Table 1 below shows the proposed distribution of new housing development in the town by land type.

Table 1 - Housing Land Supply in Bury St Edmunds 2004 - 2016

<table>
<thead>
<tr>
<th>Existing Commitment</th>
<th>Urban Capacity Sites (Brownfield Sites)</th>
<th>Greenfield Allocations</th>
<th>Total 2004-2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>1035</td>
<td>1190</td>
<td>50</td>
<td>2275</td>
</tr>
</tbody>
</table>

Please note that figures have been rounded.

13.3 The development of vacant and underused land will take priority over the release of further greenfield sites. The Borough Council has prepared an Urban Capacity Study which shows that there is potential for an estimated 1,250 dwellings on previously developed land and underused sites around the town. Since the study was prepared, some of these sites have been developed or now have planning permission and hence there is now potential for an estimated 1190 dwellings on previously developed land and underused sites around the town. Policy BSE 1 below allocates a number of the larger brownfield sites identified through the Urban Capacity Study for residential re-development and these are shown on the Proposals Map.

POLICY BSE1: HOUSING ON BROWNFIELD SITES - BURY ST EDMUNDS

The following brownfield sites are allocated for residential development during the period 2004 - 2016.

<table>
<thead>
<tr>
<th>Indicative Capacity</th>
<th>Site Area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Garage Site, St John’s Place</td>
<td>11 0.2</td>
</tr>
<tr>
<td>b) Land at Jacqueline Close</td>
<td>50 1.7</td>
</tr>
<tr>
<td>c) Telephone Exchange, Whiting Street</td>
<td>30 0.3</td>
</tr>
<tr>
<td>d) Hospital Site, Hospital Road</td>
<td>65 0.4</td>
</tr>
<tr>
<td>e) Garages and Bus Depot, Cotton Lane</td>
<td>50 0.7</td>
</tr>
<tr>
<td>f) Hardwick Industrial Estate</td>
<td>100 3.5</td>
</tr>
<tr>
<td>g) Former Grampian Foods Factory, Cotton Lane</td>
<td>110 2.2</td>
</tr>
<tr>
<td>h) Coach Park and adjoining land, Cotton Lane</td>
<td>45 0.8</td>
</tr>
</tbody>
</table>

Mixed Use Sites (including residential)

<table>
<thead>
<tr>
<th>Indicative Capacity</th>
<th>Site Area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>i) Town Centre Development Area</td>
<td>60</td>
</tr>
<tr>
<td>j) Area Station Hill (North)</td>
<td>140</td>
</tr>
</tbody>
</table>

Please note, allocations reflect situation as at 1 April 2004.
13.4 In preparing the Urban Capacity Study, an assessment has been made as to when brownfield sites are likely to come forward. Table 2 below shows there is enough capacity in existing commitments and brownfield sites in Bury St Edmunds to necessitate the allocation of only one greenfield site to accommodate 50 dwellings, to be phased in towards the end of the Plan period.

**Table 2 - Phased Release of Housing Land in Bury St Edmunds**

<table>
<thead>
<tr>
<th></th>
<th>2004-06</th>
<th>2006-11</th>
<th>2011-16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commitments</td>
<td>767</td>
<td>269</td>
<td>-</td>
</tr>
<tr>
<td>Urban Capacity Study</td>
<td>272</td>
<td>519</td>
<td>396</td>
</tr>
<tr>
<td>Greenfield Allocation</td>
<td>-</td>
<td>50</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>1039</td>
<td>838</td>
<td>396</td>
</tr>
<tr>
<td>Average</td>
<td>520</td>
<td>168</td>
<td>79</td>
</tr>
</tbody>
</table>

### Greenfield Housing Site

13.5 There is potential for a modest release of greenfield land at Vinefields Farm as long as work is carried out to manage noise from the nearby A14 and that the important views from the town centre to Moreton Hall are not harmed. In respect of the latter, an area of recreational open space is identified on the Proposals Map.

**Policy BSE2: Vinefields Farm, Bury St Edmunds**

3.5ha of land at Vinefields Farm, Bury St Edmunds is allocated for:

- i) Housing (50 Dwellings)
- ii) Recreational Open Space

Applications for planning permission will only be determined once the masterplan has been adopted as a Supplementary Planning Document by the local planning authority. The masterplan should be prepared in accordance with the content of the concept statement for the site.

### Additional Employment Sites

13.6 For Bury St Edmunds to fulfil its role as a sub-regional centre and as a location for major growth, there is a need to release significant amounts of additional employment land in town. As well as meeting general demand for employment, there is also a need to compensate for the relocation of existing business uses where sites are redeveloped for housing and other uses.

13.7 A look at probable development rates up to 2016 shows that a further 29 hectares of employment land will be needed to maintain current development rates as well as the 21.89 hectares of undeveloped employment land presently in the town. However, as well as an allowance for the relocation of businesses affected by brownfield redevelopment, there is also a need to plan for additional land. This additional land will help in securing research and technology development related to the Cambridge-Ipswich corridor, compliant with regional and Suffolk economic development strategies, and will also help to claw back some of the workers currently commuting to areas outside the borough to work.

13.8 Table 3 below provides background on the level of employment land which is considered necessary to sustain growth in the town’s economy to 2016.

**Table 3 - Projected Employment Land Requirements**

<table>
<thead>
<tr>
<th>Factor</th>
<th>Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Land requirement based on past 5 years take-up rate of employment land (3.395ha) over 12 years (2004-16)</td>
<td>40.74ha</td>
</tr>
<tr>
<td>B Existing Land Supply</td>
<td>21.89ha</td>
</tr>
<tr>
<td>C Net land requirements (A-B)</td>
<td>18.85ha</td>
</tr>
<tr>
<td>D Additional allowance for:</td>
<td></td>
</tr>
<tr>
<td>a) relocation of business from brownfield sites</td>
<td></td>
</tr>
<tr>
<td>b) Ipswich to Cambridge corridor effect</td>
<td></td>
</tr>
<tr>
<td>c) Allocating a meaningful range of sites for a variety of employment uses</td>
<td>16.00ha</td>
</tr>
<tr>
<td>E New Land Allocations (C+ D)</td>
<td>34.85ha</td>
</tr>
<tr>
<td>F Land to be identified in this Local Plan (B+E) (2001-16)</td>
<td>56.74ha</td>
</tr>
</tbody>
</table>
13.9 Bury St Edmunds is in a highly advantageous position to expand and add to its business and industrial parks. Sites will be needed to accommodate a range of uses including a high quality, research park, an industrial park for general manufacturing, distribution and office uses, and a site for industrial uses which require low value land. Provision for further expansion of the Suffolk Business Park is made in Policy BSE3 and this will be expected to accommodate companies seeking a high profile location for Class B1 and B8 planning uses.

13.10 Government Guidance in Planning Policy Statement 6: Planning for Town Centres requires all town centre uses to be subject to certain tests as set out in Policy TCR1 of this Plan. Town centre uses includes offices and therefore all office proposals will be required to satisfy the relevant requirements of Policy TCR1.

Land East of Moreton Hall, Bury St Edmunds

13.11 A strategic release of land at Moreton Hall for employment use would have to provide the Bury St Edmunds eastern relief road linking both the existing and proposed development at Moreton Hall with the A14 Rookery Crossroads at Rougham. In allocating the site at Suffolk Business Park, the Borough Council recognises that development will extend beyond this plan period and the complete development of the site will extend beyond 2016. This is justified by the early provision of important infrastructure and the supply of quality, well serviced sites well located within the borough and the region. This strategic site allocation will provide long-term certainty and enable the town to respond to changes in demand.

13.12 The allocation may lie over workable quality sand and gravel reserves. Prior to planning permission for the development of the site, an investigation of the extent and quality of the mineral resource must be carried out to enable a judgement to be reached on the case for prior extraction of the mineral to avoid sterilisation.

13.13 It will not be in the interests of developers to propose a low standard of development or inappropriate uses. High technology firms require buildings which exhibit high standards of design and materials set in a well landscaped site. A masterplan will be prepared covering site layout, building form and materials, landscaping and environmental protection. There will be some flexibility of office, storage and manufacturing uses within each site, but developers of individual plots will be required to show that proposals conform with the masterplan. Pure office development will be required to satisfy the relevant requirements of Policy TCR1. Achieving adequate public transport connections to the site will be a key element of the site masterplan and an agreement with the developer will be sought to divert urban bus services to guarantee good access from Bury St Edmunds town centre.

13.14 The former Rougham Airfield to the east of Moreton Hall is used occasionally for recreational and leisure events. This area could provide recreational open space on the eastern side of Bury St Edmunds and any formal proposals for this use will be considered in the context of this plan.

13.15 The proposed eastern relief road for Bury St Edmunds could improve access to the former airfield and land next to the existing Rougham general employment area. During the plan period to 2016 there is scope for the former airfield to serve as a destination for leisure and heritage based activities and events. A modest amount of land has been identified in policy RA3 for employment uses between the proposed relief road and the existing northern boundary of the Rougham general employment area. This land could accommodate businesses associated with activities on the airfield. The development of this land will not be considered until the eastern relief road identified in policy BSE13 has been completed.

POLICY BSE3: STRATEGIC SITE - SUFFOLK BUSINESS PARK, MORETON HALL, BURY ST EDMUNDS

68.28 ha of land East of Suffolk Business Park, Bury St Edmunds (but excluding the Rougham Industrial Estate general employment area) is allocated for:

Employment Uses (Use Classes B1 and B8).

Proposals for pure B1 office developments will be required to satisfy the relevant requirements of Policy TCR1.
13. Bury St Edmunds

This is a long term allocation, development of which is likely to extend beyond this Plan period. Prior to the commencement of development, a relief road linking Bedingfeld Way with the A14 Rookery Crossroads in accordance with Policy BSE13 must be completed and available for use. The precise route and alignment of this relief road will be agreed through the masterplan process, taking into account existing features such as the airfield control tower.

The amount of land available for development, location of uses, access arrangements, phasing of development, linkages to the airfield site, design and landscaping will be informed by a masterplan for the site. The masterplan will be based on a requirement to achieve the following:

a) light industrial, research and office use (Proposals for pure B1 office developments will be required to satisfy the relevant requirements of Policy TCR1).

b) proposals for the provision of units for new and small firms involved in high technology and related activities.

c) in the area opposite the airfield and adjacent to the Rougham Industrial Estate, small scale uses supporting the heritage and tourism use of the airfield such as visitor car parking and workshops and including the creation of a safe pedestrian access to the airfield as part of the link road provision

d) in the area adjacent to the Rookery Crossing junction, motorists service facilities including petrol filling station and associated facilities (subject to relocation of the extant planning permission adjacent to the east bound A14), restaurant and travel hotel.

e) extensive landscaping, particularly around the perimeter of the site.

Applications for planning permission will only be considered once the masterplan for the entire site has been adopted as a Supplementary Planning Document by the local planning authority. The developer will be expected to prepare the masterplan which should be prepared in accordance with the content of the concept statement for the site.

Developers will be expected to enter into a legal obligation to implement relevant sections of the road, drainage and service infrastructure in advance of business units on the site being occupied.

An investigation of the extent and quality of the mineral resource at the site will be required prior to any planning permission being granted to enable a judgement to be reached on the case for prior extraction of the mineral to avoid sterilisation.

13.16 There are a number of established centres of employment in the town, some of which have opportunities for the further development and intensification of use. In particular the occupation or redevelopment of vacant premises and land will be encouraged in advance of allowing development on new sites.

POLICY BSE4: GENERAL EMPLOYMENT AREAS - BURY ST EDMUNDS

The following areas are designated as General Employment Areas:

<table>
<thead>
<tr>
<th>Use Class</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Anglian Lane</td>
<td>(B1,B8)</td>
</tr>
<tr>
<td>b) Barton Road</td>
<td>(B1,B8)</td>
</tr>
<tr>
<td>c) Blenheim Park</td>
<td>(B1,B2,B8)</td>
</tr>
<tr>
<td>d) British Sugar, Hollow Road</td>
<td>(B1,B2,B8)</td>
</tr>
<tr>
<td>e) Suffolk Business Park</td>
<td>(B1,B8)</td>
</tr>
<tr>
<td>f) Chapel Pond Hill</td>
<td>(B1,B2,B8)</td>
</tr>
<tr>
<td>g) Eastern Way</td>
<td>(B1,B2,B8)</td>
</tr>
<tr>
<td>h) Enterprise Park, Etna Road</td>
<td>(B1,B8)</td>
</tr>
<tr>
<td>i) Mildenhall Road</td>
<td>(B1,B2,B8)</td>
</tr>
<tr>
<td>j) Moreton Hall</td>
<td>(B1,B2,B8)</td>
</tr>
</tbody>
</table>
13.17 The recent success of the Chapel Pond Hill development suggests that there is still demand for starter units and low value land for general industrial (Use Class B2) businesses. At the Bury St Edmunds British Sugar site, the residue beds and lagoons to the west of Compiegne Way are the subject of a major restoration programme which entails filling, grading the old beds and planting areas with suitable trees and shrubs. The Borough Council considers that such initiatives should be encouraged. It is also considered that land south of Compiegne Way offers an opportunity for employment development on a modest scale as part of a comprehensive masterplanning approach to the reclamation of this area. The masterplan will also look at other forms of restoration such as recreation and nature conservation uses. If there is any change to British Sugar’s presence on their current site, Policy BSE5 will be reviewed to ensure that the proper planning of the whole site can be carried out in a comprehensive manner.

British Sugar

k) Northern Way (B1,B2,B8)
l) Western Way (B1,B2,B8)
m) Greene King, Friars Lane (B1,B2,B8)

Within the General Employment Areas, the following land is available for development:

<table>
<thead>
<tr>
<th>Developable Site</th>
<th>Area (Hectares)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anglian Lane</td>
<td>0.40</td>
</tr>
<tr>
<td>Blenheim Park</td>
<td>1.27</td>
</tr>
<tr>
<td>Suffolk Business Park *</td>
<td>14.79</td>
</tr>
<tr>
<td>Chapel Pond Hill</td>
<td>0.88</td>
</tr>
<tr>
<td>Eastern Way</td>
<td>2.27</td>
</tr>
<tr>
<td>Mildenhall Road</td>
<td>1.12</td>
</tr>
<tr>
<td>Northern Way</td>
<td>0.34</td>
</tr>
<tr>
<td><strong>TOTAL AREA AVAILABLE</strong></td>
<td><strong>21.07</strong></td>
</tr>
</tbody>
</table>

Proposals for industrial and business development within General Employment Areas will be permitted providing that space requirements, parking, access and general environmental considerations can be met.

