

This schedule contains all of the main modifications to the West Suffolk Local Plan that are necessary in order to make the plan sound. The reasons are set out in the main report.

References to paragraph or page numbers relate to the proposed submission local plan dated January 2024

The modifications are indicated as follows:

Red bold text indicates additional text

~~Red text struck through~~ indicates text to be removed

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
MM1	Page 6, 9 and 10	Introduction	<p>1.22. Strategic site allocation policies are the large sites of at least 500 homes, large employment or mixed-use allocations located in the towns of Bury St Edmunds, Mildenhall, Newmarket and Haverhill and some key service centres. These are listed before the local site allocations in the relevant section.</p> <p>1.23. Non-strategic site allocation policies are small to medium size sites in towns, key service centres, local service centres and type A villages ranging in size from 10 to 15 homes in the type A villages to 375 homes and a primary school in a key service centre.</p> <p>All site allocation policies in the local plan are strategic. There are a range of different allocations, from large residential, mixed-use and employment allocations in our towns of Bury St Edmunds, Haverhill, Mildenhall and Newmarket, to medium and small sites in towns, key service centres, local service centres and type A villages.</p> <p>1.50. The site allocations in this plan are identified as strategic or non-strategic. The strategic sites are larger sites which help address the council's strategic priorities and housing and employment needs. The non-strategic sites are smaller sites across the district in towns and villages that meet local housing, employment, and community need.</p> <p>1.52. The level of development proposed is influenced by the overall housing requirement and the spatial strategy. The distribution of development across the district takes into account existing environmental and physical constraints as well as the overall capacity for growth in the settlement. Appendix B sets out a schedule of all the strategic and non-strategic, employment, mixed-use and residential site allocations in the plan.</p>
MM2	Page 12	Vision for West Suffolk	<p>2.1. The vision for West Suffolk underpins the local plan. The vision is a statement of ambition setting out what changes and developments the policies within the local plan should seek to achieve in the area by 2040 2041.</p> <p>2.2. The issues and options draft used the adopted council vision (as set out in the West Suffolk Council Strategic Framework 2020-2024) as a base for a vision for the local plan to 2040 2041. This was further developed using responses to the issues and options and preferred options draft consultations</p> <div style="border: 1px solid black; padding: 10px;"> <p>The local plan vision for West Suffolk 2040 2041</p> <p>By 2040 2041 we will have ensured a variety of well-designed new homes have been delivered in appropriate locations that meet the needs of our residents. Businesses and our diverse rural economy will have had the opportunity to grow and prosper. All new development will have been designed to respect, protect and enhance the natural environment and adapt to and mitigate for climate change and have achieved net zero carbon emissions in construction, energy sources and future use.</p> <p>All our settlements from towns to rural villages will be places where families and communities can live safe and healthy lives with infrastructure to be provided to accompany growth, particularly in respect of transport including highway improvements, providing pedestrian and cycling routes, social infrastructure and access to blue and green infrastructure.</p> <p>The special quality, character and heritage of our West Suffolk built and natural environment, and its historic assets will have been protected and enhanced.</p> </div>

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MM3	Page 14 and 15	Strategic objectives	Our strategic objectives will drive delivery of the spatial strategy and implementation of policies that will plan for and manage growth and development in West Suffolk to 2040 2041 .
			Environment SO15 Seek opportunities to increase the provision and biodiversity of high-quality multi-use green spaces and corridors by achieving green and blue infrastructure, including through biodiversity net gain, to support nature recovery .
			Connectivity and accessibility SO20 Recognising the differences between urban and rural areas, Foster sustainable travel and reduced demand for transport through an integrated approach to sustainable transport. This will include promoting low carbon means of travel such as by ensuring provision of electric vehicle charging points. It will also involve an integrated sustainable transport network across the district, including travel demand management, that work together to encourage less reliance on private cars. as the only means of travel. This will recognise the differences between urban and rural travel patterns, and will promote low carbon means of travel, such as provision of electric vehicle charging points.
MM4	Page 16 and 17	Policy SP1	Policy SP1 The climate and environment emergency and sustainable development Proposals for all types of development must should where possible take account of the climate and environment emergency through good design and inclusion of measures to build in resilience and adapt to or mitigate the impact of climate change, as appropriate to the nature and scale of the proposal , by: <ul style="list-style-type: none"> • Designing for accessible communities minimising the need to travel, creating active travel routes and maximising the potential for and delivering sustainable travel (including associated links and facilities). • Minimising energy consumption. • The use of low and zero carbon energy sources. • The use of sustainably sourced and low carbon building materials. • The use of sustainable drainage systems to help avoid and reduce the risk of flooding. • Providing betterment over the existing situation in areas at risk of flooding and seeking to achieve integrated water management. • Contributing to improving the water quality of rivers and groundwater in West Suffolk. • Providing, integrating and connecting blue and green infrastructure. • Climate resilient design including prevention of overheating in buildings and implementation of designs for urban cooling through the retention of landscape features and provision of green infrastructure, including appropriate tree-planting and increasing canopy cover. • Identifying and developing nature-based solutions to contribute to reducing carbon emissions and mitigating and adapting to climate change. • Conserving and enhancing biodiversity and protecting geodiversity of sites and surrounding areas through implementation of the mitigation hierarchy. • The reduction and prevention of pollution. • The use of higher water efficiency standards to ensure sustainable use of water resources across new developments including integrated water management measures. • The application of measures from construction through to end user to reduce waste, promote recycling, and source sustainable and low carbon building materials locally.

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			<div></div> <p>4.1.7. West Suffolk is part of the Suffolk Climate Change Partnership and works together with partners to deliver a comprehensive action plan to mitigate and adapt to climate change. Sector 2 of the Suffolk Climate Emergency Plan focusses on sustainable homes. "Homes accounted for over 25 23 per cent of CO2 emissions in Suffolk in 2018 2022." The plan notes that to achieve net zero carbon neutrality in Suffolk, the homes sector will need to reduce its greenhouse gas emissions practically to zero, and changing how homes are heated is critical to this. Three goals are set out: transition to a fully decarbonised heat supply for homes, improved energy efficiency of homes, and behavioural change to use less energy. Of the five priority actions that follow, the third is: 'all Suffolk local planning authorities to develop new policies to require new homes to be built in line with the 2025 Future Homes and Planning Advice Service (PAS) 2035 standards, including heat pumps or new heat networks or connection to existing heat networks' Of the seven sustainable homes actions listed, the sixth is 'Support all Suffolk Local Planning Authorities to develop policies to require new homes to be built in line with the 2025 Future Homes and PAS [Planning Advisory Service] 2035 standards' and the seventh is 'Support all Suffolk Local Planning Authorities to develop policies to require new homes to be heat network connection-ready, or to connect to heat networks where these already exist.'</p>
MM5	Page 18 to 20	Policy LP1	<p>Policy LP1 Sustainable design and construction</p> <p>All proposals for development, including the conversion of buildings and extensions, must submit evidence commensurate to the nature, scale and location of the proposal with each application demonstrating how the proposal will meet sustainable design and construction requirements commensurate with the scale and location of the proposal. Proposals should demonstrate:</p> <p>Active travel</p> <p>a. Measures have been taken to include active travel to provide access to local services and facilities, designing walking and wheeling routes within sites and connecting sites to existing routes, improving existing routes and creating new connections where appropriate to suit all users. This must include the elderly, less mobile people, women, and those with prams, buggies and young children.</p> <p>b. Consideration of the location of future bus routes and stops with well-designed, safe and attractive pedestrian paths at reasonable walking distances from homes, and the provision of sustainable travel initiatives such as car clubs and e-bikes.</p> <p>Environment</p> <p>c. How green infrastructure, building design and landscaping proposals incorporate sustainability features that protect and enhance biodiversity such as nest boxes, hedgehog gaps, wildlife corridors (including providing routes under busy roads where appropriate), green roofs, green bus shelters, living walls on flats, community buildings and business premises.</p> <p>d. The development is located and designed to be resilient, taking account of long-term climate change impacts such as rising temperatures, flooding, wind speeds, heavy rain and snowfall.</p> <p>e. How integrated water management has been considered in the design process to increase water efficiency and reduce surface water flooding.</p> <p>Design and building</p> <p>f. Designs utilise the fabric first approach and achieve carbon standards primarily through energy efficient design and materials. This should specifically focus on how demands on heating and cooling have been considered in the design stage and reduced through orientation of the building, the location of windows, thermal mass and shading, and how orientation optimises opportunities for on-site photovoltaic or solar thermal heating. Designs should indicate how the balance between solar gain and solar shading is to be managed.</p>

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			<p>g. The choice of materials has considered the use of biogenic building materials (for example wood, hemp and lime mortar or plaster) as alternatives to high carbon materials.</p> <p>All proposals for residential development are required to submit a sustainability statement that sets out what measures are proposed to address water efficiency and achieve energy efficiency. Measures that go above development plan policy requirements and building regulations standards prior to the introduction and implementation of the Government's Future Homes Standards (intended 2025) are encouraged.</p> <p>Sustainability statements should demonstrate how the design follows a fabric first approach. Applicants should consider renewable sources of energy (such as solar PV, solar thermal, air or ground source heat pumps, community or shared energy initiatives).</p> <p>Applicants Proposals will be encouraged expected to include photovoltaic (PV) panels on roofs (unless it can be demonstrated that the orientation of the roof, lack of suitable roof area or other constraints makes this impractical), or because renewable energy can be generated more appropriately on-site by other means.</p> <p>Building Research Establishment Environmental Assessment Method (BREEAM)</p> <p>Proposals for residential development of more than 100 homes will be required are encouraged to complete a BREEAM pre-assessment (to be submitted with the any application) and subsequently to complete a communities assessment excellent standard (evidenced by a certificate upon completion.) unless it can be demonstrated that this is unachievable in which case evidence should be submitted that the highest possible standard has been achieved.</p> <p>All new buildings of 500 square metres or more for non-residential and residential institution proposals (for example care homes) will be required to meet the latest version of Building Research Establishment Environmental Assessment Method (BREEAM) New Construction Excellent standard, evidenced on completion by a BREEAM fully fitted certificate.</p> <p>Passivhaus</p> <p>Passivhaus principles and certification are encouraged and will be considered as an exemption from BREEAM requirements.</p> <p>4.1.19. The council will work with Suffolk County Council as the lead flood authority, the Environment Agency, Anglian Water Services and developers to encourage integrated water management. Policies LP5 SPX Flood risk and sustainable drainage and LP6 Water quality and resources set the framework for this.</p>
MM6	Page 21 and 22	Policy LP2	<p>Policy LP2 Promoting energy and water efficiency in show homes</p> <p>Mixed-use and residential development schemes of 100 homes or more that have one or more show homes or marketing suites must include with the sustainability statement provision for one show home to be equipped with environmentally sustainable alternatives and/or additions (or in a marketing suite a display occupying at least 30 per cent of the floor and wall space) and to indicate what these items will include</p> <p>The sustainability statement should include the educational or explanatory material that will be provided to demonstrate the additional energy and water efficient items and/or fittings that will be available to purchase offered at a price (including delivery and/or installation) that reflects the same profit margin to the developer as other standard buyer's options or extras.</p>

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MM7	Page 22 and 23	Policy LP3	<p>Policy LP3 Electric vehicle charging points in new developments</p> <p>All proposals for new homes are required to provide smart charging facilities for plug-in electric vehicles in safe, accessible and convenient locations as follows:</p> <p>a. At least one electric charging point for every new home with parking space(s) regardless of whether the parking is provided in a garage, on plot or in off plot parking areas.</p> <p>b. In addition, visitor parking in all major developments should be provided with an appropriate proportion of electric vehicle charging points having regard to with visitor parking provided in line with the Suffolk Guidance for Parking 2019 2023 or and any successor documents., 25 per cent (rounded up) of parking spaces are to be provided with electric charging points.</p> <p>In the case of homes that rely on shared parking areas, provision of EV charging points infrastructure should be designed so that cables do not obstruct footpaths and vehicle accesses or driveways and are installed to enable shared use. Provision of covered parking incorporating solar panels will be encouraged.</p> <p>All proposals for non-residential development and residential institutions such as care homes are required to provide smart EV charging points and charging infrastructure including cable routes to enable the installation of electric vehicle charging points as appropriate to the use proposed, having regard to in accordance with the adopted standards (Suffolk Guidance for Parking 2019 2023 and successor documents).</p> <p>Accessible electric bicycle, buggy and scooter electric charging facilities should be provided where necessary</p> <p>All proposals for new petrol filling stations and proposals for extensions or alterations to existing petrol filling stations are required to provide smart rapid (50 kilowatts (kW) plus) EV charging points commensurate to the size of the garage, accessibility of the site to the strategic road network and network capacity.</p> <p>All proposals should specify the type and output power rating of charge points to be installed. Electric vehicle charging power capacity should have regard to the power capacity set out in the is required to be at least equivalent to Suffolk Guidance for Parking or successor documents. Chargers should provide suitable power for a meaningful charge to vehicles based on anticipated dwell time.</p> <p>Note: In circumstances where a new home is provided without on-site parking (for example conversion of premises in a town centre) a contribution may be required towards public charging facilities nearby</p>
MM8	Page 23 and 24	Policy LP4	<p>Policy LP4 Reducing waste and the circular economy</p> <p>All proposals for major development are required to submit a waste reduction and circular economy statement demonstrating circular economy principles. This should demonstrate, as appropriate to the nature and scale of the proposal, how:</p>