Proposals for pure B1 office development will be required to satisfy the relevant requirements of Policy TCR1.

* Development at Suffolk Business Park will comprise of the following:
  a) light industrial, research and office use;
  b) units for new and small firms involved in high technology and related activities; and
  c) extensive landscaping, particularly around the perimeter of the site.

Note: References to Classes B1, B2 and B8 are as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended).

POLICY BSE5: BRITISH SUGAR SITE - BURY ST EDMUNDS

The local planning authority will encourage the long-term restoration of the lagoons, residue beds, spoil and landscaped areas of the British Sugar site, Bury St Edmunds as identified on the Proposals Map. Appropriate forms of after use such as suitable recreation and nature conservation uses will be considered across the site.

As well as the above uses, the land south of Compiegne Way is appropriate for a modest amount of employment (B2 general industrial) uses.

The amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be considered once the masterplan has been adopted as a Supplementary Planning Document by the local planning authority. The landowner will be expected to prepare the masterplan.
Station Hill

13.18 Land around the railway station offers significant potential for mixed use development including residential, retail and business use. The site is bounded by Out Northgate, Tayfen Road and the Ipswich-Cambridge railway line. A significant proportion of the site is underused or vacant but there are a number of existing premises including a health and fitness club, a nightclub, shops fronting Out Northgate and a mix of business units next to the rail sidings. The continuation of Station Hill as a rail freight depot will inhibit the wider regeneration of this important brownfield site and for this reason it will not be encouraged. However, development will not be permitted on the rail sidings until either alternative provision is made or it can be demonstrated that they are operationally redundant.

13.19 Any redevelopment of Station Hill should enable it to serve as a transport interchange, improving the links between rail and town bus services and other modes of travel. Redevelopment should also allow for the provision of car parking, encouraging the use of trains by people living in villages around the town. To help achieve a comprehensive and high quality redevelopment of this important gateway to the town, the Borough Council will prepare a concept statement to inform the preparation of a masterplan for the site. Proposals for pure office and leisure uses will be required to satisfy the relevant requirements of Policy TCR1. Some of the land may be contaminated and should be investigated as appropriate with suitable remedial measures taken if contamination is identified.

13.20 In particular, the Borough Council will seek coordinated development in this area. There are a number of land ownerships involved and, if necessary, compulsory purchase powers will be used to put the masterplan into place.

POLICY BSE6: STATION HILL DEVELOPMENT AREA - BURY ST EDMUNDS

The site bounded by Out Northgate, Tayfen Road and the Ipswich - Cambridge railway line is suitable for mixed development and is allocated for:

- Residential
- Offices and other B1 industry
- Leisure Uses
- Small scale retail uses to serve local needs
- Parking ancillary to these uses and to supplement the requirements of the railway station; and
- Strategic landscaping.

Small scale retail development shall be interpreted as units not exceeding 150 sq. metres in net floor area. Proposals for pure B1 office development and/or leisure uses will be required to satisfy the relevant requirements of Policy TCR1.

The amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a masterplan for the site.

Applications for planning permission will only be considered once the masterplan has been adopted as a Supplementary Planning Document by the local planning authority. The developer will be expected to prepare the masterplan which should be prepared in accordance with the content of the concept statement for the site.

Permission for development which limits the use of the rail sidings will not be granted until satisfactory alternative provision is made or it has been demonstrated that there is no demand for rail sidings in the area.
Town Centre and Retailing

13.21 The town centre boundary for Bury St Edmunds is shown on the Proposals Map. The St Edmundsbury Retail Appraisal (April 2001) evaluated the then current status of retailing in the town and examined the need for additional floorspace during the Local Plan period. The Appraisal concludes that the town centre was then a very vital and viable centre with limited opportunities to enhance its overall quality as it is in an extremely strong position. It was further recognised that, although Bury St Edmunds is unlikely to be able to compete with larger centres elsewhere in the region, there is a need to consolidate its position as a sub-regional centre.

13.22 The Appraisal estimated that, in order for the town to keep its market share, there is a need for approximately 15,000 sq. metres net (approximately 20,000 sq. metres gross) of additional town centre retail floorspace during the Local Plan period.

13.23 The Retail Appraisal recommends that up to half of the future requirement for Bury St Edmunds town centre (a maximum of 10,000 sq. metres gross) should be provided on the Town Centre Development Area and that this scale should only be breached if a redevelopment scheme can deliver a high quality department store. However, it was also recognised that any strengthening of the centre’s future role must be done on a sensitive and gradual basis which will mean the town can keep and possibly enhance its current status without damaging the viability of existing multiple or, more importantly, local independent retailers.

13.24 The 2001 Retail Appraisal now requires to be updated, an exercise that will inform the Review LDF Plan. In the interim, the conclusions of the 2001 Appraisal will not be relied upon in this Plan.

Town Centre Development Area

13.25 The site bounded by St Andrew’s Street (South), Risbygate Street, Parkway and King’s Road, having an area of approximately six hectares provides the main opportunity for town centre development during the Local Plan period. Part of the site was formerly used as a Cattle Market and currently provides nearly one third the total town centre off-street car parking spaces.

13.26 Much of the site is in the ownership of the Borough Council. It is important, however, that the full development potential of this site is realised as the retail development is only likely to need part of the area. A mix of town centre uses will be sought which will also include appropriate levels of car parking as well as recognising the need to blend the development into the existing primary shopping area and nearby residential areas.

13.27 The existing frontages to Risbygate Street, Nelson Road, St Andrews Street South and Kings Road are included in the site. The Borough Council will require development to keep existing residential properties on Nelson Road and respect the existing retail and residential uses on Risbygate Street and Kings Road. Development should have regard to the masterplan for the area.

POLICY BSE7: TOWN CENTRE DEVELOPMENT AREA - BURY ST EDMUNDS

The site bounded by the Parkway, Kings Road, St Andrews Street (South) and Risbygate Street (known as the Town Centre Development Area), identified on the Proposals Map, is allocated for a mix of uses which accord with Policy TCR1 of the Plan.

The amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a masterplan for the site.

Applications for planning permission will only be considered once the masterplan has been agreed by the local planning authority. The developer will be expected to prepare the masterplan which should be prepared in accordance with the content of the concept statement for the site.

The local planning authority will require development to retain existing residential properties on Nelson Road and will seek to retain the existing mix of retail and residential uses on Risbygate Street and Kings Road.
Retail Warehousing

13.28 The town has experienced a significant growth in the amount of retail warehousing over recent years. A cluster of retail units exists at Moreton Hall and provides a destination for the purchase of bulky goods for the town’s shopping catchment area. The Borough Council will look to keep this area, as shown on the Proposals Map, for bulky goods retail floorspace.

13.29 The consultants who undertook the retail appraisal identified a potential requirement for an additional 10,600 sq. metres gross floorspace for bulky goods floorspace in Bury St Edmunds in the Local Plan period. At the time of the appraisal there were outstanding planning permissions for approximately 7,000 sq. metres gross, resulting in a need to identify a site or sites for around 3,600 sq. metres gross to meet the projected demand. It is anticipated that some of this requirement will be met through extensions to existing retail warehouses. Policy TCR1 will apply in considering proposals for new retail warehousing development in the town.

Convenience Goods Stores

13.30 The retail appraisal identified that it is unlikely that Bury St Edmunds will increase its market share of food sales in the lifetime of the Local Plan and that there is limited need for new convenience goods floorspace during this period. However, the appraisal noted that, based on current market shares, there may be sufficient capacity by 2016 for an additional smaller-scale foodstore. The capacity identified by the retail appraisal for an additional foodstore is approximately 1,500 sq m gross.

Tayfen Road

13.31 This site is located along the main entrance corridor into the town centre. A mix of commercial uses exists along this frontage, which also includes the potentially contaminated site of the gas holder and Transco depot. The retail appraisal suggested that the environmental quality of this area would benefit significantly from redevelopment and that the site has the potential for retail and leisure uses which could not be accommodated in the town centre. Such uses might include bulky goods retail floorspace and a convenience goods outlet. However, any development proposals will need to respect the residential amenity of the area, especially the nearby development in Tayfen Meadows. Retail and leisure uses will be required to satisfy the relevant requirements of Policy TCR1.

13.32 The Borough Council wishes to see a comprehensive approach to the development of this site which employs high quality design and materials to reflect the importance of its location. Developers will also need to include enhancements to the public transport corridor along Tayfen Road and will also be expected to contribute to the improvement of pedestrian linkages with the nearby town centre. In determining development on this site the Borough Council will consider the need for the proposal and the way it fits in the wider redevelopment of the area.

POLICY BSE8: ST EDMUNDSBURY RETAIL PARK - BURY ST EDMUNDS

A site is identified on the Proposals Map bounded by Bedingfeld Way and the A14 and including Greyfriars Road as the St Edmundsbury Retail Park.

In addition to the policies elsewhere in this Plan, proposals for all retail floorspace on this site will be judged against the following criteria:

1. The need for the proposal is demonstrated; and
2. That a sequential approach has been adopted in selecting the site demonstrating that all potential suitable, viable and available sites have been evaluated; and
3. Where appropriate, the impact of the proposal on the vitality and viability of Bury St Edmunds town centre and local centres, including the cumulative impact of recently completed developments and unimplemented planning permissions, taking into account the results of a shopping impact study and/or an environmental assessment; and
4. That the site is accessible by a choice of means of transport in accordance with Policy T2.
Travel

13.33 Public transport in Bury St Edmunds and the construction of a new bus station in the 1990s means most bus and coach services now depart or arrive at one point in the town. The success of the initiative has been so great that there may be a need for an extension to the bus station during the life of this Local Plan. The St Andrew’s Street North public car park is located to the west of the bus station. It is proposed that the car park is extended by means of an additional decked layer to keep an adequate level of shoppers car parking in the town. It would be appropriate for an extension to the bus station to be included as part of any improvements at St Andrew’s Street North car park.

13.34 Bus based park and ride schemes have been introduced successfully in a number of towns and cities in the region. However, it is generally agreed that such facilities can only be successful if they are part of an overall strategy of travel demand management. An examination of the need for park and ride in Bury St Edmunds has taken place on a number of occasions. A review of public transport services in Bury St Edmunds by consultants in 1997 concluded that there was limited potential for such a scheme. The Borough Council will continue to review this potential as part of the management of public car parking in the town.

13.35 Elsewhere in Bury St Edmunds the pressure to provide sufficient car parking at existing businesses is proving difficult to meet. The West Suffolk Hospital and West Suffolk College are both examples where a large number of journeys are made to the site by car. As the development of these and other sites continues, it may be appropriate to consider whether park and ride might be an appropriate alternative to providing parking within the site. Any proposals for this use should include measures to make up for any loss of town centre shoppers’ parking spaces.

POLICY BSE9: TAYFEN ROAD - BURY ST EDMUNDS

Land at Tayfen Road, Bury St Edmunds, identified on the Proposals Map is allocated for;

i) Retail warehousing floorspace; and
ii) Foodstore; and
iii) Leisure uses; and
iv) Residential; and
v) Strategic landscaping

Proposals for any retail and leisure uses will be required to satisfy the relevant requirements of Policy TCR1. The amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a masterplan for the site. The masterplan should be agreed by the Local Planning Authority following full public consultation as appropriate before an application for the site can be approved. The developer will be expected to prepare the masterplan which should be prepared in accordance with the content of the concept statement for the site.

POLICY BSE10: ST ANDREWS STREET NORTH

St Andrews Street (North) Car Park is identified on the Proposals Map for the extension of the Bury St Edmunds Bus Station as part of proposals for enhanced car parking provision on the site.

POLICY BSE11: PARK AND RIDE - BURY ST EDMUNDS

Bus based park and ride in Bury St Edmunds should be located on sites:

i) close to a major radial approach route;
ii) which minimise the likelihood of abstraction of passengers from conventional bus services; and
iii) capable of expansion and/or of serving other locations should demand exist or arise.
13.36 With considerable new development planned for Bury St Edmunds, it is considered essential that the opportunity to travel by rail should be enhanced. It is proposed to construct a new railway station in the vicinity of Bury St Edmunds which will serve both recent and planned development in and around the town. The facility should also be capable of serving as a transport interchange between the car, rail, buses and other modes of travel. It is expected that the station will be developed in partnership with the railway infrastructure provider, county council, rail operators and developers, with the latter being expected to contribute towards the construction of the station.

**Policy BSE12: New Railway Station**

Land at Moreton Hall is allocated on the Proposals Map for the provision of an additional railway halt to serve the Bury St Edmunds area. The site should also provide:

- Car parking
- Bus stops; and
- Cycle and pedestrian access and secure cycle parking.

**Pedestrian Access**

13.37 In Bury St Edmunds town centre considerable work has been done to increase pedestrian priority in areas of pedestrian/vehicle conflict. The 2001 retail appraisal has identified the need for more pedestrian priority in Cornhill and Buttermarket. It is recognised that some work may be needed to improve this area while keeping access for vehicles. Any work must also respect the operational requirements of the provisions market.

**Bury St Edmunds Eastern Relief Road**

13.38 The area to the east of Bury St Edmunds is continuing to experience high levels of development which means increased pressure on the existing road network. Fitting development in with new public transport services and other sustainable modes of travel is a priority. Existing and proposed employment uses in this area require easy access to the primary road network with a minimal impact on the local environment. It is proposed to construct a relief road between Mount Road, Bedingfield Way and the proposed A14 Rookery crossroads interchange. The cost of construction will be met through developer contributions and planning obligations.

**Policy BSE13: Bury St Edmunds Eastern Relief Road**

The Bury St Edmunds Eastern Relief Road will be constructed between Bedingfield Way, Mount Road and the A14 Rookery Crossroads. The Road will not be completed until the grade separated junction at the A14 Rookery Crossroads is opened. Developers will be expected to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its construction.

**West Suffolk Hospital**

13.39 The West Suffolk Hospital in Hardwick Lane opened in 1974 and serves a wide catchment area. The hospital is a major employer and generates a high number of individual trips from its catchment area. Transportation arrangements, sustainable travel and on site parking are important issues associated with the use of this site. Next to the hospital is the St. Nicholas’ Hospice. Combined, these facilities have grown in response to the changing requirements of the Health Service and the needs of the local community. The hospital and hospice are in a landscaped setting dominated by mature, parkland trees and this can restrict development options. For this reason more land has been bought so this important community facility can expand. The Borough Council supports the continued growth of the hospital and hospice within the site allocation shown on the Proposals Map.
Education

13.40 The continued growth of the town will result in the need for new primary and middle schools. It is expected that developers will provide land and/or a financial contribution to meet the need for educational premises arising from their development. The scale of developer contributions and the requirement to provide land for new schools is set out in Supplementary Planning Guidance. Sites are allocated for additional schools at Moreton Hall and Hardwick. Any alternative sites put forward for school development will be judged in accordance with the sequential approach as set out in Policy DS2.

POLICY BSE14: WEST SUFFOLK HOSPITAL AND ST. NICHOLAS HOSPICE

Within the site shown on the Proposals Map at Hardwick Lane, Bury St. Edmunds (known as the Hospital Site), the local planning authority will support the provision of new buildings and extension of existing premises for health care and associated uses where:

a) additional and adequate car parking is provided;
b) a travel plan to reduce dependency on access to the Hospital Site by the private motor car is prepared and implemented; and
c) the proposal would not have an unacceptable impact on the amenity of the hospital site and the surrounding area.

The amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be considered once the masterplan has been adopted as a Supplementary Planning Document by the local planning authority unless the local planning authority is satisfied that the proper planning of the hospital site will not be prejudiced by the development going ahead in advance of the masterplan being agreed.

POLICY BSE15: NEW SCHOOL SITES - BURY ST EDMUNDS

Sites are identified on the Proposals Map for the following new school sites:

Moreton Hall (Primary school and middle school); and

Hardwick (Primary School)

As part of any new school development it is expected that the education authority or providing body will prepare and implement a travel plan to reduce dependency on access to these facilities by the private motor car.

13.41 The West Suffolk College, Out Risbygate, is an expanding educational facility serving a wide catchment area and the Borough Council supports its growth. The college site includes an area which is protected as open space under Policy L5. Notwithstanding the provisions of Policy L5, in exceptional circumstances there may be scope to consider this area for redevelopment where this will deliver clear benefits to the borough. This will be subject to there being an acceptable impact on the amenity of the college site and its surroundings.

POLICY BSE16: WEST SUFFOLK COLLEGE

Within the site shown on the Proposals Map at Newmarket Road, (known as the College Site), permission for the expansion of educational premises and associated uses will be permitted where:

a) the proposal would not have an unacceptable impact on the amenity of the college site and the surrounding area;

b) a travel plan to reduce dependency on access to the college site by the private motor car is prepared and implemented; and
Leisure Facilities

13.42 The town is a sub-regional centre for leisure activities and has a good range of facilities including a leisure centre, a regional athletics track as well as other formal sports pitches and informal parks and gardens. Bury St Edmunds is in a good position to provide facilities of a regional significance and there is scope to improve leisure facilities as the town expands.

13.43 The current leisure centre is well-used but suffers from poor access and expansion is restricted. The site is next to Borough Council land and premises on the Western Way General Employment Area, parts of which are underused and current operations could be re-arranged to make better use of the site. Land is allocated at Western Way on the Proposals Map to accommodate office development and proposals to improve the operations of the leisure centre, such as more facilities and car parking. Proposals for pure B1 office uses and leisure uses will be required to satisfy the relevant requirements of Policy TCR1.

POLICY BSE17: WESTERN WAY - BURY ST EDMUNDS

A redevelopment opportunity is allocated at Western Way for the following uses:

a) B1 office development;
b) indoor sports and leisure uses
c) education; and
d) car parking and coach parking.

Proposals for pure B1 office uses and/or leisure uses will be expected to meet the requirements of Policy TCR1.

The amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be considered once the masterplan has been agreed by the local planning authority. The developer will be expected to prepare the masterplan which should be prepared in accordance with the content of the concept statement for the site.
A vision for Haverhill

14.1 Located within the Cambridge sub-region, Haverhill has experienced considerable housing growth over a long time. With a population of about 22,000 and opportunities for accommodating more development, the town is well positioned to play an important role in relieving the pressure which the sub-region is currently experiencing. The town is also well positioned to benefit from the growth of Stansted Airport. However, any additional housing growth will need to be matched with new jobs and improved services, including health and shopping facilities.

Vision for Haverhill

Haverhill will experience a sustainable growth in jobs, homes and services, creating a balanced community which plays an active role in the growth of the Cambridge sub-region.

Development Strategy

14.2 Haverhill is the borough’s second largest town and has expanded steadily in the last 30 years, boosted by a town expansion scheme and more recently by its location within the Cambridge sub-region. The town is recognised as a location that will accommodate significant levels of growth over the period to 2016.

14.3 Given the town’s recent expansion, including high density estates, the urban capacity study prepared in 2001/02 did not identify significant scope for accommodating residential development on previously developed land. Land for housing on greenfield sites is therefore required. Table 4 below shows the proposed distribution of new housing in the town by land type.

Table 4 - Housing Land Supply in Haverhill 2004-2016

<table>
<thead>
<tr>
<th>Existing Commitment</th>
<th>Urban Capacity Sites (Brownfield Sites)</th>
<th>Greenfield Allocations</th>
<th>Total 2004-2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>530*</td>
<td>305</td>
<td>755</td>
<td>1590</td>
</tr>
</tbody>
</table>

*This includes the planning permission for 80 dwellings at Chalkstone Way granted after 1 April 2004. Please note that the figures have been rounded.

14.4 A small number of larger sites were identified in the urban capacity study and those which, in the opinion of the Borough Council, can be delivered during the Plan period are put forward as allocations in Policy HAV1 and identified on the Proposals Map. The development of each site will be expected to accord with its concept statement and/or masterplan.

POLICY HAV1: HOUSING ON URBAN SITES - HAVERHILL

The following urban sites are allocated for residential development during the period 2001-2016

<table>
<thead>
<tr>
<th>Indicative Capacity</th>
<th>Site Area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Former Gasworks, Withersfield Road 10 0.3</td>
<td></td>
</tr>
<tr>
<td>b) Telephone Exchange, Camps Road 24 0.3</td>
<td></td>
</tr>
<tr>
<td>c) Hamlet Croft 100 2.5</td>
<td></td>
</tr>
<tr>
<td>d) Atterton &amp; Ellis, Hamlet Road 25 0.6</td>
<td></td>
</tr>
<tr>
<td>e) Fullers Yard, Withersfield Road 10 0.4</td>
<td></td>
</tr>
</tbody>
</table>

Please note, allocations reflect the situation as at 1 April 2004.

14.5 While the development of vacant and underused land is encouraged, it is recognised that to maintain balanced growth in Haverhill and to support its economy, there is not enough brownfield land in the short to medium term (that is, before 2006) so it will be necessary to release further areas of greenfield land. In 1998 the Borough Council
commissioned consultants to examine the feasibility of major expansion of the town. The consultants identified areas of land around the town which, in their opinion, could be developed and which would preserve the sense of separation between Haverhill and the nearby villages of Withersfield, Great Wratting and Kedington. The Borough Council has had regard to the study in determining the release of greenfield land for housing. In this context the Borough Council has released the first phase of a strategic greenfield site at North West Haverhill and permission has been granted for a development of 393 dwellings. This is reflected in Table 5 below. This development is not included in the 755 homes allocated in Policy HAV2.

**Table 5 - Phased Release of Housing Land in Haverhill**

<table>
<thead>
<tr>
<th>Year</th>
<th>2004-06</th>
<th>2006-11</th>
<th>2011-16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Commitments</td>
<td>333*</td>
<td>195</td>
<td>-</td>
</tr>
<tr>
<td>Urban Capacity Sites</td>
<td>63</td>
<td>177</td>
<td>65</td>
</tr>
<tr>
<td>Greenfield Allocations</td>
<td>-</td>
<td>378</td>
<td>377</td>
</tr>
<tr>
<td>Total</td>
<td>396</td>
<td>750</td>
<td>442</td>
</tr>
<tr>
<td>Average</td>
<td>198</td>
<td>150</td>
<td>88</td>
</tr>
</tbody>
</table>

* This includes the planning permission for 80 dwellings at Chalkstone Way granted after 1 April 2004.

**Strategic Greenfield Sites**

14.6 Given the low level of brownfield land and existing number of commitments in Haverhill it will be necessary to release additional greenfield land during all phases of the plan period to maintain house building in the town. The capacity for accommodating greenfield housing is limited by the boundary defined by the bypass to the south of the town and the ridge line concealing Haverhill from surrounding countryside to the north.

**Land at North-West Haverhill**

14.7 There remains scope for further releases in the north-west sector of the town for residential growth. Careful planning will be necessary to ensure that merging with the nearby settlements of Great Wratting, Little Wratting and Withersfield does not occur. The release of land in this area will bring considerable community gain through the construction of a north-west relief road for the town, the first phase of which already has planning permission. The road is a significant piece of infrastructure which would bring real environmental benefits in and around the town centre, in particular, relieving the Cangle junction.

14.8 Government guidance on the phased release of housing sites, "Planning To Deliver" (2001) refers to the identification of strategic sites in local plans. The identification of north-west Haverhill would meet this requirement and would signal certainty on long-term greenfield development as well as allow for the lead times needed to deliver the associated infrastructure. In allocating north-west Haverhill, the Borough Council recognises that development will extend over the phases of this Plan (see Table 5) and the complete development of the site will extend beyond 2016. This phased release will help the continued balanced growth of the town.

**POLICY HAV2: STRATEGIC SITE - NORTH WEST HAUVERHILL**

42 Ha of land at North-West Haverhill is allocated for:

i) Housing (up to 755 dwellings to 2016 including affordable housing provision of 40% in accordance with Policy H3);  
ii) Primary School;  
iii) Recreational Open Space; and  
iv) A local centre or centres which could include local shops and community, health and recreation uses.

In addition, but not intended to be comprehensive the following associated infrastructure is required to facilitate the development:

a) completion of a North-West Relief Road linking Withersfield Road (Meldham Bridge) to Wratting Road (adjacent Rising Sun).  
b) a strategic landscape buffer to the north of the relief road.
The balance between the population and the number of jobs in the town is one which the Replacement Local Plan, as part of a series of measures, will seek to improve. While commuting to other centres is unlikely to diminish, it is important to enhance the range of employment opportunities available in the town, to give more choice of work in Haverhill. The town’s current employment base reflects its recent history of accommodating a Greater London Council expansion programme with the associated concentration on manufacturing industries.

Employment Sites

14.9 The balance between the population and the number of jobs in the town is one which the Replacement Local Plan, as part of a series of measures, will seek to improve. While commuting to other centres is unlikely to diminish, it is important to enhance the range of employment opportunities available in the town, to give more choice of work in Haverhill. The town’s current employment base reflects its recent history of accommodating a Greater London Council expansion programme with the associated concentration on manufacturing industries.

14.10 The Replacement Local Plan will help to increase the range of jobs by providing sites which can attract research and technology based industries as well as sites for the support industries needed to maintain the growing economy of the Cambridge sub-region. Sites for business parks are already identified in the adopted Local Plan. The Replacement Local Plan can protect these sites and make sure they accommodate the uses for which they are identified. The moving five year average of employment land take-up in Haverhill has experienced year on year increase in recent years. These take-up rates are approaching 2 hectares a year and it is expected that take-up will continue at this rate; as such a target of a minimum of two hectares a year has been set to inform the town’s future employment requirements. There has also been considerable development of the land at Bumpstead Road which falls within Braintree district.

14.11 Given Haverhill’s location within the Cambridge sub-region, the aim to achieve a balance between the number of jobs and inhabitants in the town and the need to provide a meaningful range of sites for a variety of employment uses it is considered that additional land, above that identified by past employment take-up rates, is needed to cater for all of Haverhill’s employment needs during the plan period. The surplus land identified in Table 6 will provide for this need.

Table 6 - Projected Employment Requirements

<table>
<thead>
<tr>
<th>Factor</th>
<th>Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Land requirement based on annual take-up rate of employment land minimum target (2.00ha) over 12 years (2004 -16)</td>
</tr>
<tr>
<td>B</td>
<td>Existing Land Supply</td>
</tr>
<tr>
<td>Net land Surplus (B-A)</td>
<td>22.04ha</td>
</tr>
</tbody>
</table>

14.12 Planning permission has been granted for the Haverhill Business Park on Bumpstead Road, part of which is in the Braintree district, and this will meet employment land requirements in the short to medium term. It is considered necessary for the town’s economy to keep the Hanchett End Business Park area as an allocation for B1 and B8 uses, given its gateway location from the A1307 Cambridge road. Policy HAV3 seeks to keep Hanchett End as a special gateway site.

POLICY HAV3: STRATEGIC EMPLOYMENT SITE - HANCHETT END, HAVERHILL

12 hectares of land at Hanchett End, Haverhill are allocated as a strategic employment site for Class B1 and Class B8 uses of the Town & Country Planning.
14.13 With the exception of the Homefield Road General Employment Area, undeveloped land on existing general employment areas is expected to accommodate demand for general employment (B2 uses) and low value land uses (storage etc).

### POLICY HAV4: GENERAL EMPLOYMENT AREAS - HAVERHILL

The following areas are designated as General Employment Areas:

<table>
<thead>
<tr>
<th>Use Class</th>
<th>Area (Hectares)</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Bumpstead Road</td>
<td>14.7*</td>
</tr>
<tr>
<td>b) Falconer Road</td>
<td>5.5</td>
</tr>
<tr>
<td>c) Haverhill Industrial Estate</td>
<td>9.50</td>
</tr>
<tr>
<td>d) Homefield Road</td>
<td>4.24</td>
</tr>
<tr>
<td><strong>TOTAL AREA AVAILABLE</strong></td>
<td><strong>33.94</strong></td>
</tr>
</tbody>
</table>

Proposals for industrial and business development within General Employment Areas will be permitted providing that space requirements, parking, access and general environmental considerations can be met.