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			<p>a. Circular economy principles have informed the design of the building(s) and site layout.</p> <p>b. Materials demand have been minimised and on-site reuse and recycling has been maximised.</p> <p>c. The local sourcing of materials has been considered and the steps taken to secure local materials and components.</p> <p>d. Construction waste is to be reduced, treated as a resource and managed on site.</p> <p>e. The scheme has been designed to minimise partial or complete demolition of any buildings or structure on sites.</p> <p>f. Where demolition is unavoidable, how materials will be managed by considering the implications of the loss of embodied carbon including:</p> <ul style="list-style-type: none"> • An assessment of whether the materials are suitable for reclamation, with targets for reclamation and reuse, and • How building materials, components and products are to be disassembled, are to be stored, re-used and recycled.
MM9	Page 25 and 26	Policy LP5	<p>Policy LP5 SPX Flood risk and sustainable drainage</p> <p>4.1.31 The purpose of this policy is to provide guidance on flood risk and sustainable drainage, setting out when development may be permitted in addition to methods to reduce flood risk.</p> <p>Policy LP5 SPX Flood risk and sustainable drainage</p> <p>All development proposals will be considered against national planning policy including the application of the sequential test and, if necessary, the exception test.</p> <p>Development will be directed to those areas at the lowest risk of all forms of flooding taking into account the impacts of climate change and current and future available sites appropriate for the proposed development in areas with a lower risk of flooding. it has an acceptably low risk of being affected by flooding. This will be assessed against the most up-to-date Environment Agency flood risk maps and the West Suffolk Strategic Flood Risk Assessment maps.</p> <p>Site-specific Flood Risk Assessments (FRA) and surface water drainage strategies should clearly demonstrate the proposal's contribution towards reducing the impacts of all flood risk and providing betterment over the existing situation. For example through attenuating surface water runoff, providing additional floodplain storage, or enhancing the groundwater recharge regime or aiming to maximise potential integrated water management benefits. Site-specific FRAs should also assess the residual risk of flooding in areas that are reliant on flood risk management infrastructure.</p> <p>Development and supporting infrastructure should be safe for its lifetime and not increase flow rate compared to a greenfield scenario, and where possible reduce flood risk overall. taking into account the safety of access and escape routes and should seek to reduce all flood risk overall. Development should not increase surface water flow rates compared to the existing situation and should reduce flow rates where possible.</p> <p>Proposals for development that use integrated water management to provide upgrades to existing drainage in the area through additional sustainable drainage systems (SuDS) and improvements to blue infrastructure will be encouraged. Development proposals should provide generous setbacks (buffer zones) to existing water courses, retaining and improving river corridor habitats and features.</p>

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			<p>Sustainable drainage</p> <p>All P Proposals for development are that required to use SuDS and must demonstrate how such elements will be delivered, maintained and managed in the future. Where appropriate to the scale of development, proposals are required to demonstrate how SuDS has been considered as part of an integrated water management approach to the design of the whole site.</p> <p>At least 12 to Around 15 per cent of the site should be set aside for SuDS to ensure that a viable sustainable scheme can be delivered. SuDS strategies should incorporate open conveyance and storage of surface water with SuDS features well integrated with ecology and landscape requirements. The design of SuDS should demonstrate how the following has been considered:</p> <ul style="list-style-type: none"> • The effects of climate change. • The cumulative impact of development on flood risk within the catchment. • How SuDS has been considered as an integral part of the overall provision of green infrastructure on the site in addition to public open space. • How the four pillars of SuDS: water quality, water quantity, biodiversity and amenity, have been incorporated. • How the SuDS will be managed for their whole life. • How development using sustainable drainage systems (SuDS) near airbases and specifically beneath, within and close to flight paths and other designated air manoeuvring areas, has been designed to minimise the opportunities for bird strike. <p>The inclusion of sustainable drainage features such as green roofs, rainwater harvesting, rain gardens, tree pits, flood meadows, wetlands, ponds and other grass or woodland habitats are encouraged in all types and scales of development to diversify the types of features that can be incorporated.</p> <p>Relief roads, distributor, spine roads and primary roads must be drained with swales either to one or both sides of the highway. Treatment for road runoff must be carefully considered as these roads will carry a high volume of traffic with high potential for pollution.</p> <p>Other roads within new developments must have sustainable drainage and include space in the corridor cross section for swales, having regard to in accordance with the Suffolk Streets Design Guide.</p> <p>Drainage infrastructure for roads such as swales, filter strips and basins, must be designed to introduce green elements to highways and to separate walking and wheeling or cycling from cars. This needs to be considered and included from the earliest stage of design.</p> <p>Note: applicants should have regard to follow the Suffolk Sustainable Drainage System Guide 2023 (appendix A to the Suffolk Flood Risk Management Strategy) and any updated guidance.</p> <p>4.1.34. The local plan process and the evidence set out in the sequential test, the West Suffolk Strategic Flood Risk Assessment and Water Cycle Study, has enabled West Suffolk to work with Anglian Water Services and the Environment Agency to prepare the policies in this section that play important parts of integrated water management. These require:</p> <ul style="list-style-type: none"> • Sustainable drainage systems (SuDS) to help avoid and reduce the risk of flooding. • Betterment over the existing situation in areas at risk of flooding, making space for water. • Sustainable design and construction that contributes to improving the water quality of rivers and groundwater in West Suffolk. • Requires the provision, integration and connection of blue and green infrastructure.

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			4.1.35. The level 2 Strategic Flood Risk Assessment identifies requirements for site specific flood risk assessments. Applications that include the submission of a flood risk assessment should meet these requirements which enhances existing guidance set out within the National Planning Policy Framework and its subsequent guidance. Section 10 of the Strategic Flood Risk Assessment also identifies four flood risk management structures in West Suffolk. Development within these locations should require an assessment of the residual risk of flooding. The level 2 Strategic Flood Risk Assessment also identifies mitigation measures would be considered acceptable to ensure the safety of development during lifetime. The flood hazard datasets within the level 2 Strategic Flood Risk Assessment should also be used to determine the safety of access and escape routes.
MM10	Page 27	Policy LP6	<p>Policy LP6 Water quality and resources</p> <p>All proposals for development will be required to demonstrate that they will not have a negative impact on water quality through pollution of surface or ground water or the discharge and treatment of water originating from the development site. Special consideration will be given to development proposals in source protection zones.</p> <p>All major development proposals and all proposals where it is not possible to connect to a public sewer are required to submit a foul drainage assessment.</p> <p>All new development proposals will be required to demonstrate that water efficiency measures have been employed. Water consumption in residential developments will be limited to 110-100 litres per person per day, (including external water use) using efficient water fittings and appropriate technology such as smart meters, (in line with the government's intention set out in the Plan for Water published in 2023). Proposals that can achieve higher water efficiency (for example 85 litres per person per day) will be encouraged and supported.</p> <p>Rainwater and stormwater harvesting and reuse as part of integrated water management is encouraged on all types of development.</p> <p>Water butts should be provided for all new homes unless it is demonstrated that it is not appropriate. Water butts or other methods of rainwater collection should be provided with allotments or community gardens.</p> <p>Any application for non-residential development requiring significant non-domestic water use will be required to demonstrate that sufficient water capacity is available through a water supply management statement, in liaison with the relevant water supply company.</p> <p>All proposals for non-residential development should set out in a sustainability statement (or equivalent) how they have sought to reduce water use. Proposals for major non-residential developments over 1000 square metres should achieve the full water credits on the British Research Establishment Environmental Assessment Methodology (BREEAM) water calculator.</p>
MM11	Page 28 and 29	Policy LP7	<p>Policy LP7 Renewable and low carbon energy</p> <p>All proposals for renewable energy technology or the integration of renewable technology on existing or proposed structures including any associated infrastructure, will be supported where the following criteria are met: are required to submit a landscape and visual impact assessment. This should include a landscape character or townscape appraisal as appropriate, and full details of mitigation measures for any</p>

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			<p>visual impacts identified. The proposal should be assessed in isolation and cumulatively to determine the impact of the proposal on the environment.</p> <p>All proposals will need to demonstrate to the satisfaction of the local planning authority how the following will be addressed:</p> <p>a. A proportionate landscape and visual impact assessment must be submitted. This should include a landscape character or townscape appraisal as appropriate, and full details of mitigation measures for any visual impacts identified.</p> <p>a. b. Where the proposal involves significant development of agricultural land, preference has been given to areas of poorer quality agricultural land. Development should avoid the 'best and most versatile' agricultural land (grades 1, 2 and 3a as classified through the agricultural land classification system) in line with the National Planning Policy Framework.</p> <p>c. The proposal does not adversely impact the amenities of sensitive neighbouring uses (including residential amenities) in matters such as visual dominance, noise, fumes, odour, vibration, glint and glare, shadow flicker, traffic generation.</p> <p>b. d. The pProposals will be required to provides for biodiversity net gain in relation to the protected sites hierarchy in accordance with Policy SP6 biodiversity net gain. There and does not result in should be no detrimental impacts in terms of on issues of biodiversity, geodiversity and water quality.</p> <p>e. e. There should be no harmful The potential impacts on historical, archaeological and cultural heritage assets, highway safety and associated infrastructure, topography, residential and local amenity relating to visual dominance, noise, fumes, odour, vibration, glint and glare, shadow flicker, traffic generation, broadcast interference, aviation, radar and telecommunications and associated infrastructure, and soil quality have been considered and minimised within the proposal.</p> <p>Proposals should be considered in isolation and cumulatively to fully determine their impact.</p> <p>Wind energy proposals</p> <p>In addition to the criteria a, b and c above, all wind energy applications are required to be accompanied by a residential visual amenity assessment, a statement indicating how the development mitigates for air traffic operations where necessary, and an appraisal of the impact of the wind turbine(s) on bats and migrating birds, and bird strike, and any mitigation measures necessary to address this.</p> <p>Solar energy proposals</p> <p>In addition to the criteria a, b and c above, all solar farm applications should be accompanied by ecology, nature conservation and mitigation statements that demonstrate potential impacts and how these will be mitigated. The potential for glint and glare and effects on biodiversity should also be demonstrated.</p> <p>Anaerobic digestion and energy from waste</p> <p>All applications for anaerobic digestion or energy from waste development should be accompanied by a statement that demonstrates the nature of the waste and origin(s) of the fuel, the distances from the proposed plant and proposed transport routes and frequency of delivery, and how the waste product(s) comprising the fuel would usually be disposed of or used.</p> <p>Energy storage proposals</p> <p>In addition to the criteria a, b and c above energy storage proposals should be accompanied by a site management plan that demonstrates fire safety measures are adequately addressed.</p>

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			<p>4.1.47 However, it is important to note that although biogas production is considered renewable it may not always be considered to be low carbon. Much will depend on the fuel and how and where it is sourced. For example, some biogas plants require crops to be grown as a source of fuel and some fuel sources may need to be transported by road over a distance. This form of renewable energy needs to be treated with caution, and it should be noted that where some applications for energy from waste involve the import of waste from another location or business, they should be submitted to are managed by Suffolk County Council as the waste authority. Developers are advised to contact the councils at an early stage in development of the project and prior to submission of an application</p>
MM12	Page 30 and 31	Policy LP8	<div> <p>Policy LP8 Protecting and enhancing natural resources, minimising pollution and safeguarding from hazards</p> <p>All proposals for development should minimise all emissions and other forms of pollution (including light and noise pollution) and ensure no deterioration to either air or water quality. All applications for development where the existence or potential for creation of pollution is suspected, both on and off site, must include a full assessment of the impacts of potential hazards and any necessary mitigation measures which could include a site-specific construction environment management plan (CEMP).</p> <p>Proposals will be permitted where, the development is, individually or cumulatively, unlikely to result in significant impacts on the following, as appropriate:</p> <ol style="list-style-type: none"> The natural environment and general amenities that are intrinsic to the character of the surrounding areas, these can include impact from light, noise, smell, dust and vibrations of nearby areas. Health and safety of the public. Air quality, on the site and surrounding area. Surface or groundwater quality. Land quality or condition. <p>To safeguard development from potential hazards, development will not be permitted where the proposal is suspected to have an unacceptable risk, such as:</p> <ul style="list-style-type: none"> The site being situated on known or suspected unstable land or The land is known to be or potentially affected by contamination or where the land may have a particular sensitive end use or The storage or use of hazardous substances on site. <p>Proposals for development on or adjacent to land which is known to be or potentially affected by contamination; or land which may have a particular sensitive end use; or involving the storage and/or use of hazardous substances, will be required to submit an appropriate assessment of the risk levels as part of any planning application. This assessment of risk should take a tiered approach to include as a minimum a tier one land contamination preliminary risk assessment and where necessary further technical reports.</p> <p>In appropriate cases, the local planning authority may impose planning conditions or through a legal obligation secure remedial works and/or monitoring processes.</p> </div> <p>4.1.50. As a minimum, applications should undertake a tier one land contamination preliminary risk assessment. Where it is necessary to further understand the impacts of potential hazards a tier two generic quantitative risk assessment and tier three detailed quantitative risk assessment based on suitable intrusive investigations together with options appraisals, remediation proposals and verification reports may also be required.</p>

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			<p>4.1.51. Exposure to air pollution over long term and even short term can result in significant health impacts. Poor air quality is often recorded in areas of high traffic congestion, and in these areas data shows higher rates of asthma and other respiratory conditions. Improving air quality by ensuring new developments incorporate effective active travel strategies, and existing neighbourhoods have increasingly better access to sustainable transport, could reduce health inequalities and improve health outcomes.</p> <p>4.1.52. The Suffolk County Council Air Quality Strategy was published in May 2023 and sets out the actions identified as being important to the improvement of air quality. It is important that new developments take into account the impact they will have on local air quality and consider the aims and objectives of this county-wide strategy.</p>
MM13	Page 33	Policy LP9	<p>Policy LP9 Designing for health and wellbeing and impacts of new development</p> <p>Proposals for major residential and non-residential development should demonstrate through the design and access statement or a separate health and wellbeing statement how the development has been designed to assist in delivering the elements (described in Strategic Policy SP2 Health and wellbeing) that contribute to improving the physical and mental wellbeing of people helping them to stay well and age well. The statement should use local population and demographic data and demonstrate how any specific health and wellbeing needs of the community will be addressed. Such elements will be expected to include positive measures for health designed and provided as part of the development, for example walking and cycling routes, play on the way on routes to school, time and distance markers, benches and chatty benches, running and jogging routes, and outdoor gym equipment as appropriate to the scale, nature and location of the development.</p> <p>All new homes must be provided with private outdoor space, including, where possible, balconies for all flats, in addition to safe, well-designed access for all to shared, communal or public open space.</p> <p>Proposals for new large-scale developments of 100 homes or more or five hectares or more of mixed use or non-residential development that are expected to have significant health impacts, excluding minerals and waste sites, will be required to submit a health impact assessment (HIA). Submission of a HIA at the pre-application stage is encouraged. The HIA should demonstrate how the conclusions of the assessment have been designed into, and how they will be implemented through the development.</p> <p>Health impact assessments will enable the impact on health care provision in the area to be assessed and, where necessary mitigated through refurbishment, reconfiguration, extension, digital solution or potential relocation of facilities or other solutions including developer contributions that address capacity and increased demand that will arise from the development.</p> <p>Proposals for new health care facilities should be accessible by public transport and good walking and cycling routes and should be easily accessible to all sectors of the community. Proposals which utilise opportunities for the multi-use and co-location of health facilities with other services and facilities, and thus co-ordinate local care and provide convenience for the community, will be particularly supported.</p>

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MM14	Page 35 and 36	Policy SP3	<p>Policy SP3 Design</p> <p>Proposals for all new development, including extensions and alterations to existing buildings, must create and contribute to a high quality, safe and sustainable environment by demonstrating how the adhering to the following principles (as appropriate to the scale and type of development proposed) have been addressed:</p> <ol style="list-style-type: none"> Early community engagement. Sustainable design principles through good quality and innovative design. Local character and context of the proposed development. Anchoring new developments within their immediate and local contexts maintaining or creating a sense of place and/or local character, particularly restoring or enhancing localities where strong local characteristics are lacking or have been eroded and respecting the urban form, including significant street patterns, individual or groups of buildings and the relationship with open spaces. Having regard to density, street layouts, scale, height and massing and the relationship of built form to landscape. Preserving or enhancing and respecting the historic environment including archaeological sites and heritage assets, the setting of, or views into and out of, a conservation area and recognising the distinctive historic character and architectural or archaeological value of the area and/or building. Protecting landscape settings, local character and prominent topographical features (such as respecting the Norman grid pattern and views of the cathedral in Bury St Edmunds, or the unique equine interests within and around Newmarket) particularly those protected by Policy SP5 Locally valued landscapes and the character assessments that support these designations. Protecting and enhancing the natural environment, habitats, species and features of ecological interest. Providing and enhancing open spaces, play, leisure and cultural facilities, and public community spaces in line with national and detailed local policies, to provide a sense of wellbeing, community cohesion, safety and ownership. Connecting homes and communities to nature through planting and landscaping and providing multi-functional and inter-connected green and blue spaces, (ensuring designs for these spaces, including sustainable drainage systems, and provide providing access routes and recreational space. for dog walkers). To ensure the future of these important features all planning applications will be required to demonstrate that necessary utility infrastructure and associated easements do not compromise placemaking and/or the delivery and retention of green infrastructure. Supporting healthier and more active lifestyles by designing health and wellbeing into place and producing designs and layouts for accessible and adaptable homes (ensuring homes are suitable for lifetime living) which are safe and take account of crime prevention and community safety. Ensuring developments prioritise sustainable movement and reduce and minimise the need to travel by car by creating and providing the infrastructure necessary for integrated neighbourhoods with well defined, safe and attractive routes and spaces with inclusive navigational wayfinding and for walking and wheeling (this includes cycling, electric wheelchairs and buggies). Designing and providing the infrastructure with appropriate path widths to accommodate adults walking with prams and children, and people walking with wheelchair users, and routes that are overlooked and well-lit to optimise the safety of lone walkers, and where possible, layouts that incorporate car free areas near homes to encourage better social interaction and reduce air pollution. Designing for flexible living (including the provision of larger room sizes and adaptable spaces where appropriate) and providing good quality private or communal outdoor space as appropriate. Ensuring all new developments are inclusive to meet the needs of particular groups such as the elderly and those with physical mobility and mental health issues (such as the incorporation of sensory spaces to support mindfulness and those living with dementia), and that proposals for developments that provide accommodation for specific groups of people (whether as separate dwellings or as a communal living or care homes) are well designed and are high quality places to live. Ensuring the amenity of residents and users is protected or enhanced and free from unacceptable levels of pollution. The physical and social infrastructure provision required to create sustainable communities have been considered. <p>Requirements for masterplans and design codes are set out in the local policies LP11 and LP12.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
MM15	Page 37 and 38	Policy LP10	<p>Policy LP10 Well-designed places</p> <p>All proposals for development should maintain or create a sense of place and have regard to local context, by as appropriate:</p> <ul style="list-style-type: none"> a. Employing designs that are specific to the scheme, and which respond intelligently and appropriately to a clear brief articulated in a design and access statement. b. Basing design on an analysis of existing buildings, landscape or topography, and fully exploiting the opportunities that these present, and where necessary, prepare a landscape or townscape character appraisal or heritage impact assessment to demonstrate this. c. Utilising the characteristics of the locality to create buildings and spaces that have a strong sense of place and distinctiveness, using an appropriate innovative design approach and incorporating a mix of building types, forms and scale of buildings that are appropriate for the location. d. Not involve the loss of gardens and important open, green or landscaped areas which make a significant contribution to the character and appearance of a settlement. e. Creating or contributing to a safe, coherent and legible place that is structured and articulated so that it is visually interesting and welcoming. f. Creating and supporting continuity of built form and enclosure of spaces. g. Ensure appropriate levels of permeability and accessibility favouring sustainable transport routes and consider the needs of pedestrians and cyclists before car users to encourage sustainable travel. h. Integrate comfortably with surrounding street networks and enable integration into future additional development. i. Seek to create a safe and welcoming environment. <p>Residential development should be laid out to optimise amenity with streets and parking facilitating this primary objective. Therefore, in addition to the criteria above, development should:</p> <ul style="list-style-type: none"> j. Where appropriate, apply innovative highways and parking measures designed to avoid the visual dominance of these elements in the design and layout of new developments, whilst still meeting highway safety standards. k. Take opportunities for parking to support the street scene. l. Where necessary, incorporate appropriate refuse and recycling facilities, compost bins, water butts and litter and dog waste bins. <p>New homes should be of a high architectural quality, meaning that:</p> <ul style="list-style-type: none"> m. They are fit for purpose and function well, providing adequate space, light and privacy. n. They are adaptable in terms of lifetime changes and use in accordance with Part M4(2) or Part M4(3). o. They are the product of coherent and appropriate design principles. p. Space standards and accessible home requirements are set out in policy LP21-SPX.
MM16	Page 38	Policy LP11	<p>Policy LP11 Masterplans</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>A masterplan is required for proposals where it has been identified in a site allocation policy within the local plan and on any site by virtue of size, location or proposed mix of uses is justified by the local planning authority.</p> <p>The detailed requirements for masterplans are set out in appendix D G.</p> <p>A masterplan should be prepared in accordance with the statement of community involvement and shall have been through the agreed process of consultation and approved prior to the determination of any related planning application.</p> <p>4.1.79. Masterplans should be prepared having regard to the masterplan protocol There is an adopted statement of community involvement (SCI) which sets out guidance on how a masterplan should be produced, responsibilities, timescales and what the expectations for community engagement. should be undertaken. All masterplans should be prepared in accordance with this SCI.</p>
MM17	Page 39	Policy LP12	<p>Policy LP12 Design codes</p> <p>A design code should accompany any planning application on: be used to inform the design principles of a development where:</p> <ul style="list-style-type: none"> • Sites where a masterplan is required. • Proposals which provide self or custom build. • Any site by virtue of size, location or proposed mix of uses as justified by the local planning authority. • A masterplan has been produced for the site. • Proposals provide self or custom-build. • Major developments approved in outline form and where a design code may be secured in advance of the reserved matters submission. <p>Subsequent planning applications shall be in accordance with any relevant approved design code, including any district or area wide design code that have been adopted by the local planning authority.</p> <p>The detailed requirements for design codes are set out in appendix E D.</p> <p>A design code should be prepared in accordance with the statement of community involvement and shall have been through the agreed process of consultation and approved prior to the determination of any related planning application. in line with current best practice.</p>
MM18	Page 42	Policy SP4	