Proposals for pure B1 office development must satisfy the relevant requirements of Policy TCR1.

*There is an additional 7.9 hectares of land with permission at Bumpstead Road, Haverhill which is within Braintree District.

Town Centres and Retailing

14.14 The St Edmundsbury Retail Appraisal (April 2001) evaluated the current status of retailing in the town and examined the need for more floorspace during the Local Plan period. The appraisal concludes that Haverhill town centre is currently both vital and viable. However it was also noted that the representation of comparison shops is below the national average for a town of this size and that the number of convenience goods stores was also well below the national average.
Town Centre Redevelopment

In consultation with the local community the Borough Council has started work on a masterplan for the centre of Haverhill. This is designed to identify a long term vision with ideas and options for the development of the town centre. It will set the context for the regeneration of the central area and provide the framework for individual development proposals to come forward.

Convenience Goods Floorspace

The retail appraisal suggested that there is a strong qualitative need for a new supermarket within or on the edge of the town centre which would:

- enhance the quality and choice of convenience goods within the town centre;
- provide a main food shopping destination so the town can serve the day-to-day needs of its local community; and
- provide a more sustainable range of convenience goods facilities which can be accessed by sustainable forms of transport.

Former Station Yard Site, Council Depot and Adjacent Land

The Station Yard site was suggested in the 2001 retail appraisal for the development of a convenience retail store to meet the qualitative needs of Haverhill for a high quality foodstore and was allocated in the 1998 Local Plan for mixed use development (Policy SH7), including retail, offices and residential development. In the absence of a quantitative need for additional convenience floorspace being established for Haverhill or an indication of the scale of store that would be required to meet the qualitative need, and also taking into account that the retail appraisal can no longer be considered up-to-date, that site is no longer allocated for retail development. A retail strategy of the town, that complies with the requirements of PPS6 and will be informed by a new retail study, will be promoted within the review LDF Plan.

Town Centre Comparison Goods Floorspace

The Retail Appraisal estimated a need for approximately 4,300 sq. metres net (5,750 sq. metres gross) of additional town centre comparison goods floorspace up to 2016 so the town keeps its current market share. It was noted that any additional requirement for this floorspace in the short term will be limited and that sites should be identified which will meet the medium to long term needs of the town centre. Sites exist in the town centre which could contribute to this requirement in the long term. The Borough Council will work positively with landowners and developers to bring about improvements to the range and quantity of town centre uses which will meet the needs of an increased population of the town and reflect its status in the Cambridge sub-region.

Policy HAVS: Haverhill Town Centre Masterplan

Haverhill Town Centre, as identified on the Proposals Map and under Policy TCR1 is a suitable location for regeneration and new development. The amount of land available for development, including appropriate adjoining sites that will support the regeneration objectives, the location and distribution of uses, access arrangements, design and landscaping will be informed by a masterplan and subsequent individual site development briefs, which will be adopted as guidance.

Applications for planning permission for sites, other than already identified in the Replacement Local Plan for development, and which would have a strategic impact on the development of the masterplan will only be considered once the masterplan has been adopted as planning guidance by the local planning authority following public consultation.
14.20 The Retail Appraisal (2001) suggested that between 3,500 sq m and 5,000 sq m of retail warehousing be provided at Haverhill. In response, a site at Duddery Hill was allocated in the Redeposit version of this Plan for bulky goods retailing (Policy HAV7). That Retail Appraisal can no longer be relied upon to support such a development scheme, particularly in the light of the recent publication of PPS6. This has made it clear that retail warehouse development may need to be considered as a town centre use to which the needs and site selection tests of PPS6 should apply. As the Retail Appraisal (2001) can no longer be considered up-to-date, the site at Duddery Hill is no longer allocated for retail development. A retail strategy of the town, that complies with the requirements of PPS6 and will be informed by a new retail study, will be promoted within the review LDF Plan.

14.21 In addition to the release of a strategic housing site at north-west Haverhill, the development of more areas of housing land in Haverhill will require further local facilities. At an early stage, developers will be expected to put into place the means of providing such facilities when developing associated sites.

**POLICY HAV7: NEW LOCAL CENTRES AND FACILITIES - HAVERHILL**

Sites for new local centres are allocated at:

i) Hanchett End, Haverhill;  
ii) Millfields Way, Haverhill; and  
iii) Hales Barn, Haverhill

The local planning authority will require new local centres to contain a mix of uses which could include:

a) Leisure and Recreation;  
b) Health and Community facilities; and  
c) Residential

These sites will be safeguarded from other forms of development. Proposals for any leisure and recreation uses must satisfy the relevant requirements of Policy TCR1.

**Travel**

14.22 The reinstatement of a rail link from Cambridge to Haverhill with a possible onward extension to Sudbury has been discussed over a long period. The Borough Council has supported the preparation of studies into the feasibility of re-establishing this link. Such a proposal would require funding from the Strategic Rail Authority and as yet there are no agreed routes or sources of funding. While the Borough Council is supportive in principle of a reinstated rail link, the new Local Plan can only safeguard land for proposals which will come forward during the plan period.

14.23 In the town centre considerable work has been done to increase pedestrian priority in areas of
pedestrian/vehicle conflict. The 2001 retail appraisal carried out with the review of the Local Plan noted that further environmental improvements are needed to the appearance of the High Street and Queen Street.

14.24 There is evidence of demand for fast bus services to Cambridge. A transport study of the town in 2000 found that a deterrent to using the bus is the time it takes services to travel around Haverhill before leaving the town towards Cambridge. The Borough Council will be supportive of the development of bus facilities within Haverhill which will reduce the number of cars making the daily journey to work in Cambridge. There is an ongoing study between Suffolk County Council, Cambridgeshire County Council and District Councils and any land use implications arising from this will be included in a future review of the Plan.

Haverhill Northern Relief Road

14.25 At present vehicles travelling between the west of Haverhill (A1307) and the north (A143) have to go via Withersfield Road, Cangle junction and Wratting Road in Haverhill. These movements are contributing to congestion and environmental damage along these routes. To reduce this impact, a relief road will be constructed as part of the requirement to serve the strategic site allocated in Policy HAV2 which will also act as a relief road for this traffic. An associated traffic management scheme on the existing roads will ensure that the scheme is effective.

POLICY HAV8: HAVERHILL NORTHERN RELIEF ROAD

The Haverhill Northern Relief Road will be completed between Withersfield Road (A1307) and Wratting Road (A143). Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion.

Education

14.26 The Education Authority has identified the need for a new primary school in North West Haverhill and Policy HAV2 refers to that need being met as part of the allocation of the 42 ha strategic site. It is currently anticipated that a primary school for children aged between 5-9 years will be required following the current three tier levels of educational provision within Haverhill. In addition, the Local Education Authority has identified a need for a further primary school at Hanchett End although no suitable location for this use has been identified. Any sites put forward for school development will be judged in accordance with the sequential approach as set out in Policy DS2.
Rural Allocations

15.1 Approximately 43% of the population of St Edmundsbury lives in the rural areas (that is, outside of Bury St Edmunds and Haverhill). Sustainable development in the rural areas can be achieved by making sure there is enough provision for new housing and employment to meet the needs of local people while at the same time protecting the open countryside. Policies elsewhere in this Plan are favourable towards employment development in the rural areas and allow, on an exceptional basis, for affordable housing. Very few settlements in the rural areas have enough facilities to accommodate housing estate developments in a sustainable manner.

Rural Service Centres

15.2 Six settlements in the borough are defined as Rural Service Centres which provide an important secondary service role to their local population and their immediately surrounding rural hinterland. These are Barrow, Clare, Ixworth, Chedburgh, Stanton and Kedington. These villages either have all or most of the following facilities: local employment, shopping facilities, a primary school, community and recreation facilities and health care. Two of these settlements also have libraries, police stations and fire stations. All the Rural Service Centres accord with the criteria of development strategy of the County Structure Plan and the facilities that they provide are not generally available in other villages in the borough.

15.3 The Rural Service Centres have a role to play in acting as a focus for day-to-day needs for local communities. The Borough Council supports this role and this Plan seeks to reinforce the status by providing for modest but balanced growth during the Plan period. The principles of sustainability will be applied when considering the scale and nature of development in each centre.

Vision for the Rural Service Centres

The Rural Service Centres of Barrow, Clare, Ixworth, Chedburgh and Stanton will accommodate levels of growth that reflect their role as a local centres for services for settlements in the rural area.

15.4 Whilst Kedington has been identified as a Rural Service Centre, this Local Plan does not allocate any housing or employment sites in this village. The Borough Council has commenced the preparation of its Local Development Framework, which will eventually replace this Local Plan, and this will include a review of potential housing or employment sites in Kedington.

15.5 Limited housing growth in the Rural Service Centres will help to keep the viability of these settlements without having a bad impact on the local environment. At the same time, it is recognised that opportunities for keeping and improving local employment opportunities must not be lost. It is anticipated that around 6% of the borough’s new housing development during the Plan period will take place in these centres.

15.6 The urban capacity study has identified limited opportunities for the development of brownfield sites in the Rural Services Centres for housing. These sites can make a positive contribution to the growth of the settlement and thus limit the requirement to release greenfield sites.

POLICY RA1: BROWNFIELD ALLOCATIONS - RURAL SERVICE CENTRES

The following brownfield sites are allocated for residential development during the period 2004-2016.

<table>
<thead>
<tr>
<th>Indicative Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reeves Farm, Stow Road, Ixworth 0.5 ha 20</td>
</tr>
<tr>
<td>Former fireworks site, Chedburgh 1.2 ha 35</td>
</tr>
</tbody>
</table>

An access road to the former fireworks site, Chedburgh is required to facilitate development, the route of which is identified on the Proposals Map.
15.7 In selecting greenfield sites for housing development, the Borough Council has had close regard to their sustainability. It is considered that the sites selected for development can maintain a balanced community, have a minimum impact on the environment and provide a sustainable level of growth for the settlement.

POLICY RA2: GREENFIELD ALLOCATIONS - RURAL SERVICE CENTRES

The following greenfield sites, as shown on the Proposals Map, are allocated for residential development:

<table>
<thead>
<tr>
<th>Area (ha)</th>
<th>Date</th>
<th>Indicative Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Land at Upthorpe Road, Stanton</td>
<td>3.1</td>
<td>1st April 2008</td>
</tr>
<tr>
<td>b) Land off Crown Lane, Ixworth</td>
<td>2.5</td>
<td>1st April 2008</td>
</tr>
<tr>
<td>c) Land at The Green, Barrow</td>
<td>1.1</td>
<td>1st April 2008</td>
</tr>
<tr>
<td>d) Land east of the Granary, Clare</td>
<td>2.0</td>
<td>1st April 2011</td>
</tr>
</tbody>
</table>

Residential development on these sites will only be permitted after the date shown.

At land off Crown Lane, Ixworth the amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be considered once the masterplan has been agreed by the local planning authority. The masterplan should be prepared in accordance with the content of the concept statement for the site.

An access road to land off Crown Lane, Ixworth is required to facilitate development, the route of which is identified on the Proposals Map.

At Clare, developers will be expected to enter into a legal obligation to contribute to transport initiatives in Clare, including the provision of off-street car parking.

Land to the east of Grafton Villa within that allocated in Policy RA2(a) is to enable access to be provided to the site from Hepworth Road and hence direct to the A143 without the need to go through the village.

Rural Employment Sites

15.8 The provision of further employment opportunities in the rural areas will be focused on the Rural Service Centres to help sustain balanced communities and reduce the need to travel. These could include small scale office schemes that primarily meet the needs of the settlement and the surrounding areas. There are already a number of well established General Employment Areas in the rural part of the borough and the continued use of these will be supported.

15.9 New sites are also allocated in appropriate Rural Service Centres to redress the balance between jobs and the working population. These new sites are at Barrow and Clare and are identified for B1 uses as part of a business park concept. The development of these sites is sensitive and therefore the Borough Council will only consider applications for planning permission once a development framework for the site has been agreed, including details of landscaping, access arrangement and site layout.

POLICY RA3: GENERAL EMPLOYMENT AREAS - RURAL AREAS

The following areas are designated as General Employment Areas:

<table>
<thead>
<tr>
<th>Use Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Barrow Business Park</td>
</tr>
<tr>
<td>b) Chedburgh</td>
</tr>
</tbody>
</table>
Outdoor Sports and Recreation

15.10 Open space is of great importance in the rural areas. Village greens and playing fields not only provide places for local people to take part in sports and leisure pursuits but also contribute to the environment of the settlement. The Borough Council recognises the importance of protecting and increasing recreation and amenity space in the rural areas and this is addressed elsewhere in the Plan. New provision of open space will be secured through the proposed developments identified in policies RA1 and RA2. Open space provision land has also been allocated at Haverhill Road, Kedington; land north of the former fireworks factory site, Chedburgh; and land south of Walsham Road, Ixworth. These sites mean existing facilities in these areas can be improved.

POLICY RA4: NEW OPEN SPACE PROVISION - RURAL AREAS

The following areas are allocated as Public Recreational Open Space for development as playing fields and/or Informal Recreation Areas:

a) Land at Haverhill Road, Kedington 1.5 Hectares
b) Land north of the former fireworks site, Chedburgh 2.7 Hectares
c) Land south of Walsham Road, Ixworth 2.3 Hectares

Within the General Employment Areas, the following land is available for development:

<table>
<thead>
<tr>
<th>Developable Site</th>
<th>Area (Hectares)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barrow Business Park</td>
<td>1.0</td>
</tr>
<tr>
<td>Clare Chilton Street Business Park</td>
<td>0.5</td>
</tr>
<tr>
<td>Chedburgh</td>
<td>2.0</td>
</tr>
<tr>
<td>Saxham</td>
<td>9.6</td>
</tr>
<tr>
<td>Shepherd’s Grove, Stanton</td>
<td>53.29</td>
</tr>
<tr>
<td>Wratting</td>
<td>9.6</td>
</tr>
<tr>
<td>TOTAL AREA AVAILABLE</td>
<td>75.99</td>
</tr>
</tbody>
</table>

Proposals for B1, and B2 and B8 uses where appropriate, will be permitted within General Employment Areas providing that space requirements, parking, access and general environmental considerations can be met.