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Policy SP4 Green infrastructure</p> <p>Existing green infrastructure (GI), its integrity and connectivity, should be retained, restored, protected and enhanced, wherever possible, and new green infrastructure delivered to support sustainable development. Planning permission for development that would impact on the quantity or quality of the existing green infrastructure network will only be granted if it cannot be avoided and if alternative green infrastructure provision of equivalent benefit is provided as part of the development or as a last resort a financial contribution is secured for suitable alternative green infrastructure provision by the relevant authority.</p> <p>Opportunities to extend the coverage and connectivity of the strategic green infrastructure network including within and next to the priority areas as set out in the West Suffolk Green Infrastructure Study 2022 (or any subsequent study) will be supported. These could include improving access to countryside, interpretation and heritage conservation.</p> <p>All major residential development of 50 homes or more located on greenfield sites should provide around 40 per cent green infrastructure within the site. Green infrastructure can include public open space, sustainable drainage systems features including swales, basins and rain gardens, allotments, burial grounds, strategic landscaping, new and retained habitats including woodland, trees and hedgerows, green and blue corridors, suitable alternative natural greenspace (SANG) and recreational access routes.</p> <p>All other major developments including those on previously developed land should seek to provide sufficient space for green infrastructure on-site to accommodate the retention of existing features (for example existing trees and hedgerows) and the delivery of new green infrastructure such as sustainable drainage systems features, public open space and strategic landscaping where these are required.</p> <p>Development proposals should demonstrate a green infrastructure-led design approach. This could be using a green infrastructure (GI) design code, use of GI design tools, requirement for a GI plan, or implementation of a check list or set out principles that need to be demonstrated within the design and access statement.</p>
MM19	Page 44	Policy LP13	<p>Policy LP13 Trees</p> <p>On development sites, in order to conserve and enhance local distinctiveness in the landscape, trees, woodland and hedgerows must be retained, unless it can be demonstrated that removal cannot be avoided, and appropriate mitigation or compensation can be achieved.</p> <p>In the case of ancient woodland and ancient or veteran tree(s), development which would harm or destroy these assets will be refused unless it accords with the exceptional reasons identified within the National Planning Policy Framework. If exceptional reasons are justified a suitable compensation strategy including its delivery will need to be secured as part of any planning consent.</p> <p>Within developments, sufficient space will be made to accommodate ancient and veteran trees and allow a buffer for the expansion of ancient woodland (for example through woodland planting or natural regeneration).</p> <p>Development proposals should seek to positively integrate existing and new trees, on a sustainable basis having regard to the mature size of the trees, as part of the site layout. Potential long-term conflict between woodlands, trees including street trees, tree lines and avenues, hedgerows and the built form and infrastructure including underground assets must be avoided.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Where it is demonstrated that tree removal to facilitate development is unavoidable, the loss must be appropriately compensated. However, the removal of large mature trees and their replacement with smaller shorter-lived species will not be acceptable.</p> <p>Sufficient space within developments must be reserved for the planting of new trees and the sustainable growth of existing and new trees to retain and improve tree canopy cover in the district as a whole. The space required for trees will be case specific based on the impact of the proposals, the context of the development site, and the function of the planting.</p> <p>All planning applications, where there are existing trees on or within the influence of a development site, must include details and a methodology for tree protection from the commencement of development to completion; to ensure that trees are not damaged by construction work</p> <p>4.2.17. Within the Brecks, all new tree and woodland planting should be consistent with conserving and enhancing the notified interest features cited for the sites of special scientific interest and the conservation objectives of the special protection area. Given the existing extensive tree cover and the importance and vulnerability of the open landscapes that remain, in most cases, the Brecks is not an appropriate target for tree planting.</p> <p>4.2.18. Veteran and ancient trees and ancient woodland are particularly valued and once lost cannot be replaced. Government guidance provides information on how the impacts should be considered. Within a European context the UK is home to more veteran trees than most other countries. West Suffolk is notable for its veteran and ancient trees as well as Brecks pine lines, and native black poplar. These particular landscape features, which contribute to the character of the landscape, should be conserved. Where veteran or ancient trees are recorded during tree surveys; these should be recorded by the applicant on the Woodland Trust's Ancient Tree Inventory.</p>
MM20	Page 47 and 48	Policy LP14	<p>Policy LP14 SPX Landscape</p> <p>All proposals for development must be informed by, and be sympathetic to, the character of the landscape as described in the West Suffolk Landscape Character Assessment (2022) and Suffolk Landscape Character Assessment.</p> <p>Development proposals should, take into account and avoid detrimental effects on key landscape features and their legibility, local distinctiveness, visual amenity, key views, tranquillity and the nocturnal character of the landscape.</p> <p>Where a development proposal is likely to have a significant impact on landscape character and visual amenity, a full understanding of the context, characteristics and significance of the landscape, and the impact on character and the views (including cumulative impact) must be provided.</p> <p>Negative effects must be avoided, where possible, for example through alternative site selection. Where avoidance is not possible, negative effects must be minimised through the design, suitable mitigation measures or, as a last resort, through appropriate compensation. Landscape proposals must be appropriate for the scale, type, and location of the development.</p> <p>Individual proposals will be assessed based on their specific landscape and visual impact, taking into account any mitigation and future management proposals. Proposals that demonstrate their location, scale, design and materials will seek to protect, enhance and where possible restore the character of the landscape, including the setting of settlements, and the significance of gaps between them will be supported.</p> <p>Soft landscaping proposals must respond to the challenge of biodiversity loss and climate change. Species diversity is important as a diverse range of plants can help cope with warmer climates and limit the damage caused by pest and disease outbreaks, enhancing biosecurity, and providing resilience. Wherever appropriate native species should be included within planting mixes and species rich grassland proposed.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
MM21	Page 49 and 50	Policy SP6	<p>Biodiversity net gain and enhancements</p> <p>4.2.36. The Environment Act 2021 mandates a minimum 10 per cent biodiversity net gain (BNG) to be which was implemented from in spring 2024 January 2024 for all but small sites, which will be required from April 2024. Biodiversity net gain is a legislative requirement, with the detail of how it is implemented set out in regulations and accompanying guidance. Biodiversity net gain is calculated using the statutory metric and a biodiversity gain plan statement, submitted prior to the commencement of any development at the planning application stage, sets out how a development will deliver BNG the biodiversity gain objective. However, guidance is clear that it is important for net gain to be considered throughout the planning process.</p> <div><p>Policy SP6 Biodiversity net gain and enhancements</p><p>Qualifying development proposals are required to achieve a biodiversity net gain of at least 10 per cent, calculated using the statutory biodiversity metric.</p><p>In line with the biodiversity gain hierarchy B Biodiversity net gain will preferentially be delivered on-site where this would deliver the most appropriate outcome for biodiversity and to provide local benefit.</p><p>Locally defined ecological networks identified in the local nature recovery strategy (LNRS) will be the focus for the delivery of registered off-site habitat and landscape scale biodiversity net gain.</p><p>Until such time as the LNRS for Suffolk is finalised, the ‘strategic significance’ category assigned to each habitat parcel (in the metric spreadsheet) must be fully justified and demonstrate that it is in accordance with either:</p><ul style="list-style-type: none">• The West Suffolk Green Infrastructure Study – chapter 5, nature recovery.• Any forthcoming Suffolk guidance.<p>For meaningful contributions to nature recovery, biodiversity net gain actions and biodiversity enhancements should seek to deliver bigger, better, more and joined up habitat, safeguarding and enhancing habitat connectivity at a site level, locally and at the wider landscape scale.</p><p>For developments which fall outside the scope of mandatory biodiversity net gain, enhancement for biodiversity should must be included as part of the proposals, commensurate with the scale of the development.</p></div> <p>4.2.38. Biodiversity net gain (BNG) is a way to contribute to the recovery of nature while developing land. It is making sure that habitat for wildlife is in a better state than it was before development. The delivery of biodiversity net gain and ecological enhancement through development will be supported across the district.</p> <p>4.2.39. Within Suffolk a Biodiversity Net Gain (Interim) Planning Guidance Note for Suffolk has been developed by the Suffolk authorities. The purpose of the (interim) guidance note is to provide further detail on how aspects of biodiversity net gain should be demonstrated within planning applications.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>4.2.40. The biodiversity gain hierarchy which is distinct from the application of the mitigation hierarchy set out in the National Planning Policy Framework (avoiding impacts before mitigating and as a last resort compensating impacts) should must be demonstrated in the Biodiversity Gain Plan. The biodiversity gain hierarchy sets out priority actions for the ways that the objective of at least a 10 per cent gain can be achieved; the priority being on-site. The requirement to deliver Delivery of biodiversity net gain (BNG) on-site will strengthen habitat avoidance on development sites.</p> <p>4.2.41. Chaired by Professor Sir John Lawton, the independent review of England's wildlife sites and ecological network considered whether England's collection of wildlife areas represented a coherent and robust ecological network that would be capable of responding to the challenges of climate change and other pressures. Published in September 2010, the Making Space for Nature review summarised what needed to be done in four words: more, bigger, better and joined, and set out some guiding principles and recommendations. The findings of this report remain highly relevant and forms the basis for the nature recovery network as outlined in Natural England's Nature Networks Evidence Handbook which was published in 2020.</p> <p>4.2.42. The requirement for development to demonstrate BNG does not replace or diminish existing protections for habitats and species which remain in place and continue to be a material consideration of any planning application. The application of the mitigation hierarchy (avoiding impacts before mitigating and as a last resort compensating impacts) during the planning application stage must still be demonstrated.</p> <p>4.2.43. The local nature recovery strategy (LNRS) will agree priorities for nature recovery and propose actions in the locations where it would make a particular contribution to achieving those priorities. The strategy will include a local habitat map and a written statement of biodiversity priorities. Suffolk County Council have been appointed as the responsible authority and will prepare the LNRS. West Suffolk Council will work collaboratively with other Suffolk authorities in the preparation of the LNRS.</p> <p>4.2.44. Strategic significance is the local significance of a habitat based on its location and habitat type and is categorised as either low, medium, or high in the BNG metric. The 'strategic significance' category for each individual habitat parcel, both at baseline and at post-intervention, is assigned based on the LNRS. Until the LNRS is completed, strategic significance will be determined as set out in the statutory guidance and the alternative document plans which used to determine strategic significance are is the West Suffolk Green Infrastructure Study or any forthcoming published Suffolk wide guidance on strategic significance.</p>
MM22	Page 51 and 52	Policy LP15	<p>Policy LP15 SPX Protected sites, habitats and features</p> <p>All development must seek to protect sites designated for their biodiversity and geodiversity value, and conserve, restore and enhance important habitats (including priority habitats) and other important biodiversity features on development sites or affected by developments.</p> <p>Proposals which do not conserve and enhance biodiversity, failing to have appropriate regard to the 'mitigation hierarchy', will be refused.</p> <p>Proposals for development which could adversely affect the integrity of areas of international or European nature conservation importance, as indicated on the policies map, will be determined in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) or successor legislation.</p> <p>Proposed development likely to damage or destroy the interest features of a nationally important site of special scientific interest (SSSI) will not be permitted unless the benefits of the development, at the site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of SSSIs.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Development resulting in the loss or deterioration of irreplaceable habitats such as lowland fens, ancient woodland, ancient and veteran trees will be refused unless it accords with the exceptional reasons identified within the National Planning Policy Framework. If exceptional reasons are justified, a suitable compensation strategy including its delivery will need to be secured as part of any planning permission.</p> <p>Development proposals which would have a direct or indirect adverse effect on locally designated sites, including county wildlife sites and county geodiversity sites, protected or priority habitats, will not be permitted unless the benefits of the development clearly outweigh the impacts on the features of the site and the wider network of habitats. In addition, proposals must demonstrate that:</p> <ul style="list-style-type: none"> • The mitigation hierarchy has been implemented. • Mitigation, and compensation and enhancement measures are provided as necessary to which ensure there is a biodiversity net gain in such sites. <p>Any enhancement measures should be informed by align-with the relevant nature recovery priorities (if any) set out in the Suffolk Local Nature Recovery Strategy when completed.</p>
MM23	Page 53	Policy LP16	<p>Policy LP16 Protected species</p> <p>Development which would have an adverse impact on protected or priority species will not be permitted unless there is no alternative, and the local planning authority is satisfied that suitable measures have been taken to:</p> <ol style="list-style-type: none"> Reduce disturbance to a minimum. Maintain the population identified on site, or where this is not possible provide adequate alternative habitats to sustain at least the current levels of population; and Provide enhancement measures to benefit the species. <p>Any enhancement measures should be informed by align-with the relevant nature recovery priorities (as appropriate) set out in the Suffolk Local Nature Recovery Strategy when completed.</p> <p>All planning applications must be supported, where necessary, by appropriate protected species survey and ecological impact assessment, undertaken in accordance with national good practise guidelines</p>
MM24	Pages 58 and 59	Policy SP8 and paragraph 4.2.71	<p>Policy SP8 Recreational effects of development</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>All new development which would result in a net increase in dwellings and therefore that would be likely to increase recreational pressure on any European or nationally designated site for nature conservation, will be required to demonstrate that adequate measures are put in place to avoid or mitigate potential adverse effects.</p> <p>In all instances where recreational mitigation measures are applicable, as set out in the emerging West Suffolk Recreational Avoidance and Mitigation Framework, the following standards will apply, unless an evidence-based alternative strategy has been agreed with Natural England and the council:</p> <p>a. Provide measures for influencing recreation at, or close to the development site. Measures could include delivery of sufficient quantity and quality of alternative accessible natural green space and/or enhancement and promotion of dog friendly access routes within or in the immediate vicinity of the development or other measures to be agreed. For small developments, a financial contribution towards strategic measures may be accepted-; and</p> <p>b. An appropriate financial contribution towards recreational access management and monitoring of visitor pressure at sensitive nature conservation sites.</p> <p>A project level habitats regulations assessment will be required. The developer is required to submit information that clearly demonstrates that the above measures would result in no adverse effects on the integrity of the relevant European site.</p> <p>4.2.71. The council has commissioned a study to explore how a range of avoidance, management and monitoring measures can be delivered through the framework of a recreational avoidance and mitigation study within West Suffolk. The study West Suffolk Recreational Disturbance Avoidance and Mitigation study is ongoing but is anticipated to be completed late 2023 and will form a supplementary planning document (or subsequent planning document) providing provides further guidance.</p>
MM25	Page 59 to 74	Policy SP9	<p>4.3 Spatial strategy</p> <p>4.3.1. This section of the plan sets out the spatial strategy in policy SP9 and local policies, LP17, LP18 and LP19 which address the housing settlement boundaries and set out where development may be acceptable in the countryside including proposals relating to business and domestic equine.</p> <p>4.3.2. The purpose of the spatial strategy is to set out the overall approach to protecting and enhancing the natural, built and historic environment and providing new homes, employment provision, community services and facilities and supporting infrastructure. It sets the broad strategy for managing development in the district to 2040 2041, reflecting the overall vision and strategic objectives of the plan.</p> <p>4.3.3. The key diagram illustrates the plan's spatial strategy for context of the district, showing the location of the higher order settlements in the settlement hierarchy, the broad locations of growth, the extent of the natural environmental constraints most notably the Breckland Special Protection Area (SPA) and Special Area of Conservation (SAC), which are national and European designations and its associated buffers, the military bases, the horse racing industry in Newmarket, the key highways and rail corridors and railway stations the location of the higher order settlements in the settlement hierarchy.</p> <p>Policy SP9 The spatial strategy</p> <p>The plan makes provision for development needs and supporting infrastructure for the district to 20402041. It promotes a A sustainable pattern of development that conserves and enhances the natural, built and historic environment and seeks to mitigate climate change and adapt to its effects will be promoted.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>It plans for the development needs of housing, employment, community uses and its supporting infrastructure. It makes provision for the conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure.</p> <p>It makes effective use and re-use of land including previously developed and brownfield land to meet the need for homes and other uses. It does this while safeguarding and improving the environment and ensuring safe and healthy living conditions.</p> <p>To meet West Suffolk's local housing need provision is made for at least 13,702 new homes (net) and supporting infrastructure to be delivered in the period 1 April 2023 to 31 March 2040. This is made in line with the Government's formula for objectively assessing future housing needs.</p> <p>15,486 homes (net) have been identified in this local plan to meet the overall housing requirement. The provision of new homes has been is directed towards the more sustainable settlements in the settlement hierarchy (policy SPX), where infrastructure capacity and environmental constraints allow. as set out in the table below, and illustrated on the settlement map, with towns at the top of the hierarchy and the countryside at the bottom. This strategy will contribute to balanced and sustainable communities.</p> <p>Settlement Hierarchy</p> <p>Towns</p> <ul style="list-style-type: none">• Brandon• Bury St Edmunds• Haverhill• Mildenhall• Newmarket <p>Key service centres</p> <ul style="list-style-type: none">• Barrow• Clare• Ixworth• Kedington• Lakenheath• Red Lodge• Stanton <p>Local service centres</p> <ul style="list-style-type: none">• Barningham• Beck Row• Cavendish• Exning• Great Barton• Great and Little Whelnotham

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<ul style="list-style-type: none"> • Hopton • Hundon • Moulton • Rougham • West Row • Wickhambrook <p>Type A villages</p> <ul style="list-style-type: none"> • Bardwell • Barnham • Barton Mills • Chedburgh • Fornham All Saints • Fornham St Martin • Freckenham • Great Thurlow and Little Thurlow • Honington and Sapiston • Horringer • Ingham • Kentford • Pakenham • Risby • Stoke by Clare • Tuddenham <p>Type B villages</p> <ul style="list-style-type: none"> • Bradfield St George • Chevington • Coney Weston • Cowlinge • Elveden • Eriswell • Gazeley • Great Bradley • Hargrave • Hawkedon • Hepworth • Holywell Row • Icklingham • Lidgate • Lord's Walk • Market Weston • Ousden

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification																												
			<div><ul style="list-style-type: none">•RAF Honington•Rede•Stanningfield•Stansfield•Stradishall•Thelnetham•Troston•Whepstead•Withersfield•Worlington</div> <div>Countryside</div> <div>Comprises the countryside and small rural settlements.</div> <div>The settlement hierarchy reflects the sustainability of settlements in terms of their provision of services, facilities and access to sustainable modes of travel to link to other higher order settlements to access their services, facilities and employment. Growth is directed to settlements which have existing infrastructure or have the capacity to expand infrastructure to meet the needs of development and reduce the necessity of car use wherever possible.</div> <div>The level of growth has been established in relation to the opportunities and constraints of each settlement and other technical studies such as the sustainability appraisal and habitat regulations assessment, landscape and ecology assessments, transport capacity, flooding and other key constraints, as well as an assessment of infrastructure needed to support any future growth.</div> <div>The council will promote the delivery of housing to meet the needs of different specific groups in the community, providing a range of sites, of different sizes and locations as well as homes of different tenures and types, including homes with care and support.</div> <div>Provision of new homes will be distributed in accordance with the components set out in the table below:</div> <table><tr><th></th><th>Existing commitments as at 1 April 2023 (homes) small sites and communal accommodation</th><th>Existing commitments as at 1 April 2023 large sites (homes)</th><th>Allocations in the development plan with planning permission (homes)</th><th>Allocations in the development plan without planning permission (homes)</th><th>Windfall</th><th>Total (homes)</th></tr><tr><td>Towns</td><td></td><td>4,007</td><td>6,163</td><td>3,453</td><td></td><td>10,623</td></tr><tr><td>Key service centres</td><td></td><td>55</td><td>785</td><td>1,255</td><td></td><td>2,095</td></tr><tr><td>Local service centres</td><td></td><td>255</td><td>192</td><td>384</td><td></td><td>831</td></tr></table>		Existing commitments as at 1 April 2023 (homes) small sites and communal accommodation	Existing commitments as at 1 April 2023 large sites (homes)	Allocations in the development plan with planning permission (homes)	Allocations in the development plan without planning permission (homes)	Windfall	Total (homes)	Towns		4,007	6,163	3,453		10,623	Key service centres		55	785	1,255		2,095	Local service centres		255	192	384		831
	Existing commitments as at 1 April 2023 (homes) small sites and communal accommodation	Existing commitments as at 1 April 2023 large sites (homes)	Allocations in the development plan with planning permission (homes)	Allocations in the development plan without planning permission (homes)	Windfall	Total (homes)																									
Towns		4,007	6,163	3,453		10,623																									
Key service centres		55	785	1,255		2,095																									
Local service centres		255	192	384		831																									