The following infrastructure is required to facilitate development:

a) An access road to Shepherd’s Grove Industrial Estate
b) An access road to Chedburgh Industrial Estate
c) The Bury St Edmunds Eastern Relief Road to access land at Rougham

The routes of the above road schemes are identified on the Proposals Map and will be safeguarded.

Note: References to Classes B1, B2 and B8 are as defined in the Town & Country Planning (Use Classes) Order 1987 (as amended).
Appendices

Appendix A  Index of Villages  94
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### Appendix A

**Index of Villages**

This appendix applies specifically to the following policies:

- DS1 (iv)
- RU1
- RU5
- RU6
- RU8
- RU9
- RU10

<table>
<thead>
<tr>
<th>Bardwell</th>
<th>Great Bradley</th>
<th>Ousden</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barnham</td>
<td>Great Livermere</td>
<td>Pakenham</td>
</tr>
<tr>
<td>Barningham</td>
<td>Great &amp; Little Thurlow</td>
<td>Poslingford</td>
</tr>
<tr>
<td>Barrow</td>
<td>Great &amp; Little Whelnetham</td>
<td>(Sicklesmere)</td>
</tr>
<tr>
<td>Bradfield St George</td>
<td>Hargrave</td>
<td>Rede</td>
</tr>
<tr>
<td>Brockley</td>
<td>Hawkedon</td>
<td>Risby</td>
</tr>
<tr>
<td>Cavendish</td>
<td>Hengrave</td>
<td>Rougham (Blackthorpe)</td>
</tr>
<tr>
<td>Chedburgh</td>
<td>Hepworth</td>
<td>Rougham (Kingshall Street)</td>
</tr>
<tr>
<td>Chevington</td>
<td>Honington and Sapiston</td>
<td>Stanningfield</td>
</tr>
<tr>
<td>Clare</td>
<td>Hopton</td>
<td>Stansfield</td>
</tr>
<tr>
<td>Coney Weston</td>
<td>Horringer</td>
<td>Stanton</td>
</tr>
<tr>
<td>Cowlinge</td>
<td>Hundon</td>
<td>Stoke-by-Clare</td>
</tr>
<tr>
<td>Culford</td>
<td>Ingham</td>
<td>Stradishall</td>
</tr>
<tr>
<td>Fakenham Magna</td>
<td>Ixworth</td>
<td>Thelnetham</td>
</tr>
<tr>
<td>Flempton</td>
<td>Kedington</td>
<td>Troston</td>
</tr>
<tr>
<td>Fornham All Saints</td>
<td>Lackford</td>
<td>Westley</td>
</tr>
<tr>
<td>Fornham St Martin</td>
<td>Lidgate</td>
<td>Whepstead</td>
</tr>
<tr>
<td>Great Barton</td>
<td>Market Weston</td>
<td>Wickhambrook</td>
</tr>
<tr>
<td>Great Barton (Barton Hamlet)</td>
<td></td>
<td>Withersfield</td>
</tr>
</tbody>
</table>
Bury St Edmunds Area of Archeological Importance
1.1 Introduction

The monitoring process enables the Borough Council to ensure that the policies within the Local Plan make a positive contribution to the strategic aims of the plan. The Borough Council will prepare a monitoring report on an annual basis which will indicate, where appropriate, the progress of the local plan against relevant policies. Monitoring Local Plan performance highlights areas in which policy improvements can be made in the interim and long term stages of the Local Plan process.

St Edmundsbury Borough Council's Local Plan monitoring report will provide data on policy performance and recommend interim changes. The report will ensure that the Local Plan remains relevant and responsive to changing circumstances, through monitoring changes in national guidance, development pressure and local needs, as well as providing a quantitative survey to ensure that the strategic aims of the Local Plan have been met (e.g. Housing need).

1.2 Methodology

The Local Plan Monitoring Report will be produced annually by the Borough Council and will be based on the current monitoring displayed in table 2. The current monitoring process does not cover each policy in the Local Plan comprehensively, consequently it will be necessary to create new indicators where policies are not currently monitored or are not monitored directly (see Table 1).

### (Table 1: Indicator layout)

<table>
<thead>
<tr>
<th>Strategic Aim</th>
<th>Policy</th>
<th>Indicator</th>
<th>Target</th>
<th>Monitoring period</th>
</tr>
</thead>
</table>

1.3 Exceptions

It is not possible to allocate each policy with an indicator. To provide useful and effective measurements each indicator must be related to a target, and the targets must be SMART (Specific, Measurable, Achievable, Relevant and Time-related). If indicators are not target oriented then the use of the indicator is questionable.

The site specific policies in section two of the Replacement Local Plan cannot be monitored through indicators as they are subjective, policies relating to a specific development or feature which cannot be monitored objectively over a set timescale. It is also not possible to monitor reactionary policies. Similarly, the effectiveness of a policy cannot be monitored if its implementation is dependant on site specific variables that are judged on a case by case basis (e.g. IM1 Implementation, which pertains to developer contributions).

1.4 Current monitoring

A number of factors relating specifically to the Local Plan are currently monitored at county and regional levels in the documents 'Suffolk’s Environment' and 'The East of England Annual Monitoring Report' (see table 2). These documents encompass a range of issues covered in the Local Plan and are also of local significance. The Borough Council also monitors Local Plan specific issues; of particular importance is the supply of housing and employment land in the borough, expressly the managed release of previously developed land. The supply and release of land is monitored by the Council and reported annually in the Housing Land Availability Study and the Industrial Land Availability Study.
## Development Strategy

<table>
<thead>
<tr>
<th>Policy</th>
<th>Indicator</th>
<th>Indicator source</th>
<th>Relationship</th>
<th>Monitoring period</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DS1: Settlement hierarchy</strong></td>
<td>Geography of housing completions</td>
<td>Annual Monitoring Report for the East of England *</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Employment completions</td>
<td>Industrial Land Availability Study</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Percentage of all new residential development taking place in Ipswich, Bury St Edmunds, Lowestoft, other towns and elsewhere.</td>
<td>Local Transport Plan Annual Progress Report</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>DS2: The sequential approach to development</strong></td>
<td>Geography of housing completions</td>
<td>Annual Monitoring Report for the East of England *</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Percentage of housing development on previously developed land</td>
<td>Annual Monitoring Report for the East of England *</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>50% of new housing should be built on previously developed land</td>
<td>Suffolk strategic partnership: Altogether a better Suffolk</td>
<td>Target</td>
<td></td>
</tr>
<tr>
<td></td>
<td>50% of new housing should be built on previously developed land</td>
<td>Regional Planning Guidance 6</td>
<td>Target</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number and percentage of new dwellings completed on Brownfield sites</td>
<td>Suffolk’s Environment *</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Number and % of existing housing commitments on brownfield sites</td>
<td>Suffolk’s Environment *</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Percentage of all new residential development taking place in Ipswich, Bury St Edmunds, Lowestoft, other towns and elsewhere.</td>
<td>Local Transport Plan Annual Progress Report</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td>Policy</td>
<td>Indicator</td>
<td>Indicator source</td>
<td>Relationship</td>
<td>Monitoring period</td>
</tr>
<tr>
<td>--------</td>
<td>-----------</td>
<td>-----------------</td>
<td>--------------</td>
<td>------------------</td>
</tr>
<tr>
<td><strong>DS3:</strong> Development design and impact</td>
<td>Landscape Character Areas and the influence of planning</td>
<td>Suffolk’s Environment</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Crime rates per 1000 population</td>
<td>Suffolk’s Environment</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Density of housing development</td>
<td>Annual monitoring report for the East of England</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Dwellings per hectare of net developable area</td>
<td>Suffolk’s Environment</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Number of locations where mitigation measures have minimised or reduced noise levels</td>
<td>Local Transport Plan Annual Progress Report</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Number of dwellings qualifying under the Noise Insulation Regs. 1975 (as amended)</td>
<td>Local Transport Plan Annual Progress Report</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>DS4:</strong> Masterplans</td>
<td>No current monitoring</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DS5:</strong> Design Guidance and Development Briefs</td>
<td>No current monitoring</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Housing

<table>
<thead>
<tr>
<th>Policy</th>
<th>Indicator</th>
<th>Indicator source</th>
<th>Relationship</th>
<th>Monitoring period</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>H1 Scale of housing provision</strong></td>
<td>Geography of housing completions</td>
<td>Annual Monitoring Report for the East of England *</td>
<td>Combined indicators provide a direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Annual housing completions</td>
<td>Annual Monitoring Report for the East of England *</td>
<td></td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Housing stock changes in relation to Structure Plan rates of development</td>
<td>Suffolk’s Environment</td>
<td></td>
<td>Annually</td>
</tr>
<tr>
<td><strong>H2 Housing development within Bury St Edmunds and Haverhill</strong></td>
<td>Geography of housing completions</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>H3 Affordable housing</strong></td>
<td>Development of Affordable Housing (net completions) Number of units for affordable housing approved</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Number of units for affordable housing</td>
<td>Suffolk’s Environment</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>H4 Housing density</strong></td>
<td>Density of housing development</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Dwellings per hectare of net developable area</td>
<td>Suffolk’s Environment</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>H5 Mix of housing</strong></td>
<td>Number of units for affordable housing</td>
<td>Suffolk’s Environment</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>House sizes</td>
<td>Background: Suffolk’s Environment</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
</tbody>
</table>
### Policy

<table>
<thead>
<tr>
<th>Policy</th>
<th>Indicator</th>
<th>Indicator source</th>
<th>Relationship</th>
<th>Monitoring period</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>H6</strong> Alterations or extensions to dwellings</td>
<td>No current monitoring</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>H7</strong> Special housing needs</td>
<td>Increasing the number of older people helped to live at home to 85 per 1,000 people</td>
<td>Suffolk strategic partnership, altogether a better Suffolk</td>
<td>Target</td>
<td></td>
</tr>
<tr>
<td><strong>H8</strong> Provision for gypsies and travelling show persons</td>
<td>No current monitoring.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Employment

<table>
<thead>
<tr>
<th>Policy</th>
<th>Indicator</th>
<th>Indicator source</th>
<th>Relationship</th>
<th>Monitoring period</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>E1</strong> Existing employment land and premises</td>
<td>Employment completions on brownfield land</td>
<td>Proposed Suffolk’s Environment</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Land developed for business (Area completed on previously developed land)</td>
<td>Annual Monitoring Report for the East of England **</td>
<td>Direct measure</td>
<td></td>
</tr>
</tbody>
</table>
**Appendix C**

**The Rural Area**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Indicator</th>
<th>Indicator source</th>
<th>Relationship</th>
<th>Monitoring period</th>
</tr>
</thead>
<tbody>
<tr>
<td>RU1 Employment development in the rural areas</td>
<td>Number and percentage of employees by location</td>
<td>Suffolk’s Environment</td>
<td>Initial indication, to check locations</td>
<td>Annually</td>
</tr>
<tr>
<td>RU2 Farm Diversification</td>
<td>No current monitoring</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RU3 Equine-related activities outside housing settlement boundaries</td>
<td>No current monitoring</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RU4 Reuse of rural buildings in the countryside</td>
<td>No current monitoring</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RU5 Replacement of buildings in the rural areas</td>
<td>No current monitoring</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RU6 Housing development in the rural areas</td>
<td>Landscape Character Areas and the influence of planning</td>
<td>Suffolk’s Environment</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Geography of housing completions</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Direct measure, to check anomalies for listed exceptions</td>
<td>Annually</td>
</tr>
<tr>
<td>RU7 Removal of agricultural occupancy conditions</td>
<td>No current monitoring</td>
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<tr>
<td>RU8 Rural housing exceptions sites</td>
<td>Development of Affordable Housing (net completions) Number of units for affordable housing approved</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Initial indication, to check location of affordable housing units</td>
<td>Annually</td>
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<tr>
<td>Policy</td>
<td>Indicator</td>
<td>Indicator source</td>
<td>Relationship</td>
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<tr>
<td>RU9 Retail proposals within rural housing settlement boundaries</td>
<td>Retail floor space completions/Retail floor space permissions</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Initial indication, to check non-town centre completions and permissions for compliance</td>
<td>Annually</td>
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<tr>
<td>RU10 Protection of Rural services</td>
<td>Percentage of the rural population living in parishes which have a food shop or general store, post office, pub, primary school and meeting place</td>
<td>Local Transport Plan Annual Progress Report</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td>RU11 Touring holiday caravan and camping sites</td>
<td>No current monitoring</td>
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</table>
# Appendix C

## Leisure

<table>
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<tr>
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<th>Indicator source</th>
<th>Relationship</th>
<th>Monitoring period</th>
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<tbody>
<tr>
<td>L1 Golf courses and related facilities</td>
<td>No current monitoring</td>
<td></td>
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<tr>
<td>L2 Tourism development</td>
<td>No current monitoring</td>
<td></td>
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<tr>
<td>L3 Visitor accommodation</td>
<td>No current monitoring</td>
<td></td>
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<tr>
<td>L4 Standards of open space and recreation provision</td>
<td>Provision of outdoor playing space (youth and adult use)</td>
<td>Suffolk’s Environment</td>
<td>Initial indication, to check for compliance with standards</td>
<td>Annually</td>
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<tr>
<td>L5 Safeguarding parks and open spaces</td>
<td>Number of recreational facilities lost as a result of development</td>
<td>Suffolk’s Environment</td>
<td>Initial indication, to check type of facility</td>
<td>Annually</td>
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<tr>
<td>L6 Allotments</td>
<td>No current monitoring</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>L7 Public rights of way</td>
<td>To improve the public rights of way network</td>
<td>Suffolk Strategic Partnership: Altogether a better Suffolk</td>
<td>Target</td>
<td></td>
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<tr>
<td></td>
<td>Length of Rights of Way routinely cleared on surface growth</td>
<td>Local Transport Plan Annual Monitoring Report</td>
<td>Direct measure</td>
<td>Annually</td>
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## Town centres and retail