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification																					
			<table><tr><td>Type A villages</td><td></td><td>7</td><td></td><td>119</td><td></td><td>126</td></tr><tr><td>Not specified</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Total</td><td>611</td><td>1,324</td><td>7,140</td><td>5,211</td><td>1,200</td><td>15,486</td></tr></table> <p>Explanatory text</p> <p>The first column shows the number of homes with planning permission as at 1 April 2023, small sites with less than 10 homes and older person accommodation. A lapse rate of five per cent has been applied to all small sites (less than 10 homes) with planning permission. A ratio of 1.84 has been applied to planning permissions for older person accommodation.</p> <p>The second column shows the number of homes with planning permission as at 1 April 2023, large sites 10 or more homes.</p> <p>The third column shows the number of homes allocated in this plan with planning permission as at 1 April 2023.</p> <p>The fourth column shows the number of homes allocated in this plan and made neighbourhood plans without planning permission as at 1 April 2023.</p> <p>The fifth column shows the number of homes expected from windfall over the plan period.</p> <p>The last column shows the sum of the number of homes in the row. The number of homes with planning permission allocations in this local plan and made neighbourhood plans and a windfall allowance.</p> <p>The council will support development that accords with this spatial strategy and support communities taking forward neighbourhood plans. It will support strong and healthy communities and enable them to plan to meet their own local needs by supporting community led schemes such as community land trusts, community right to build orders or neighbourhood development orders and community initiatives for renewable and low carbon energy.</p> <p>Employment</p> <p>Provision is made for some 86 hectares of employment land within the district by 2040. This provision will be is focused in the most sustainable settlements, the towns and key service centres and adjacent to existing rural employment areas. The strategy recognises the important role that existing general and rural employment areas play in accommodating local businesses in the district also the importance of and retaining home-based businesses within their the local communities community. Their role within the community will be supported.</p> <p>Housing settlement boundary</p> <p>Housing settlement boundaries are defined on the policies map. Proposals for new residential development, residential conversion schemes, residential redevelopment and replacement of an existing dwelling with a new dwelling will be permitted within housing settlement boundaries where supported by other policies in the development plan. All areas outside of the defined housing settlement boundary are to be regarded as ‘countryside’ unless specifically identified for other uses in the development plan.</p>	Type A villages		7		119		126	Not specified							Total	611	1,324	7,140	5,211	1,200	15,486
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			<p>Countryside</p> <p>The spatial strategy recognises the intrinsic benefits, character and beauty of the land designated as countryside on the policies map is recognised, and is it will be protected from unsustainable development.</p> <p>Development should avoid the ‘best and most versatile’ agricultural land (grades 1, 2 and 3a as classified through the agricultural land classification system) wherever possible in line with the National Planning Policy Framework.</p> <p>The following strategic allocations have been identified in this local plan, which are the focus of new housing and employment uses.</p> <table><tr><th>Site reference</th><th>Settlement</th><th>location</th><th>Indicative housing capacity (homes)</th><th>Indicative employment capacity (hectares)</th></tr><tr><td>AP3</td><td>Bury St Edmunds</td><td>Land north of Rougham Tower Avenue, Bury St Edmunds</td><td>500</td><td>20</td></tr><tr><td>AP4</td><td>Bury St Edmunds</td><td>West Bury St Edmunds</td><td>600</td><td></td></tr><tr><td>AP5</td><td>Bury St Edmunds</td><td>North-east Bury St Edmunds</td><td>1375</td><td></td></tr><tr><td>AP6</td><td>Bury St Edmunds</td><td>South-east Bury St Edmunds</td><td>1250</td><td></td></tr><tr><td>AP13</td><td>Haverhill</td><td>North-west Haverhill</td><td>980</td><td></td></tr><tr><td>AP14</td><td>Haverhill</td><td>North-east Haverhill</td><td>2500</td><td></td></tr><tr><td>AP16</td><td>Mildenhall</td><td>Land west of Mildenhall</td><td>1300</td><td>5</td></tr><tr><td>AP19</td><td>Newmarket</td><td>Land at Hatchfield Farm</td><td>400</td><td>5</td></tr><tr><td>AP20</td><td>Newmarket</td><td>Pinewood Stud</td><td>415</td><td></td></tr><tr><td>AP12</td><td>Bury St Edmunds</td><td>Suffolk Business Park extension</td><td></td><td>72 (of which 10 hectares of land is available)</td></tr><tr><td>AP38</td><td>Red Lodge</td><td>Land north of Acorn Way</td><td>300</td><td>8</td></tr><tr><td>AP73</td><td>Stanton</td><td>Shepherds Grove</td><td></td><td>31</td></tr></table> <p>Town centres and local centres</p> <p>A positive approach will be taken to the growth, management and enhancement of the The town centres of Brandon, Bury St Edmunds, Clare, Haverhill, Mildenhall and Newmarket. These towns in West Suffolk play an important role and function in providing shops, services and facilities for our local communities and will be safeguarded. The spatial strategy takes a positive approach to their growth, management and adaptation, as the most sustainable locations.</p> <p>The role and function of local Local centres are also identified in policy LP41 which will be protected in order to meet are important in meeting the needs of the local community.</p>	Site reference	Settlement	location	Indicative housing capacity (homes)	Indicative employment capacity (hectares)	AP3	Bury St Edmunds	Land north of Rougham Tower Avenue, Bury St Edmunds	500	20	AP4	Bury St Edmunds	West Bury St Edmunds	600		AP5	Bury St Edmunds	North-east Bury St Edmunds	1375		AP6	Bury St Edmunds	South-east Bury St Edmunds	1250		AP13	Haverhill	North-west Haverhill	980		AP14	Haverhill	North-east Haverhill	2500		AP16	Mildenhall	Land west of Mildenhall	1300	5	AP19	Newmarket	Land at Hatchfield Farm	400	5	AP20	Newmarket	Pinewood Stud	415		AP12	Bury St Edmunds	Suffolk Business Park extension		72 (of which 10 hectares of land is available)	AP38	Red Lodge	Land north of Acorn Way	300	8	AP73	Stanton	Shepherds Grove		31
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Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>The horse racing industry, military bases and prison uses</p> <p>Within the district there are military sites at RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp and prison uses at HMP Highpoint, Stradishall. These sites are defined on the policies map.</p> <p>The district is proud to be home to the headquarters of the British Horse Racing Industry at Newmarket. The horse racing industry makes a major contribution to the economy and character of Newmarket and the surrounding area. The spatial strategy will protect and ensure the operational needs of the military bases, prisons, and the horse racing industry and ensure they are not adversely affected by the impact of development.</p> <p>Natural, historic and built environment</p> <p>West Suffolk has a rich and diverse landscape much of it protected because these distinctive areas of land are home to rare and protected species and habitats. The area includes The internationally, nationally and locally important nature conservation sites, locally valued landscape, historic parks and gardens, other heritage assets and the unique stud farm landscape around Newmarket will be safeguarded and protected. In addition, there are a variety of heritage assets including listed buildings, ancient monuments such as the Abbey Ruins in Bury St Edmunds, and a number of conservation area across our historic towns and attractive villages.</p> <p>The natural environment also includes elements such as water supply and quality, as well as the more obvious landscape elements from the nature of the soil and agricultural productivity to the landscape character of different areas of the district and extent and nature of tree coverage.</p> <p>Rural communities</p> <p>Opportunities for growth, expansion, adaptation, re-use and replacement of buildings in the countryside will be supported where they accord with the local policies in this development plan.</p> <p>The spatial strategy supports communities taking forward neighbourhood plans. It plans for strong and healthy communities, enabling them to meet their own local needs through community led schemes such as community land trusts, community right to build orders or neighbourhood development orders and community initiatives for renewable and low carbon energy.</p> <p>Explanation</p> <p>4.3.7. The spatial strategy protects and enhances the natural, built and historic environment and seeks to focus an appropriate scale of development in, next to or well related to those settlements with capacity to expand, thereby contributing to the creation of balanced and sustainable communities. Growth will be directed to settlements which have existing infrastructure and where necessary have the capacity to expand infrastructure to meet the needs of new development, reducing the necessity of car use wherever possible and having regard to environmental constraints including the Breckland Special Protection Area.</p> <p>Sustainable settlements</p> <p>4.3.7. 4.3.8. The most sustainable places in the district to live are our towns, key service centres and local service centres which will support much of the local need for growth and rural sustainability in accordance with the National Planning Policy Framework. Type A villages also make a contribution to meeting the housing needs of the district through the provision of more modest growth on smaller sites where infrastructure and environmental constraints allow</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification																																																								
			<p>4.3.9. The level of growth has been established in relation to the opportunities and constraints of each settlement and other technical studies such as the sustainability appraisal and habitats regulations assessment, landscape and ecology assessments, transport capacity, flooding and other key constraints, as well as an assessment of infrastructure needed to support any future growth.</p> <p>The main locations of growth</p> <p>4.3.8 4.3.10.Policy SP9The table below shows the components of housing provision contributing to meeting the district’s overall housing requirement and their spatial distribution. These comprise sites with planning permission as at 1 April 2023 2024, site allocations in this local plan and made neighbourhood plans, of which some are allocations carried forward from extant local plans from the former St Edmundsbury Borough and Forest Heath District Councils. It also makes a windfall allowance. The purpose of the table is to summarise the distribution of new homes between the different levels in the settlement hierarchy as proposed in this plan. It is not intended to be used for the purposes of determining planning applications.</p> <table><tr><th></th><th>Existing commitments as at 1 April 2024 (homes) small sites (after applying lapse rate 5 per cent and communal accommodation)</th><th>Existing commitments as at 1 April 2024 large sites (homes)</th><th>Allocations in this plan with planning permission (homes)</th><th>Allocations in this plan without planning permission (homes)</th><th>Allocation in made Neighbourhood Plan without planning permission (homes)</th><th>Windfall (homes)</th><th>Total (homes) 2024 - 2041</th></tr><tr><td>Towns</td><td></td><td>763</td><td>6,109</td><td>3,330</td><td></td><td></td><td>10,202</td></tr><tr><td>Key service centres</td><td></td><td>45</td><td>923</td><td>1,115</td><td></td><td></td><td>2,083</td></tr><tr><td>Local service centres</td><td></td><td>119</td><td>227</td><td>247</td><td>150</td><td></td><td>743</td></tr><tr><td>Type A villages</td><td></td><td>4</td><td></td><td>121</td><td></td><td></td><td>125</td></tr><tr><td>Not specified</td><td></td><td></td><td></td><td></td><td></td><td>1,200</td><td>1,200</td></tr><tr><td>Total</td><td>522</td><td>931</td><td>7,259</td><td>4,813</td><td>150</td><td>1,200</td><td>14,875</td></tr></table> <p>Strategic allocations</p> <p>4.3.9. The strategic allocations making an important contribution towards the housing and employment needs of the district are listed in policy SP9. Further details are provided in the site allocations section of the plan.</p> <p>Settlement hierarchy</p> <p>4.3.10. The district of West Suffolk has a population of approximately 179,928 (2021 mid-year estimate). It comprises a wide range of settlements, which for the purpose of this plan have been arranged into a settlement hierarchy reflecting their size, accessibility and range of services and facilities. Five categories</p>		Existing commitments as at 1 April 2024 (homes) small sites (after applying lapse rate 5 per cent and communal accommodation)	Existing commitments as at 1 April 2024 large sites (homes)	Allocations in this plan with planning permission (homes)	Allocations in this plan without planning permission (homes)	Allocation in made Neighbourhood Plan without planning permission (homes)	Windfall (homes)	Total (homes) 2024 - 2041	Towns		763	6,109	3,330			10,202	Key service centres		45	923	1,115			2,083	Local service centres		119	227	247	150		743	Type A villages		4		121			125	Not specified						1,200	1,200	Total	522	931	7,259	4,813	150	1,200	14,875
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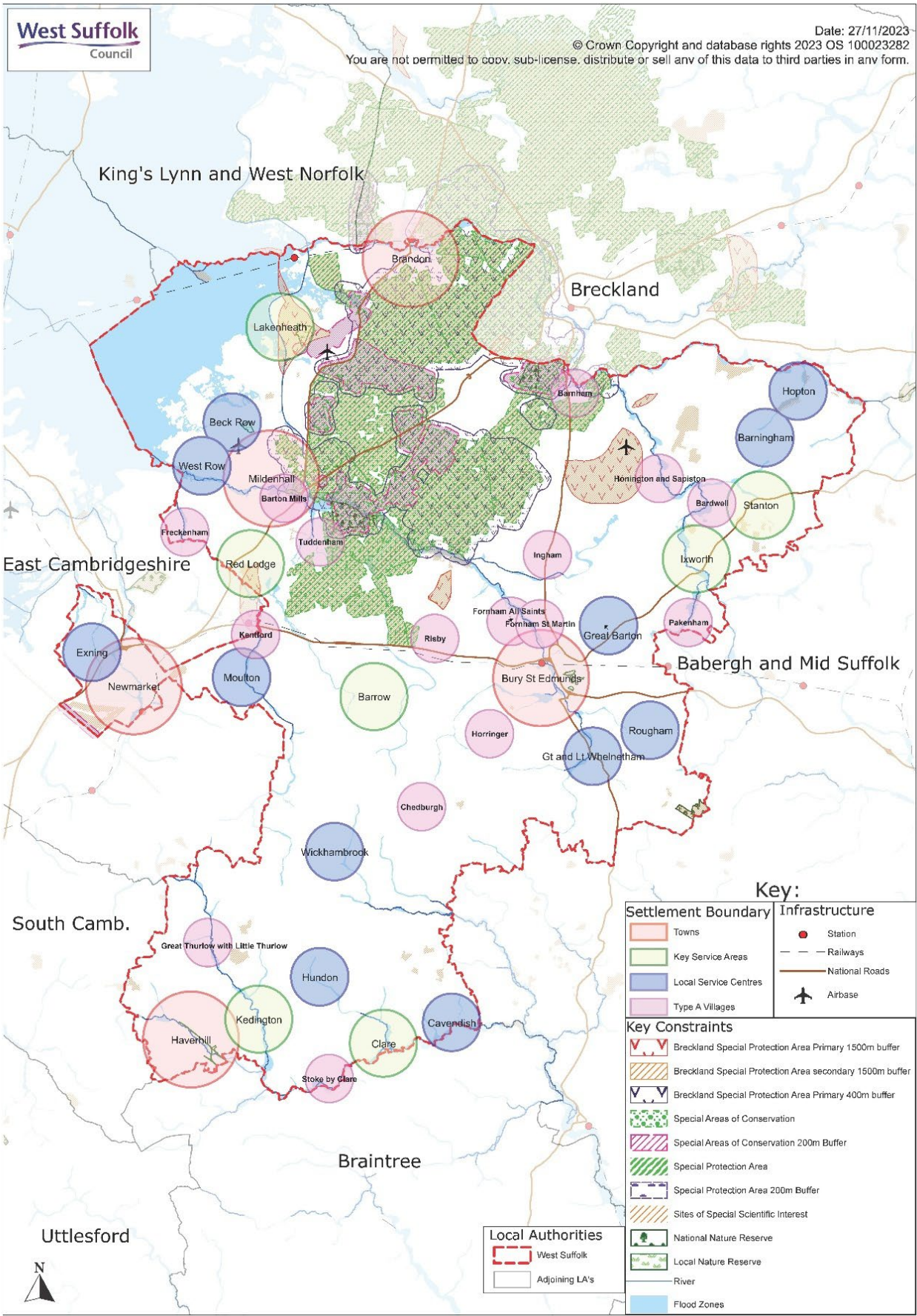
Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>of settlement form the basis of the hierarchy, with the largest and most sustainable being the towns, followed by key service centres, local service centres, type A villages and type B villages. The smallest settlements are categorised as lying within the countryside; this categorisation is consistent with national policy. The approach to those settlements within the top five tiers of the hierarchy is set out below and these settlements are illustrated on the settlement hierarchy map. The smaller rural settlements falling within the countryside designation are not listed individually below due to their large number.</p> <p>Settlement hierarchy map</p> <p>4.3.11. The spatial strategy protects and enhances the natural, built and historic environment and seeks to focus an appropriate scale of development in, next to or well related to those settlements with capacity to expand, thereby contributing to the creation of balanced and sustainable communities. Growth will be directed to settlements which have existing infrastructure and where necessary have the capacity to expand infrastructure to meet the needs of new development, reducing the necessity of car use wherever possible and having regard to environmental constraints including the special protection area.</p> <p>4.3.12. The purpose of the settlement hierarchy is to reflect the sustainability of settlements in terms of the size of the settlement, their provision of services, facilities, and access to sustainable modes of travel to link to other higher order settlements to access their services, facilities and employment.</p> <p>4.3.13. The settlement hierarchy is an important tool to help determine the most sustainable locations for future growth.</p> <p>4.3.14. 4.3.11. The key issues taken into account in identifying a suitable spatial distribution strategy for the district included evidence of:</p> <ul style="list-style-type: none">• The need for the distribution of growth to accord with national policy.• The high number of environmental constraints in the district, and the need to accord with other primary legislation in respect of landscape, biodiversity and geodiversity interests. Breckland Special Protection Area, designated for its population of ground nesting birds including stone curlew is a particular constraint to housing development.• The availability of suitable sites in the West Suffolk Strategic Housing and Economic Land Availability Assessment (SHELAA) to meet the distribution.• Outcomes of and recommendations made by the sustainability appraisal and habitats regulations assessments.• Known infrastructure constraints, including transport, issues and opportunities to support any future growth.• The consultation comments received to earlier consultations on the local plan.• Ongoing discussions with statutory consultees including Natural England, Environment Agency, Anglian Water, Historic England, Suffolk County Council and neighbouring authorities. <p>4.3.15. Major services are found in the district's five largest towns, including health, education, retail and employment. Some of these services are also found in key and local service centres which reduces the need to travel by car. Type A villages have a more limited range of services and facilities but can still meet some of the day to day needs of their residents. Type B villages are small in scale and provide few local services. The sustainable settlements study (2022) provided a full audit of the provision and sustainable access to services and facilities across settlements in this plan area, including those that are shared by settlements. The sustainable settlements study has informed the settlement hierarchy and the spatial strategy.</p> <p>Housing settlement boundary</p> <p>Housing settlement boundaries for the settlements listed in the settlement hierarchy are defined on the policies map and on 'Find my nearest'. These may not be the physical boundary of the settlements, but in policy terms are the boundaries which manage development inside and outside of that area. Within such boundaries, the principle of new built development is accepted, subject to proposals' adherence of other development plan policies. Outside housing settlement boundaries, within the countryside residential development proposals are considerably more constrained. Small settlements, categorised as countryside in our settlement hierarchy, do not have defined housing settlement boundaries.</p> <p>The council recognises the sustainability of settlements defined in the settlement hierarchy and will support sustainable development within the housing settlement boundary in accordance with the spatial strategy.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>The housing settlement boundaries of West Suffolk have been reviewed and define areas where residential land uses are concentrated. The boundaries exclude many non-residential uses.</p> <p>Employment</p> <p>The towns of Brandon, Bury St Edmunds, Haverhill, Mildenhall and Newmarket have the greatest concentrations of economic activity, with some key service centres making a smaller contribution to the provision. The district is also important for its tourism and visitor economy, focused on its historic towns and attractive rural landscape. Although predominantly rural in character the towns in the district are well connected to the rest of the country with the A14 connecting West Suffolk with Felixstowe to the east and Cambridge to the west, the A11 providing connections to Cambridge and Norwich, and the A1307 connecting the south of the district with the Cambridge Biomedical Campus and Stansted airport.</p> <p>The spatial strategy directs economic growth to the most sustainable locations, predominantly to the towns, with provision at the key services centre of Red Lodge. The district's smaller settlements and rural employment areas play an important role in accommodating local businesses and retaining home-based businesses within their local communities. The spatial strategy encourages appropriate sustainable rural enterprise and diversification schemes and makes provision for rural employment through site allocations adjacent to rural employment areas.</p> <p>Strategic policy SP12 provides the framework for considering proposals related to employment uses and local policies LP36 to LP38 will be used in development management.</p> <p>Town centres and local centres</p> <p>The town centres of Brandon, Bury St Edmunds, Clare, Haverhill, Mildenhall and Newmarket in West Suffolk play an important role and function in providing shops, services and facilities for our local communities. The spatial strategy takes a positive approach to their growth, management and adaptation, as the most sustainable locations, with easy access to facilities through walking, cycling and wheeling.</p> <p>The key service centres provide a range of shops and services which act as a local centre. Local centres are also identified within the towns of Bury St Edmunds, Haverhill and Newmarket which are important in meeting the needs of the local neighbourhood areas.</p> <p>Strategic policy SP13 provides the framework for considering proposals related to the retail and complimentary town centre uses and town centres and local centres are addressed in policies LP40 and LP41.</p> <p>Military bases, prison uses and the horse racing industry</p> <p>Within the district there are military sites at RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp and prison uses at HMP Highpoint, Stradishall. These sites are defined on the policies map.</p> <p>The district is proud to be home to the headquarters of the British Horse Racing Industry at Newmarket. The horse racing industry makes a major contribution to the economy and character of Newmarket and the surrounding area.</p> <p>The spatial strategy will protect and ensure the operational needs of the military bases and horse racing industry are not adversely affected by the impact of development.</p> <p>Strategic policy SP16 provides the framework for considering proposals related to the military bases and prison uses and SPX to SPX provide the policies related to the horse racing industry.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Natural, historic and built environment</p> <p>West Suffolk has a rich and diverse landscape and much of it is protected because these distinctive areas of land are home to rare and protected species and habitats. The area includes internationally, nationally and locally important nature conservation sites, locally valued landscape, historic parks and gardens, and the unique stud farm landscape around Newmarket. In addition, there are a variety of heritage assets from cottages to grade I listed buildings, ancient monuments such as the Bury St Edmunds Abbey Ruins, and a number of conservation areas across our historic towns and attractive villages.</p> <p>The natural environment also includes elements such as water supply and quality, and the air we breathe, as well as the more obvious landscape elements from the nature of the soil and agricultural productivity to the landscape character of different areas of the district and extent and nature of tree coverage.</p> <p>Breckland Special Protection Area, designated for its population of ground nesting birds including stone curlew is a particular constraint to housing development.</p> <p>Sections 4.2 and 4.7 provide strategic and local policies setting the framework for proposals related to the natural, built and historic environment.</p>
MM26	Page 60	Key Diagram	Key diagram to be replaced with new key diagram removing key constraints apart from rivers, and to show broad locations of housing and employment growth.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<div> </div> <div> <p>Key diagram</p> <p>Key diagram</p> </div>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification



Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
MM27	N/A	Policy SPX Settlement hierarchy	<p>Settlement Hierarchy</p> <p>The purpose of the settlement hierarchy is to reflect the sustainability of settlements in terms of the size of the settlement, their provision of services, facilities, and access to sustainable modes of travel to link to other higher order settlements to access their services, facilities and employment.</p> <div><p>Policy SPX Settlement hierarchy</p><p>All proposals for new development will be expected to have regard to the position of the site within the settlement hierarchy as follows:</p><p>Towns</p><ul style="list-style-type: none">• Brandon• Bury St Edmunds• Haverhill• Mildenhall• Newmarket<p>Key service centres</p><ul style="list-style-type: none">• Barrow• Clare• Ixworth• Kedington• Lakenheath• Red Lodge• Stanton<p>Local service centres</p><ul style="list-style-type: none">• Barningham• Beck Row• Cavendish• Exning• Great Barton• Great and Little Whelnetham• Hopton• Hundon• Moulton• Rougham• West Row</div>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<div><ul style="list-style-type: none">Wickhambrook<p>Type A villages</p><ul style="list-style-type: none">BardwellBarnhamBarton MillsChedburghFornham All SaintsFornham St MartinFreckenhamGreat Thurlow and Little ThurlowHonington and SapistonHorringerInghamKentfordPakenhamRisbyStoke by ClareTuddenham<p>Type B Villages</p><ul style="list-style-type: none">Bradfield St GeorgeChevingtonConey WestonCowlingeElvedenEriswellGazeleyGreat BradleyHargraveHawkedonHepworthHolywell RowIcklinghamLidgateLord's WalkMarket WestonOusdenRAF HoningtonRedeStanningfield</div>

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			<div><ul style="list-style-type: none">• Stansfield• Stradishall• Thelnetham• Troston• Whepstead• Withersfield• Worlington<p>Countryside</p><p>Comprises the countryside and small rural settlements</p></div> <div><p>Explanation</p><p>The district of West Suffolk has a population of approximately 179,928 (2021 mid-year estimate). It comprises a wide range of settlements, which for the purpose of this plan have been arranged into a settlement hierarchy reflecting their size, accessibility and range of services and facilities. Five categories of settlement form the basis of the hierarchy, with the largest and most sustainable being the towns, followed by key service centres, local service centres, type A villages and type B villages. The smallest settlements are categorised as lying within the countryside; this categorisation is consistent with national policy. The approach to those settlements within the top five tiers of the hierarchy is set out below and these settlements are illustrated on the settlement hierarchy map. The smaller rural settlements falling within the countryside designation are not listed individually below due to their large number.</p><p>Settlement hierarchy map</p></div>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<div><p>Settlement Hierarchy</p><p>The map illustrates the settlement hierarchy of West Suffolk, categorized into five types based on size and service provision:</p><ul style="list-style-type: none">Towns: Represented by large red circles.Key Service Centres: Represented by medium green circles.Local Service Centres: Represented by small blue circles.Type A Villages: Represented by very small pink circles.Type B Villages: Represented by tiny yellow circles.<p>Surrounding areas include King's Lynn and West Norfolk, Breckland, East Cambs, South Cambs, Uttlesford, Braintree, and Babergh and Mid Suffolk. The map also shows the boundaries of adjoining authorities and the West Suffolk Council boundary.</p></div> <p>Settlement types and the approach to growth</p> <p>Major services are found in the district’s five largest towns, including health, education, retail and employment. Some of these services are also found in key and local service centres which reduces the need to travel by car. Type A villages have a more limited range of services and facilities but can still meet some of the day to day needs of their residents. Type B villages are small in scale and provide few local services. The sustainable settlements study (2022) provided a full audit of the provision and sustainable access to services and facilities across settlements in this plan area, including those that are shared by settlements. The sustainable settlements study has informed the settlement hierarchy and the spatial strategy.</p>

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			<p>The purpose of stating an approximate number of homes in the site allocations is to give an indication of the scale of development expected. The actual number of homes on each site will be determined through the planning application process in the context of the relevant policy requirements in the Plan and the objective of making efficient use of land.</p> <p>4.3.23. Given the strong sustainability credential of the towns, major development schemes are considered appropriate with the scale of growth dependent on infrastructure and environmental capacity.</p> <p>4.3.27. The scale of growth considered appropriate for key service centres is an indicative maximum scheme size of around 200 homes, dependent on infrastructure and environmental capacity.</p> <p>4.3.30. The scale of growth considered appropriate for local service centres is an indicative maximum scheme size of around 100 homes, dependent on infrastructure and environmental capacity.</p> <p>4.3.33. The scale of growth considered appropriate for Type A Villages is an indicative maximum scheme size of around 20 homes, dependent on infrastructure and environmental capacity.</p> <p>4.3.36. The scale of growth considered appropriate for type B villages is an indicative maximum scheme size of around five homes, as infill plots within the housing settlement boundary including making use of previously developed or brownfield land dependent on infrastructure and environmental capacity.</p> <p>.</p> <p>Countryside</p> <p>4.3.37. The countryside contains small rural settlements with few or no services. These settlements do not have a defined housing settlement boundary and no sites have been allocated within them in this local plan.</p> <p>4.3.38. Local policy LP18 sets out the appropriate types of development in the countryside and policy LP17 identifies housing settlements boundaries whose purpose is to set out where housing development can be appropriately located.</p> <p>Employment</p> <p>4.3.39. The towns of Brandon, Bury St Edmunds, Haverhill, Mildenhall and Newmarket have the greatest concentrations of economic activity, with some key service centres making a smaller contribution to the provision. The district is also important for its tourism and visitor economy, focused on its historic towns and attractive rural landscape. Although predominantly rural in character the towns in the district are well connected to the rest of the country with the A14 connecting West Suffolk with Felixstowe to the east and Cambridge to the west, the A11 providing connections to Cambridge and Norwich, and the A1307 connecting the south of the district with the Cambridge Biomedical Campus and Stansted.</p> <p>4.3.40. The spatial strategy directs economic growth to the most sustainable locations, predominantly to the towns, with provision at the key services centre of Red Lodge. The district's smaller settlements and rural employment areas play an important role in accommodating local businesses and retaining home-based businesses within their local communities. The spatial strategy encourages appropriate sustainable rural enterprise and diversification schemes and makes provision for rural employment through site allocations adjacent to rural employment areas.</p> <p>4.3.41. Strategic policy SP12 provides the framework for considering proposals related to employment uses and local policies LP36 to LP38 will be used in development management.</p>

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			<p>Town centres and local centres</p> <p>4.3.42. The town centres of Brandon, Bury St Edmunds, Clare, Haverhill, Mildenhall and Newmarket in West Suffolk play an important role and function in providing shops, services and facilities for our local communities. The spatial strategy takes a positive approach to their growth, management and adaptation, as the most sustainable locations.</p> <p>4.3.43. The key service centres provide a range of shops and services which act as a local centre. Local centres are also identified within the towns of Bury St Edmunds, Haverhill and Newmarket which are important in meeting the needs of the local neighbourhood areas.</p> <p>4.3.44. Strategic policy SP13 provides the framework for considering proposals related to the retail and complimentary town centre uses and town centres and local centres are addressed in policies LP40 and LP41.</p> <p>Military bases, prison uses and the horse racing industry</p> <p>4.3.45. Within the district there are military sites at RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp and prison uses at HMP Highpoint, Stradishall. These sites are defined on the policies map.</p> <p>4.3.46. The district is proud to be home to the headquarters of the British Horse Racing Industry at Newmarket. The horse racing industry makes a major contribution to the economy and character of Newmarket and the surrounding area. The spatial strategy will protect and ensure the operational needs of the military bases and horse racing industry are not adversely affected by the impact of development.</p> <p>4.3.47. Strategic policy SP16 provides the framework for considering proposals related to the military bases and prison uses and local policies LP46 to LP49 provide the policies related to the horse racing industry.</p> <p>Natural, historic and built environment</p> <p>4.3.48. West Suffolk has a rich and diverse landscape and much of it is protected because these distinctive areas of land are home to rare and protected species and habitats. The area includes internationally, nationally and locally important nature conservation sites locally valued landscape, historic parks and gardens, and the unique stud farm landscape around Newmarket. In addition, there are a variety of heritage assets from cottages to grade I listed buildings, ancient monuments such as the Bury St Edmunds Abbey Ruins, and a number of conservation areas across our historic towns and attractive villages.</p> <p>4.3.49. The natural environment also includes elements such as water supply and quality, and the air we breathe, as well as the more obvious landscape elements from the nature of the soil and agricultural productivity to the landscape character of different areas of the district and extent and nature of tree coverage.</p> <p>4.3.50. Sections 4.2 and 4.7 provide strategic and local policies setting the framework for proposals related to the natural, built and historic environment.</p> <p>Rural communities</p> <p>4.3.51. Opportunities for growth, expansion, adaptation, re-use and replacement of buildings in the countryside are addressed in local policies LP18, LP28, LP29 and LP38 of this local plan.</p> <p>4.3.52. The spatial strategy supports communities taking forward neighbourhood plans. It will encourage strong and healthy communities and enable them to plan to meet their own local needs by supporting community led schemes such as community land trusts, community right to build order or neighbourhood development order and community initiatives for renewable and low carbon</p>

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			<p>energy.</p> <p>4.3.53. Strategic policy SP11 sets out the housing requirement for designated neighbourhood plan areas.</p>
MM28	Page 74 and 75	Policy LP17	<p>Housing settlement boundaries</p> <p>4.3.54. The purpose of this policy is to support proposals for residential development within defined housing settlement boundaries.</p> <div style="border: 1px solid black; padding: 10px;"> <p>Policy LP17 Housing settlement boundaries</p> <p>Housing settlement boundaries are defined on the policies map. Proposals for new residential development, residential conversion schemes, residential redevelopment and replacement of an existing dwelling with a new dwelling will be permitted within housing settlement boundaries where supported by other policies in the development plan</p> </div> <p>Explanation</p> <p>4.3.55. Housing settlement boundaries for the settlements listed in the settlement hierarchy are defined on the policies map and on 'Find my nearest'. These may not be the physical boundary of the settlements, but in policy terms are the boundaries which manage development inside and outside of that area. Within such boundaries, the principle of new built development is accepted, subject to proposals' adherence of other development plan policies. Outside housing settlement boundaries, within the countryside residential development proposals are considerably more constrained. Small settlements, categorised as countryside in our settlement hierarchy, do not have defined housing settlement boundaries.</p> <p>4.3.56. The council recognises the sustainability of settlements defined in the settlement hierarchy and will support sustainable development within the housing settlement boundary in accordance with the spatial strategy.</p> <p>4.3.57. The housing settlement boundaries of West Suffolk have been reviewed and define areas where residential land uses are concentrated. The boundaries exclude many non-residential uses.</p>
MM29	Page 75 and 76	Policy LP18	<p>Economic dDevelopment and essential utilities in the countryside</p> <p>4.3.58. The purpose of this policy is to set out what forms of economic development are acceptable in the countryside and protect the countryside from unsustainable development.</p> <div style="border: 1px solid black; padding: 10px;"> <p>Policy LP18 SPX Economic dDevelopment and essential utilities in the countryside</p> <p>Land designated on the policies map as countryside is a valued asset within the district and will be protected from unsustainable development.</p> <p>A new or extended building will only be permitted, in accordance with other policies within this plan, where it is for:</p> <p>a. Purposes directly related to agriculture, forestry or equine and the horse racing industry related activities.</p> <p>b. Essential small-scale facilities which preserve the openness, appearance and character of the countryside for outdoor sport, recreation, leisure activities, and new tourism facilities or other appropriate uses of land.</p> </div>