<table>
<thead>
<tr>
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<th>Indicator</th>
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<th>Monitoring period</th>
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<tr>
<td><strong>TCR1</strong> Shopping Centres</td>
<td>Town centre uses profile</td>
<td>Suffolk’s Environment ***</td>
<td>Direct measure</td>
<td>Annually</td>
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<tr>
<td><strong>TCR2</strong> Protection of primary shopping areas and shopping centres</td>
<td>Town centre uses profile</td>
<td>Suffolk’s Environment ***</td>
<td>Direct measure</td>
<td>Annually</td>
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<td></td>
<td></td>
<td>Retailing at local shopping centres</td>
<td>Direct measure</td>
<td>Biannually</td>
</tr>
<tr>
<td><strong>TCR3</strong> Shop fronts and advertisements</td>
<td>No current monitoring</td>
<td></td>
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<tr>
<td><strong>TCR4</strong> Amusement arcades</td>
<td>Town centre uses profile</td>
<td>Suffolk’s Environment</td>
<td>Initial indication, to check for amusement arcades</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>TCR5</strong> Street trading and street cafes</td>
<td>No current monitoring</td>
<td></td>
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<tr>
<td><strong>TCR6</strong> Ancillary retail uses</td>
<td>No current monitoring</td>
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# Appendix C

## Travel

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<thead>
<tr>
<th>Policy</th>
<th>Indicator</th>
<th>Indicator source</th>
<th>Relationship</th>
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<tr>
<td>T1 Transport Assessments</td>
<td>No current monitoring</td>
<td></td>
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<tr>
<td>T2 Hierarchical approach to site access</td>
<td>Increasing use of public transport in Suffolk to: 19m single passenger journeys on all local bus services</td>
<td>Suffolk strategic partnership: Altogether a better Suffolk</td>
<td>Target</td>
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<tr>
<td></td>
<td>1.1m single passenger journeys on subsidised local bus services</td>
<td>Suffolk strategic partnership: Altogether a better Suffolk</td>
<td>Target</td>
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<td></td>
<td>Mode of travel for the East of England</td>
<td>Annual monitoring report for the East of England</td>
<td>Initial indication, to check by location</td>
<td>Annually</td>
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<tr>
<td></td>
<td>Journey to work using public transport</td>
<td>Suffolk’s Environment</td>
<td>Direct measure</td>
<td>Annually</td>
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<tr>
<td></td>
<td>Number of parishes achieving/ exceeding minimum bus service levels as set out in policy PT3 of the LTP</td>
<td>Local Transport Plan Annual Progress Report</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Total length of urban and rural cycle routes</td>
<td>Local Transport Plan Annual Progress Report</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
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<tr>
<td></td>
<td>% increase in bus passenger numbers</td>
<td>Local Transport Plan Annual Progress Report</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
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<tr>
<td></td>
<td>% increase in rail passenger numbers</td>
<td>Local Transport Plan Annual Monitoring Report</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
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<tr>
<td></td>
<td>% increase in people cycling</td>
<td>Local Transport Plan Annual Monitoring Report</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>% increase in pedestrian trips of less than 1 mile</td>
<td>Local Transport Plan Annual Monitoring Report</td>
<td>Initial indication, to check by location</td>
<td>Annually</td>
</tr>
<tr>
<td>Policy</td>
<td>Indicator</td>
<td>Indicator source</td>
<td>Relationship</td>
<td>Monitoring period</td>
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<td>--------</td>
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<td>------------------</td>
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<tr>
<td>% increase in number of journeys taken by sustainable modes</td>
<td>Local Transport Plan Annual Monitoring Report</td>
<td>Initial indication, to check by location</td>
<td>Annually</td>
<td></td>
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<tr>
<td><strong>T3</strong> Travel Plans</td>
<td>Number of major employers with green travel plans</td>
<td>Annual monitoring report for the East of England</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Number of applications where a green transport plan is submitted or required by a condition or legal agreement</td>
<td>Suffolk’s Environment</td>
<td>Direct measure</td>
<td>Annually</td>
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<tr>
<td></td>
<td>Number of employers with Green Travel Plans in the county</td>
<td>Local Transport Plan, Annual Progress Report</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>T4</strong> Private non-residential parking</td>
<td>No current monitoring</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>T5</strong> Parking Standards</td>
<td>Number of off street parking spaces in new residential schemes</td>
<td>Housing land availability study</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>T6</strong> Off-street car parking</td>
<td>Town centre car parking spaces</td>
<td>Suffolk’s Environment</td>
<td>Initial indication, to check off street parking</td>
<td>Annually</td>
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<tr>
<td><strong>T7</strong> Lorry parking</td>
<td>No current monitoring</td>
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<td></td>
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<tr>
<td><strong>T8</strong> Cycling and pedestrian strategies</td>
<td>Total length of urban and rural cycle routes</td>
<td>Local Transport Plan Annual Progress Report</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>% increase in people cycling</td>
<td>Local Transport Plan Annual Progress Report</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
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<tr>
<td></td>
<td>% increase in pedestrian trips of less than one mile</td>
<td>Local Transport Plan Annual Progress Report</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
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<tr>
<td><strong>T9</strong> Roadside services</td>
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# Built Environment – Heritage and Conservation

<table>
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<tr>
<th>Policy</th>
<th>Indicator</th>
<th>Indicator source</th>
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<th>Monitoring period</th>
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<tbody>
<tr>
<td>HC1</td>
<td>Alterations and extensions to listed buildings and development within their curtilage</td>
<td>No current monitoring</td>
<td></td>
<td></td>
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<tr>
<td>HC2</td>
<td>Demolition of listed buildings</td>
<td>Number of listed buildings (all grades)</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Initial indication, to check loss for demolition and then to check compliance</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Changes in listed buildings</td>
<td>Suffolk’s Environment</td>
</tr>
<tr>
<td>HC3</td>
<td>Enabling development</td>
<td>No current monitoring</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HC4</td>
<td>Buildings of local architectural and historical significance or protected by an article 4 direction</td>
<td>No current monitoring</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HC5</td>
<td>Demolition of unlisted buildings, structures or features within conservation areas</td>
<td>No current monitoring</td>
<td></td>
<td></td>
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<tr>
<td>HC6</td>
<td>New development in conservation areas</td>
<td>No current monitoring</td>
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<tr>
<td>HC7</td>
<td>New uses for historic buildings</td>
<td>No current monitoring</td>
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</table>
## Appendix C

<table>
<thead>
<tr>
<th>Policy</th>
<th>Indicator</th>
<th>Indicator source</th>
<th>Relationship</th>
<th>Monitoring period</th>
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</thead>
<tbody>
<tr>
<td><strong>HC8</strong> Development effecting parks and gardens of special historic or design interest</td>
<td>Number of historic parks and gardens (all grades)</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Initial indication, to check for adverse development</td>
<td>Annually</td>
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<tr>
<td></td>
<td>Changes to historic parks and gardens</td>
<td>Suffolk’s Environment</td>
<td>As above</td>
<td>5 Yearly</td>
</tr>
<tr>
<td><strong>HC9</strong> Sites and features of archaeological importance</td>
<td>Number of archaeological field monuments</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Initial indication, to check for adverse development</td>
<td>Annually</td>
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</table>
## Natural Environment

<table>
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<tr>
<th>Policy</th>
<th>Indicator</th>
<th>Indicator source</th>
<th>Relationship</th>
<th>Monitoring period</th>
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</thead>
<tbody>
<tr>
<td><strong>NE1 Impact of development on sites of biodiversity and geological importance</strong></td>
<td>Protection change in number and area of designated ecological sites</td>
<td>Suffolk's Environment</td>
<td>Direct measure</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Environmental designations</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Initial indication, to check for adverse development</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Areas designated for landscape value</td>
<td>Annual Monitoring Report for the East of England</td>
<td>As above</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Protection of Suffolk's biodiversity measured through sampling</td>
<td>Suffolk's Environment</td>
<td>As above</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Area of LNR per 1,000 population (Ha)</td>
<td>Suffolk Strategic Partnership: Altogether a better Suffolk</td>
<td>Direct measure</td>
<td>5 Yearly</td>
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<tr>
<td></td>
<td>1 Ha per head of population</td>
<td>English Nature target in Suffolk Strategic Partnership: Altogether a better Suffolk</td>
<td>Target</td>
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<tr>
<td><strong>NE2 Protected species</strong></td>
<td>60% of all objectives and actions within the Suffolk Biodiversity Action Plan sample cross section to be met by 2003</td>
<td>Suffolk Strategic Partnership: Altogether a better Suffolk</td>
<td>Target</td>
<td></td>
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<tr>
<td><strong>NE3 Protection of the landscape</strong></td>
<td>% of broadleaf and coniferous woodland</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
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<tr>
<td></td>
<td>Landscape Character Areas and the influence of planning</td>
<td>Suffolk's Environment</td>
<td>Initial indication, measures one aspect of the policy</td>
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### Appendix C

<table>
<thead>
<tr>
<th>Policy</th>
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<th>Relationship</th>
<th>Monitoring period</th>
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<tr>
<td>NE4 Natural Resources</td>
<td>Agricultural land use (%)</td>
<td>Annual Monitoring Report for the East of England</td>
<td>Initial indication, measures one aspect of the policy</td>
<td>Annually</td>
</tr>
<tr>
<td>NE5 Environmental quality</td>
<td>To improve air quality, thus reducing the number of dwellings located in air quality management areas in Suffolk.</td>
<td>Suffolk Strategic Partnership: Altogether a better Suffolk</td>
<td>Target</td>
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<tr>
<td>NE6 Safeguarding from hazards</td>
<td>No current monitoring</td>
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### Facilities for the Community chapter

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<tbody>
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<td>FC1 Community services</td>
<td>No current monitoring</td>
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<tr>
<td>FC2 Utility services</td>
<td>No current monitoring</td>
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<tr>
<td>FC3 Telecommunications development</td>
<td>No current monitoring</td>
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<tr>
<td>FC4 Renewable energy proposals</td>
<td>Installed electricity generating capacity using renewable energy</td>
<td>Suffolk's Environment</td>
<td>Initial indication, to check location for compliance</td>
<td>Annually</td>
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</table>
**Appendix C**

**Implementation chapter**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>IM1 Developer contributions</td>
<td>See Notes</td>
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</tbody>
</table>

**Notes**

- When indicators refer to an area beyond the boundary of St Edmundsbury either
  - a) If the data is collected by St Edmundsbury then area specific data will be retained for the purpose of Local Plan monitoring.
  - or
  - b) If the data is collected externally then the authority/organisation will be contacted to obtain St Edmundsbury specific data.

- When policies are covered by more than one indicator this is because
  - a) The policy covers a range of issues that cannot be covered by one specific indicator
  - or
  - b) A number of indicators pertain to the same issue, in this scenario data will be compared to check accuracy

Indicators are combined to create policy specific indicators, monitoring will be based on the data from the specified documents.

- Policies that relate to targets and not indicators unless otherwise explained; H8, NE2 and NE5. Targets are monitored by Suffolk strategic partnership; data will be obtained to monitor these policies.

- Policies that are not currently monitored; DS4, DS5, H6, H8, RU2, RU3, RU4, RU5, RU7, RU11, L1, L2, L3, L6, TCR3, TCR5, TCR6, T1, T4, T7, T8, T9, HC1, HC3, HC4, HC5, HC6, HC7, NE6, FC1, FC2 and FC3.

- It may not be possible to allocate policy IM1 an indicator as the policy refers to developer contributions, which are judged on a case by case basis.

- A number of the HC policies are reactionary; the number of refusals, approvals, conditions and allocations are dependent on site specific variables.

* Informed by St Edmundsbury Borough Council's Housing Land Availability Study
** Informed by St Edmundsbury Borough Council's Industrial Land Availability Study
*** Informed by St Edmundsbury Borough Council's Retail Appraisal
## Supplementary Planning Guidance and Documents

<table>
<thead>
<tr>
<th>Document</th>
<th>Status</th>
<th>Policy in Replacement Local Plan</th>
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<tbody>
<tr>
<td>Conservation of Rural Buildings</td>
<td>Adopted</td>
<td>RU5</td>
</tr>
<tr>
<td>Masterplans</td>
<td>To be prepared</td>
<td>DS4</td>
</tr>
<tr>
<td>Suffolk Design Guide</td>
<td>Adopted</td>
<td>DS3, H4</td>
</tr>
<tr>
<td>Open Space Strategy</td>
<td>Adopted</td>
<td>L4, L5</td>
</tr>
<tr>
<td>Shopfronts and Advertisement Design Guide</td>
<td>Adopted</td>
<td>TCR3</td>
</tr>
<tr>
<td>Transport Assessments</td>
<td>To Be Prepared</td>
<td>T1</td>
</tr>
<tr>
<td>Travel Plans</td>
<td>To Be Prepared</td>
<td>T3</td>
</tr>
<tr>
<td>Parking Standards</td>
<td>Adopted</td>
<td>T5</td>
</tr>
<tr>
<td>Cycling Strategy</td>
<td>Adopted</td>
<td>T8</td>
</tr>
<tr>
<td>Pedestrian Strategy</td>
<td>Adopted</td>
<td>T8</td>
</tr>
<tr>
<td>Nature Conservation Strategy</td>
<td>Adopted</td>
<td>NE1</td>
</tr>
<tr>
<td>Telecommunications Strategy</td>
<td>To Be Prepared</td>
<td>FC3</td>
</tr>
<tr>
<td>Suffolk Local Biodiversity Action Plan</td>
<td>To Be Prepared</td>
<td>NE1</td>
</tr>
<tr>
<td>Floodlighting</td>
<td>Adopted</td>
<td>NE3</td>
</tr>
<tr>
<td>Renewable Energy</td>
<td>To Be Prepared</td>
<td>FC4</td>
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<tr>
<td>Planning Obligations</td>
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## Open Space Standards

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<thead>
<tr>
<th>Type of Open Space Provision</th>
<th>Public Open Space Per 1,000 Population</th>
<th>Minimum Standard Applied</th>
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<tr>
<td></td>
<td>Acres</td>
<td>H'a's</td>
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<tr>
<td>Informal Open Space</td>
<td>N/A</td>
<td>N/A</td>
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<td>Amenity Open Space</td>
<td>2.5</td>
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<tr>
<td>Children's Playspaces</td>
<td>2.5</td>
<td>1</td>
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<tr>
<td>Playing Pitches, Courts and Greens</td>
<td></td>
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<tr>
<td>Bury St. Edmunds and Haverhill</td>
<td>5.5</td>
<td>2.2</td>
</tr>
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<td>Rural Sub-areas</td>
<td>4</td>
<td>1.6</td>
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<td>Allotments</td>
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## Children’s Playspace Standards

<table>
<thead>
<tr>
<th>PLAYSPACE</th>
<th>SITE</th>
<th>DISTANCE FROM HOME</th>
<th>PROVISION</th>
<th>PLAYSPACE PER DWELLING</th>
<th>1000 POPULATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAP</td>
<td>400m² (0.04 ha.) ACTIVITY ZONE – 100m² BUFFER ZONE – 300m²</td>
<td>1 minute walking time 60m. straight line distance</td>
<td>1 LAP per 25 residential units</td>
<td>14m²</td>
<td>0.6 ha. (1.4 acres)</td>
</tr>
<tr>
<td>LEAP</td>
<td>3,600m² (0.4 ha.) ACTIVITY ZONE – 400m² BUFFER ZONE* - 3,200m²</td>
<td>5 minutes walking time 240m. straight line distance</td>
<td>1 LEAP per 450 residential units</td>
<td>8m²</td>
<td>0.3 ha. (0.8 acres)</td>
</tr>
<tr>
<td>NEAP</td>
<td>8,400m² (0.8 ha.) ACTIVITY ZONE – 1,000m² BUFFER ZONE – 7,400m²</td>
<td>15 minutes walking time 600 metres straight line distance</td>
<td>1 NEAP per 2,800 residential units</td>
<td>3m²</td>
<td>0.12 ha. (0.3 acres)</td>
</tr>
</tbody>
</table>

TOTAL PLAYSPACE REQUIREMENT PER DWELLING | 25m² | 1.02 ha. (2.5 acres) |

*This area is not suitable for informal play
## Parking Standards

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>MINIMUM CYCLE PARKING</th>
<th>MINIMUM OPERATION</th>
<th>MAXIMUM CAR PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CLASS A1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>FOOD RETAIL</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All premises not exceeding 100m$^2$ gfa</td>
<td>1 stand per 200m$^2$ gfa (1 stand means a Sheffield Type which will allow two cycles to park)</td>
<td>Adequate turning and loading facilities will be required including room for one 16.5m. lorry (see Note 1 at end of Standards)</td>
<td>1 space per 16m$^2$ gfa</td>
</tr>
<tr>
<td>All premises above 1000m$^2$ gfa</td>
<td>5 stands plus 1 stand per 400m$^2$ gfa</td>
<td>Adequate turning and loading facilities will be required including room for at least one 16.5m. lorry – assessment needed</td>
<td>1 space per 14m$^2$ gfa</td>
</tr>
<tr>
<td><strong>NON FOOD RETAIL</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All premises not exceeding 100m$^2$ gfa</td>
<td>1 stand per 200m$^2$ gfa</td>
<td>Adequate turning and loading facilities will be required including room for at least one 16.5m lorry (see Note 1 at end of Standards)</td>
<td>1 space per 20m$^2$ gfa</td>
</tr>
<tr>
<td>All premises exceeding 1000m$^2$ gfa</td>
<td>5 stands plus 1 stand per 400m$^2$ gfa</td>
<td>Adequate turning and loading facilities will be required including room for one 16.5m. lorry per 1000m$^2$ gfa or part thereof</td>
<td>1 space per 20m$^2$ gfa</td>
</tr>
<tr>
<td><strong>CLASS A2</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Financial and Professional Services</td>
<td>1 stand per 300m$^2$ gfa</td>
<td>Adequate turning and loading facilities will be required including room for one 10m. lorry (see Note 1 at end of Standards)</td>
<td>1 space per 20m$^2$ gfa</td>
</tr>
</tbody>
</table>
## Appendix F

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>MINIMUM CYCLE PARKING</th>
<th>MINIMUM OPERATION</th>
<th>MAXIMUM CAR PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CLASS A3</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurants, Cafes, Public Houses, Wine Bars</td>
<td>1 stand per 40m² of public floor area</td>
<td>Adequate turning and loading facilities will be required including room for one 16.5m lorry (see Note 1 at end of Standards)</td>
<td>1 space per 4m² of public floor area</td>
</tr>
<tr>
<td>and Drive Thru' Restaurants</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorists Roadside Restaurant</td>
<td>1 stand per 400m² of public floor area</td>
<td>Adequate turning and loading facilities will be required including room for one 16.5m lorry</td>
<td>1 car space per 3m² of dining area but where a change of use to a transport café (HGV) is possible it may be necessary to set the provision at one 16.5m lorry space per 2m² of net public floor area</td>
</tr>
<tr>
<td>Transport café (HGV)</td>
<td></td>
<td></td>
<td>Cafés principally for lorry drivers provision at one 16.5m lorry space per 2m² of net public floor area</td>
</tr>
<tr>
<td><strong>CLASS B1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Offices, light industrial, Research &amp; Development up to 2500m²</td>
<td>1 stand per 300m² gfa</td>
<td>Adequate turning and loading facilities will be required including room for one 16.5m lorry</td>
<td>1 space per 30m² gfa</td>
</tr>
<tr>
<td>Over 2500m²</td>
<td>1 stand per 400m² gfa</td>
<td>Adequate turning and loading facilities will be required including room for one 16.5m lorry</td>
<td>1 space per 30m² gfa</td>
</tr>
<tr>
<td><strong>CLASS B2</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Industry</td>
<td>1 Stand per 300m² gfa</td>
<td>Adequate turning and loading facilities will be required including room for one 16.5m lorry</td>
<td>1 space per 30m² gfa</td>
</tr>
<tr>
<td>Tyre and Exhaust drive in Service and Motor Vehicle Repair</td>
<td></td>
<td>Adequate turning and loading facilities will be required including room for one 16.5m lorry</td>
<td>3 spaces per service bay excluding the bay plus staff parking</td>
</tr>
<tr>
<td>LAND USE</td>
<td>MINIMUM CYCLE PARKING</td>
<td>MINIMUM OPERATION</td>
<td>MAXIMUM CAR PARKING</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------------------</td>
<td>-------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td><strong>CLASS B8</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Warehousing</td>
<td>1 stand per 400m² gfa</td>
<td>Adequate turning</td>
<td>1 space per 150m²</td>
</tr>
<tr>
<td>This standard will only apply</td>
<td></td>
<td>and loading facilities will be</td>
<td></td>
</tr>
<tr>
<td>where the development is</td>
<td></td>
<td>required including room for</td>
<td></td>
</tr>
<tr>
<td>specifically designed for</td>
<td></td>
<td>one 16.5m lorry per 250m²</td>
<td></td>
</tr>
<tr>
<td>storage or as a distribution</td>
<td></td>
<td>gfa</td>
<td></td>
</tr>
<tr>
<td>centre within use Class B8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CLASS C1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotels</td>
<td>1 stand per 20 bedrooms</td>
<td>Adequate turning</td>
<td>1 car space for each</td>
</tr>
<tr>
<td></td>
<td></td>
<td>and loading facilities will be</td>
<td>bedroom</td>
</tr>
<tr>
<td></td>
<td></td>
<td>required including room for</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>one lorry/coach space per</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>100 bedrooms</td>
<td></td>
</tr>
<tr>
<td>Guest and boarding houses,</td>
<td>1 stand per 20 bedrooms</td>
<td></td>
<td>1 space per letting</td>
</tr>
<tr>
<td>Motels</td>
<td></td>
<td></td>
<td>bedroom plus 2 spaces for the proprietor</td>
</tr>
<tr>
<td>Conference Centre</td>
<td>1 stand per 20 seats</td>
<td></td>
<td>1 space per 5 seats</td>
</tr>
<tr>
<td><strong>CLASS C2</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hospitals</td>
<td>1 stand per 10 beds</td>
<td>Adequate turning and</td>
<td>1 space per 4 staff</td>
</tr>
<tr>
<td></td>
<td></td>
<td>loading facilities will be</td>
<td>members and 1 space for every bed provided.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>required including room for</td>
<td>Additional space will be</td>
</tr>
<tr>
<td></td>
<td></td>
<td>one lorry/coach space per</td>
<td>required when an outpatient</td>
</tr>
<tr>
<td></td>
<td></td>
<td>100 bed space</td>
<td>department provided.</td>
</tr>
<tr>
<td>Community and Nursing Homes-</td>
<td>1 stand per 10 beds</td>
<td>Adequate turning and</td>
<td>1 space for each member</td>
</tr>
<tr>
<td>Homes for children and adults</td>
<td></td>
<td>loading facilities will be</td>
<td>of residential staff and 1 space</td>
</tr>
<tr>
<td>with children with physical and</td>
<td></td>
<td>required including room for</td>
<td>per two members of day</td>
</tr>
<tr>
<td>learning disabilities</td>
<td></td>
<td>one lorry/coach space per</td>
<td>staff an 1 space per 3 beds.</td>
</tr>
<tr>
<td>Warden serviced housing for</td>
<td>1 stand per two units</td>
<td>Legal agreement regarding</td>
<td>1 space per warden plus 1</td>
</tr>
<tr>
<td>frail elderly people</td>
<td></td>
<td>occupation will be required</td>
<td>space per 2 units.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>or normal residential</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>standards will apply</td>
<td></td>
</tr>
</tbody>
</table>
## Appendix F

### LAND USE

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>MINIMUM CYCLE PARKING</th>
<th>MINIMUM OPERATION</th>
<th>MAXIMUM CAR PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CLASS C3</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Homes in multiple occupation not holiday accommodation</td>
<td></td>
<td></td>
<td>2 spaces per 3 rooms</td>
</tr>
</tbody>
</table>

### HOUSES AND FLATS

For the purposes of this standard poor off peak public transport services are defined as a frequency of less than three buses per hour within 300 metres of the dwelling.

- To be assessed in each case but a minimum of one secure space per dwelling (including flats) and in the case of flats stands for visitors should also be provided.

- In the case of major new developments, an average of 1.5 spaces over an estate may be possible. For main urban areas and locations where access to public transport is good a maximum of 1 space per dwelling is appropriate. Where an urban location has poor off-peak public transport services, a maximum of 2 spaces per dwelling is appropriate. In rural or suburban locations where services are poor, a maximum of two spaces for three bedroom properties and a maximum of three spaces for four bedroom properties is appropriate.

### CLASS D1

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>MINIMUM CYCLE PARKING</th>
<th>MINIMUM OPERATION</th>
<th>MAXIMUM CAR PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health Centre or Clinics including veterinary surgery</td>
<td>5 stands</td>
<td></td>
<td>1 space for every practitioner (eg. doctor, dentist), 1 space for every other 2 members of staff present and 6 visitor spaces for each consulting room.</td>
</tr>
<tr>
<td>Places of worship</td>
<td>1 stand per 100m² of public floor area</td>
<td>Adequate turning and loading facilities will be required including room for one coach space</td>
<td>1 space per 10m² of public floor area</td>
</tr>
<tr>
<td>Libraries and Museums</td>
<td>1 stand per 40m² of public floor area</td>
<td>Adequate turning and loading facilities will be required including room for one 7m. lorry space</td>
<td>1 space per 30m² of public floor area</td>
</tr>
</tbody>
</table>
### SCHOOLS AND COLLEGES OF FURTHER EDUCATION

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>MINIMUM CYCLE PARKING</th>
<th>MINIMUM OPERATION</th>
<th>MAXIMUM CAR PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CLASS D1 continued</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SCHOOLS AND COLLEGES OF FURTHER EDUCATION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>1 stand per 10 staff</td>
<td>Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space</td>
<td>1 space per teaching staff member&lt;br&gt;1 space per 2 ancillary/non teaching staff&lt;br&gt;6 visitor spaces or 1 visitor space per 25 pupils whichever is the greater subject to a maximum of 20 spaces. Visitor spaces may be reviewed if parents parking is provided.</td>
</tr>
<tr>
<td>Primary</td>
<td>1 stand per 8 pupils</td>
<td>Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space</td>
<td>No provision to be made for parents unless there are overriding circumstances of road safety danger or detriment to residential amenity then 1 space per 10 pupils will apply&lt;br&gt;Parents parking not normally required</td>
</tr>
<tr>
<td>Middle and Upper</td>
<td>1 stand per 8 pupils</td>
<td>Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space</td>
<td></td>
</tr>
<tr>
<td>Colleges of Further and Higher Education</td>
<td>1 stand per 10 students and staff</td>
<td>Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space</td>
<td>1 space per 15 students&lt;br&gt;1 space per 2 full time members of staff&lt;br&gt;1 space per 2 ancillary/non teaching staff</td>
</tr>
<tr>
<td><strong>PLACES OF CONGREGATION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community, Village Halls, Bingo and Dance Halls</td>
<td>1 stand per 40m² of public floor area</td>
<td>Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space</td>
<td>1 space per 5 fixed seats or 1 space per 4m² public floor area, whichever is the greater</td>
</tr>
</tbody>
</table>
### Appendix F

#### LAND USE

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</thead>
<tbody>
<tr>
<td><strong>CLASS D2</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cinemas and others</td>
<td>1 stand per 40 seats</td>
<td>Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space</td>
<td>1 space per 5 fixed seats</td>
</tr>
<tr>
<td><strong>Specified uses not included above (sui-generis)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theatres</td>
<td>1 stand per 40 seats</td>
<td>Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space</td>
<td>1 space per 5 fixed seats</td>
</tr>
</tbody>
</table>

#### SPORTS FACILITIES (see Note 2)

<table>
<thead>
<tr>
<th>SPORTS FACILITIES</th>
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<th>MINIMUM OPERATION</th>
<th>MAXIMUM CAR PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Team Sports</td>
<td>3 stands per pitch</td>
<td>1 coach space per two pitches</td>
<td>20 spaces per pitch (football, cricket, rugby etc.) plus one space per 10 spectator seats</td>
</tr>
<tr>
<td>Swimming Pools, Gymnasia and Sports Halls</td>
<td>1 stand per 100m² of public area</td>
<td>1 coach space</td>
<td>1 space per 10m² of public area</td>
</tr>
<tr>
<td>Squash Clubs</td>
<td>1 stand per 2 courts</td>
<td></td>
<td>3 spaces per court</td>
</tr>
<tr>
<td>Tennis and Badminton Clubs</td>
<td>1 stand per court</td>
<td></td>
<td>4 spaces per court</td>
</tr>
<tr>
<td>Golf Club and Club House</td>
<td>10 stands</td>
<td>1 coach</td>
<td>150 desirable for 18 holes</td>
</tr>
<tr>
<td>Golf Driving Range</td>
<td>1 stand per 10 tees</td>
<td></td>
<td>2 spaces per tee</td>
</tr>
<tr>
<td>Bowls Club</td>
<td>1 stand per lane</td>
<td>1 coach</td>
<td>3 spaces per lane plus bar area</td>
</tr>
<tr>
<td>Snooker Club</td>
<td>1 stand per 2 tables</td>
<td></td>
<td>2 spaces per table plus bar area</td>
</tr>
<tr>
<td>Stadia</td>
<td>To be assessed</td>
<td>To be assessed</td>
<td>1 space per 15 seats</td>
</tr>
</tbody>
</table>

**Note 1:** For A1, A2 and A3 uses, there may be occasions where the minimum operational requirements cannot be met or to do so would create adverse impacts on matters of recognised planning importance such as residential amenity or the character or appearance of, say, a Conservation Area. Where this is the case the Local Planning Authority and Highway Authority will balance the benefit of the provision of the service and the impacts provision of the minimum standards would have, against the highway implications of reducing or omitting the operational parking requirement.

**Note 2:** As with other uses, the level of parking for sports facilities should take account of opportunities to make use of non-car modes of access so that provision can be reduced from the maxima. However, it is recognised that, by their nature, some facilities will be in rural locations where other transport is limited.
Glossary

A

Adopted Local Plan: A local plan that has been through all of the stages of preparation, including Local Plan Inquiry, and has been formally adopted by the Local Planning Authority.

Affordable housing: Housing which is provided by a Registered Social Landlord and accessible to people who cannot afford to buy a house locally on the open market.

Agricultural dwelling: A dwelling that is subject to a condition which specifies that its occupancy is limited to a person or persons employed or last employed solely or mainly and locally in agriculture, and his/her dependants.

Agricultural land classification: The process used to classify land according to its quality in terms of its soil productivity and topography. Grades 1, 2 and 3a are the most versatile classifications.

Agriculture: Defined by section 336(1) of the Town and Country Planning Act 1990 as including; Horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or furs or the purpose of its use on the farming of land), the use of land as grazing land, meadow land, osier land, market gardens and nursery grounds, and the use of land for woodlands where that use is ancillary to the farming of land for other agricultural purposes.

Amenity open space: An area that is primarily of visual importance but may also be used for recreation, either formally or informally.

Ancillary use: A use which is secondary to, but associated with, the main use.

Article 4 direction: Issued by the local planning authority, under Article 4 of the Town and Country Planning General Permitted Development Order to remove permitted development rights on the grounds that to exercise these rights would have an adverse impact on the character of the area.

B

Backland development: Development to the rear of existing properties without highway frontage, often using garden land.

Biodiversity: The variety of life on earth embracing all species, communities, habitats and ecosystems associated with the terrestrial, aquatic and marine environments.

Brownfield land: Previously developed land, including garden land (for a more detailed definition see annex C of PPG3).

Catchment area: The area which forms the supply of, for example, shoppers to a town centre or water to a river.

Commitment: A scheme for development that has an unexpired planning permission, or is the subject of a resolution to permit a particular development.

Comparison goods: A term used in retailing to indicate goods purchased for long term use that are likely to be subject to comparison between suppliers before purchase.

Concept statement: The Borough Council’s requirements for the development of a site.

Conservation area: An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Convenience goods: Food, confectionary, newspapers, magazines and other frequently purchased accessible and easily portable goods.

Countryside: The rural parts of the borough lying outside the defined...
housing settlement boundaries and general employment areas. This can include dispersed housing, garden land, industrial and business uses, churches, schools, recreation facilities and other uses on the settlement fringe as well as agricultural areas (see also the definition of “Rural Areas”).

**County Wildlife Site**: A nature conservation area of countywide interest that is identified in the County Wildlife Sites Register, compiled jointly by Suffolk Wildlife Trust and Suffolk County Council.

**Density**: The intensity of development within a given area, usually measured for housing in terms of the number of dwellings per hectare. For more information please refer to annex C of PPG3.

**Design brief**: Guidance prepared to demonstrate how a particular site should be developed.

Development: Defined in section 55 of the Town and Country Planning Act 1990 as ‘The carrying out of a building, engineering, mining or other operations in, on, over or under land; or the making of any material change in the use of any building or land.’

**Edge of centre**: A location which is just beyond the town centre boundary.

**Enabling development**: In very exceptional circumstances, the Borough Council may grant permission for development which would not normally be acceptable in order to secure the proper repair of a listed building or registered park or garden.

**Environmental impact assessment**: A procedure and management technique which ensures that the likely effects of a new development on the environment are fully appraised and taken into account before the determination of development proposals.

**Flood plain**: All land adjacent to a watercourse over which water flows in times of flood or would flow but for the presence of flood defences where they exist. The limits of the flood plain are defined by the peak level of a 1 in 100 year return period flood or the highest known water level, whichever is greater.

**General employment area**: Areas identified as suitable for industrial and business development. These may be categorised as existing industrial estates and industrial/business areas or areas proposed for such use.

**General permitted development order**: A central government order made under the Town and Country Planning Act which exempts certain types of minor or governmental/institutional development from the need to obtain planning permission (permitted development).

**Greenfield land**: A general term to describe all sites that have not previously been developed.

**Hectare (Ha)**: An area of 10,000 m² or 2.471 acres.

**Highway**: Road and/or footway (usually adopted by the County Council for the purpose of maintenance).

**Housing need**: Assessed by examining the suitability of present housing and the ability of households to afford market priced housing.

**Housing settlement boundary**: A boundary drawn around a town or village within which housing development will normally be allowed, subject to the policies of the Local Plan.

**Informal open space**: An area of open or wooded land laid out informally and generally available for public access and recreation.

**Infrastructure**: The network of communications and utility services such as roads, drains, electricity, water, gas and telecommunication, required to enable the development of land. The term is also used in relation to community or social services such as schools, shops, libraries and public transport.

**Key worker housing**: Accommodation for public sector or service employees unable to afford to buy housing locally on the open market.

**Listed building**: A building of special
architectural or historic interest. The planning (Listed Buildings and Conservation Areas) Act 1990 gives the Department of Culture, Media and Sport on advice from English Heritage, powers to list buildings of special architectural and historic interest. Listed buildings are graded according to their importance (Grades I, II* and II).

**Listed building consent:** This is required to demolish, extend or alter any aspect of a listed building, including any object or structure within its curtilage erected before July 1948. Consent is required for works that may not normally require planning permission.

**Local centre:** A small group of shops and services generally serving the immediate local area.

**Local distinctiveness:** That which sets a locality apart from anywhere else.

**Local Nature Reserve:** A Local Authority designation, in consultation with English Nature, under the provisions of the National Parks and Access to the Countryside Act 1949, to protect sites of special wildlife interest and enhance public enjoyment of wildlife.

**Local Transport Plan:** A plan prepared by the Highway Authority (Suffolk County Council) outlining the transport policy, proposals for action which forms a bid for funding to government. District and Borough Councils provide supporting statements.

**M**

**Masterplan:** Comprehensive plans for an area of renewal or development, where particular attention must be paid to site specific variables, in consultation with the local community.

**Material consideration:** A legal term describing a matter or subject which is relevant (material) for a local authority to consider when using its powers under planning law.

**Modal split target:** Target figure for travel by different means of transport (bus, walk, cycle, car, etc.) to or from developments.

**N**

**National nature reserve:** Declared by statutory nature conservation agencies such as English Nature under section 19 of the National Parks and Access to the Countryside Act 1949, or section 35 of the Wildlife and Countryside Act 1981.

**Nature conservation:** Conservation of natural features, including geographical and geomorphological features, flora and fauna.

**O**

**Open area:** Areas of important informal open space within built up areas which are protected from future development.

**Outdoor playing space:** Term used by the National Playing Fields Association in assessing the need for formal playing space.

**Outline planning permission:** Confirms the principle of developing land for a given land use, normally for a period of three years.

**P**

**Park and ride:** Car parks located along main transport corridors, in the suburbs or on the edge of the town centre, linked to the central area or other major trip generators by frequent bus services.

**Parking standards:** Guidance prepared by Suffolk County Council in partnership with the Suffolk Local Planning Authorities, adopted as SPG by the Borough Council after extensive consultation.

**Planning condition:** Requirement attached to a grant of planning permission in order to ensure the effective and proper implementation of any given development.

**Planning obligation/ section 106 agreement:** A legally binding agreement, under section 106 of the Town and Country Planning Act 1990, between developers or landowners and the local authority whereby the former agree to provide some form of community infrastructure or to regulate the use of land as a result of the granting of planning permission.

**Planning permission:** Needed before carrying out most types of development. To obtain planning permission it is necessary to make a planning application to the local planning authority.

**Planning Policy Guidance Note (PPG):** Published by the Government to provide concise and practical guidance. Planning Policy Guidance notes cover a variety of specific topics and must be taken into account in the preparation of Local Plans and in the consideration of planning applications.
Playing field: Areas reserved or maintained as outdoor playing space principally for organised pitch sports (football, cricket, rugby and hockey).

Proposals map: A map illustrating each of the detailed site specific policies and proposals in the written statement, defining sites for particular developments or land uses, or for protection. The Proposals Maps also includes more detailed Inset Maps.

Protected species: Species which have legal protection under the Wildlife and Countryside Act 1981 and the Protection of Badgers Act 1992. This provides protection for birds, specific protection for some animals such as bats, newts, otters, reptiles and badgers, and protection for wild plants.

Public right of way: Footpaths, bridleways and by ways which give members of the public the right to travel across land.

Ramsar site: A Wetland site listed under the Convention of Wetlands adopted following an international conference in Ramsar, Iran, 1971. A Ramsar site is a statutory nature conservation designation.

Regional planning guidance (RPG): Policy Guidance issued by the government on a regional basis. Specific regions such as the East of England are provided with broad strategic policies and targets.

Registered social landlord: Independent social landlords that operate as a non-profit making business, providing housing for people who cannot afford to buy housing locally on the open market. Most are housing associations but there are also trusts, co-operatives and companies.

Renewable energy: The term renewable energy covers those resources that occur and reoccur naturally in the environment. Sources include solar, wind, biomass and wave/hydroelectric power.

Retail warehouse: Large single level store for the sale of bulky goods.

Run-off: Rainfall that does not permeate into the ground and does not fall straight into surface water (may also be described as overland flow).

Rural Areas: The rural area of the borough is defined as everywhere in the borough outside of the urban edge of Bury St Edmunds and Haverhill as defined on the Proposals Map. Those villages with defined housing settlement boundaries as out in Appendix A are therefore rural areas but are not with the countryside (see also the definition of ‘countryside’).

Rural exception site: A site released outside of, but adjacent to, the Housing Settlement Boundary for affordable housing to meet local needs.

S

Sequential approach: The managed release of sites in order to control the pattern and speed of development, giving priority to those sites within built-up areas in advance of peripheral or “out of town” sites.

Special landscape area: An area of high landscape value that has been identified jointly by Suffolk County Council and the Borough Council.

Starter unit: Small industrial units for firms starting up in businesses or activities operating within industrial or service sectors which do not have special locational requirements by virtue of their physical size, scale or the nature of the operation.

Structure Plan: Plan prepared by Suffolk County Council which sets out the strategic context for the county.

Suffolk Design Guide: Guidance prepared jointly by the Suffolk Planning Authorities which sets out the design principles and guidelines to be followed by those involved in the development of new housing areas. The document has been approved as Supplementary Planning Guidance.

Supplementary planning guidance (SPG): Non statutory supporting information and advice which amplifies the policies and proposals of the Local Plan. SPG will be taken into account as a material consideration in deciding planning applications or appeals if it is consistent with the Development Plan and has been subject to consultation.

Sustainability appraisal: A systematic review of the Borough Council’s Local Plan policies, in order to evaluate their impacts on achieving sustainable development. The appraisal is an integral part of the plan making and review process, which allows for the valuation of alternatives and is based on a quantifiable baseline of environmental, social and economic aspects of achieving sustainable development.
Sustainable development: The Bruntland Report provides the accepted definition of sustainable development as ‘Development that meets the needs of the present without compromising the ability of future generations to meet their own needs’ (WCED, 1987). The principle of sustainable development may be broadly described as encompassing social, environmental and economic issues, and also entailing concern with intra-generational and inter-generational themes.

Telecommunications: An expanding range of communication services involving radio, television and telephone networks provided by means of cable, microwave and satellite.

Town Centre: A town or traditional suburban centre, which provides a broad range of facilities and services, and which fulfils a function as a focus for both the community and for public transport. It excludes small parades of shops of purely local significance.

Transport assessment/travel plan: A system of assessment to be submitted alongside applications for major development, which illustrates the likely modal split of journeys to and from the development together with details of proposed measures to improve access by public transport, walking and cycling.

Trunk road: Roads carrying strategic traffic and under the jurisdiction of the Highways Agency.

Urban capacity study: A systematic assessment of the extent to which housing development may be accommodated on vacant land or on underused land and buildings in the urban area.

Use classes order: The Town and Country (Use Classes) Order 1987 (as amended) categorises various types of land use for which changes of use within the same class do not require planning permission.

Vitality and viability: The term relates to the economic health of town centres. PPG6 ‘Town Centres and Retail Developments’ states that the vitality and viability of town centres depends on four factors including retaining and developing a wide range of attractions and amenities, creating and maintaining an attractive environment, ensuring good accessibility to and within the centre and attracting continuing investment in development or refurbishment of existing buildings.

Watercourse: Includes all rivers, streams, ditches, drains, cuts, dykes, sewers (excluding public sewers) and passages through which water flows.

Wildland: An area of land either permanently or occasionally wet which, as a result, supports characteristic communities of flora and fauna.

Wildlife corridor: Areas of natural/semi-natural habitat protected from development in order to maintain the movement of wildlife through the urban area.

Windfall site: A site which comes forward and receives planning permission in a location which was not anticipated or allocated in the Local Plan for that purpose.
## Index of Inset Maps

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