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			<p>c. Extension of community facilities where there is a proven need. d. The replacement of an existing dwelling on a one for one basis where the proposed replacement dwelling and domestic curtilage respects the scale and floor area of the existing dwelling. e. Small scale extensions or alterations to existing dwellings, in accordance with other policies within the development plan. f. Small scale residential development of a small undeveloped plot, in accordance with local policy LP26 Housing in the countryside.</p> <p>Proposals for sustainable economic growth and expansion of all types of business and enterprise in the countryside will be permitted where:</p> <p>g. They recognise the intrinsic character and beauty of the countryside. h. The proposal is on previously developed land or land that is physically well-related to existing settlements and will not result in the irreversible loss of best and most versatile agricultural land. i. The scale of development is sensitively integrated into the surrounding area and evidence is submitted through a landscape and visual impact assessment and any impacts are mitigated. j. There will be no significant harm, and where possible enhancements will be made, to the historic environment, green and blue infrastructure, and the natural environment. k. There are no unacceptable impacts, and where possible enhancements will be made, to the highways network, or public rights of way and any impacts are fully mitigated. l. Sustainable travel links are provided to maximise active travel opportunities to and from the site. m. The distinctive character of any settlement and its setting is maintained, and the proposal does not lead to coalescence with neighbouring settlements.</p> <p>Proposals for the delivery and operation of utilities infrastructure where there is a proven need and where a countryside location is essential for the delivery of those utilities will be supported where they accord with other policies in the development plan.</p> <p>Explanation</p> <p>4.3.59. The area outside defined housing settlement boundaries is classified as the countryside. The countryside is a principal element of the rural character of West Suffolk and is enjoyed by both residents and visitors. The quality and character of the countryside should be protected and where possible enhanced and planning therefore has an important role in supporting and facilitating development and land use which enables those who live in, earn a living from, or help maintain and manage the countryside, can continue to do so.</p> <p>4.3.60. The spatial strategy recognises the intrinsic character and beauty of the countryside and seeks to protect the countryside from unsustainable development. However, the local authority recognises the need to encourage the sustainable growth of businesses in rural areas, diversification of agricultural and other land-based businesses, development of rural tourism and leisure development which respects the character of the countryside and retention and development of accessible local services and community facilities to support a prosperous rural economy. This policy provides details of the types of development that are supported to promote sustainable economic growth within West Suffolk, whilst ensuring the character and quality of the countryside is protected for future generations.</p> <p>4.3.61. It is important to manage development in the countryside, but it is also recognised that some new development will help to support the rural economy and sustain rural communities, meet local housing needs and provide for particular uses such as renewable energy, community facilities, recreation and leisure including essential development required by utility companies to fulfil their statutory obligations.</p>
MM30	Page 78 to 80	Policy SP10	Housing needs

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			<p>4.4.2. Strategic policy SP10 sets out the strategic housing requirement for the district and the needs of specific groups in the community over the plan period to 2040 2041. It makes provision to accommodate sites no larger than one hectare. It sets out how the needs of specific housing groups will be met.</p> <div> <p>Policy SP10 Housing needs</p> <p>Overall housing requirement</p> <p>To meet West Suffolk's local housing need, provision is made for at least 13,702 13,005 new homes (net) and associated infrastructure to be delivered in the period 1 April 2023 2024 to 31 March 2040-2041 (an average of 765 new homes (net) per annum).</p> <p>15,486 14,875 homes (net) have been identified in this local plan to meet the overall housing requirement.</p> <p>Provision will be is met through existing planning commitments, site allocations in the development plan and a windfall allowance.</p> <p>The council has made provision for a mix of sites, in terms of size, type and tenure. Sites have been identified from the development plan and brownfield register to accommodate some ten per cent of the housing requirement on sites not larger than one hectare.</p> <p>Housing requirement for designated neighbourhood areas</p> <p>The minimum housing requirement for designated neighbourhood areas in the district is set out in policy SP11.</p> <p>Housing needs of different groups in the community</p> <p>The housing needs of different groups in the community will be supported including those who require affordable housing, families with children, older people, students, people with disabilities, service families, essential local workers, people who rent their homes and people wishing to commission or build their own homes. Other policies in the plan set out the detail of how these needs will be addressed.</p> <p>Older person housing need</p> <p>To meet West Suffolk's older person housing need, the council will support the provision of older persons accommodation including retirement housing, housing with care (including extra care) and care homes. Proposals for housing development and site allocations which make provision for older person needs as part of the development will be supported, particularly in the towns, key service centres and local service centres, given their good accessibility to services and facilities. Strategic housing and mixed-use allocations have been identified to address older person accommodation including housing with care (including extra care) and or a care home as part of the overall mix of housing accommodation. The approach to achieve this is set out in the local policy LP23 housing needs of specific groups, with detailed provisions set out in strategic site allocations.</p> <p>Affordable housing need</p> <p>West Suffolk's affordable housing need is to provide 505 rented homes per annum between 2023 and 2040. The council will seek to meet as much of this need as viably feasible as set out in policy LP20. The affordable housing needs of the most vulnerable groups will be prioritised wherever possible.</p> <p>Gypsy, Traveller and travelling showpeople need</p> </div>

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			<p>West Suffolk's Gypsy and Traveller need over the plan period has been identified as an overall cultural need of 39 pitches of which 26 meet the Planning Policy for Traveller Sites 2015 nomadic habitat of life test. The council plans for the first 10 years of its full cultural need of 16 pitches through the intensification of existing sites and regularisation of existing tolerated pitches. Applications will be supported subject to meeting relevant criteria in policy LP24. No need has been identified for travelling showpeople, boat dweller or other caravan dwellers accommodation in the plan period.</p> <p>Custom and self-build</p> <p>West Suffolk's custom and self-build housing need of 30 homes per annum will be addressed in local policy LP25 Custom and self-build homes.</p> <p>People with disabilities</p> <p>The needs of people with disabilities are addressed in local policy LP23 Housing Needs of Specific Groups.</p> <p>Supporting communities make provision to meet local housing needs</p> <p>Support will be given to communities to make provision for housing by taking forward neighbourhood plans and proposals which support locally identified housing needs through the provision of rural exception sites, community-led schemes such as community-led development land trusts, community right to build orders or a neighbourhood development order.</p> <p>4.4.5. In seeking to address the overall identified housing need, provision has been made for at least a 10 per cent contingency, thereby making provision for some 15,486 14,875 homes. This is to ensure there is choice in the market and a continuous supply coming forward over the plan period to 2040 2041. This contingency is made up of the following sources of housing supply; additional commitments and allocations, brownfield sites not allocated in this plan and an allowance for windfall sites. A contingency is needed to allow for unexpected changes to this provision. A five per cent lapse rate has been applied to small site commitments, as evidence in the housing delivery study and council's own monitoring since, suggests due to unforeseen circumstances some small sites with planning permission may not come forward.</p> <p>4.4.6. At least a 10 per cent contingency is considered appropriate, exceeding the buffer applied to the five-year housing land supply when the housing delivery test is met. This contingency in the supply provides overall confidence that housing needs can be met while ensuring choice in the market and a continuous supply of housing land coming forward over the plan period.</p> <p>4.4.7. The local housing need assessment for West Suffolk Council has determined 13,702 13,005 homes are needed to be planned for the period 1 April 2023 2024 to 31 March 2040 2041. This equates to an annual requirement of 806 765 homes each year. As of 1 April 2023 2024, some 9,075 8,712 homes already have planning permission in West Suffolk, the site details of large sites (10 homes or more) including their planning status are listed in appendix E. Where sites with planning permission are under construction, we take account of the number of homes remaining to be built as at 1 April 2023 2024 as contributing to the housing supply. A five per cent lapse rate is applied to small sites (less than 10 homes) commitments. A ratio of 1.84 has been applied to planning permissions for older person accommodation. Many of the large site commitments with planning permission were first identified in an adopted local plan. After taking account of homes already with planning permission, this leaves a remainder of at least 4,627 4,293 homes to be identified through the local plan. A total of 5,211 4,963 homes have been identified from new site allocations (excluding allocations which already have planning permission), as well as carrying forward some sites already allocated in adopted development plans (which at 1 April 2023 2024 did not have planning permission). Each site allocated has been assessed for its suitability, availability and deliverability through the West Suffolk Strategic Housing and Economic Land Availability Assessment and has been found to meet these tests. The allocation of sites is in accordance with the spatial strategy, which directs growth to the most sustainable locations where infrastructure capacity and environmental capacity constraints allows.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<div><div><div><div><div><div>13,702</div><div>13,005</div></div></div><div><div>housing requirement for the period 1 April 2023 2024 to 31 March 2040 2041</div><div>9,075 homes with planning permission (listed in appendix E)</div><div>Leaves 4,627 4,293 homes to be identified in this plan</div></div></div></div></div>

4.4.8

In the three years prior to 1 April 2023, 2,689 homes (net) were delivered in the district, excluding homes delivered in communal accommodation such as care bed spaces. This additional provision has been measured against the previous local housing need and shows an excess of 288 homes were delivered since the start of the plan period 1 April 2020. This reduces the number of homes needed in the remaining years to meet overall needs over the plan period.

Number of homes (net) delivered in the district from 1 April 2020 to 31 March 2023

Monitoring year	Number of homes needed using local housing need standard methodology	Number of homes delivered (net)
April 2020 to 31 March 2021	814	821
April 2021 to 31 March 2022	796	865
April 2022 to 31 March 2023	791	1,003
Total	2,401	2,689

4.4.9.

In assessing how the overall housing need will be met, committed homes with planning permission which are also existing local plan allocations, have been counted as sites with planning permission. Sites with planning permission where the development has **already** commenced are not **proposed as site allocations allocated** in this plan **where as** there is confidence they will continue to be built out. Some strategic sites where the development has commenced are included as allocations in this plan to ensure they are brought forward in accordance with the policy requirements of this plan.

4.4.12.

Policy SP11 sets out the minimum housing requirement for designated neighbourhood areas.

Range of housing sites

4.4.13.

A range of sites of different sizes have been identified in the plan, including large **strategic** sites for at least 500 homes, medium sized sites ranging from 10 homes to up to 499 homes and small sites less than one hectare.

Housing needs of specific groups

4.4.17.

The NPPF requires local plans to contain strategic policies that make sufficient provision for affordable housing. Affordable housing in this context is defined to the NPPF and is repeated in the glossary to this local plan.

4.4.18.

The housing needs of specific groups study (October 2021) and housing evidence update (2023) has assessed the overall need for affordable housing in West Suffolk which amounts to 505 rented homes per annum between 2023 and 2040. At the time of the updated study the affordable rent need equated to over 63 per cent of overall housing need, notwithstanding there are other affordable products which meet the NPPF definition of affordable housing and can form part of this provision such as other routes to affordable home ownership. Given the identified affordable need the study recommends the council should seek to deliver as much affordable housing to rent as viability allows. To help meet West Suffolk's affordable housing need provision of 40 per cent of homes on a greenfield site and 30 per cent on brownfield sites will be required to be affordable. The approach to achieve this is set out in policy SP10 and local policy LP20.

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			<p>4.4.19. The studies provides evidence to support planning policies relating to the needs of groups with specific housing requirements and has assessed the overall need for affordable housing in West Suffolk.</p> <p>Other housing groups</p> <p>4.4.20. The needs for families with children, students, service families, people who rent their homes and essential local workers (public sector employees who provide frontline services) are addressed through the strategic and local policies which makes provision for a range of house types, sizes, and tenures and for those households with affordable housing needs. No specific need has been identified within the district for students, however, should this need arise in the plan period it can be addressed through the strategic and local policies in this plan. Accommodation for service families is met both on and off the airbases. The build to rent product and other affordable housing products identified in the glossary, are supported in local policy LP20 and provide opportunity to address specific needs including the needs of people who wish to rent, service personnel and essential local workers</p> <p>4.4.21. The needs of housing groups not specifically identified above, will be considered against the national, strategic, and local policies which seek to address all housing needs or on a case-by-case basis.</p> <p>Local and rural housing needs</p> <p>4.4.22. Where local housing needs surveys are undertaken to identify local needs and rural affordable needs in a parish or neighbourhood plan area, this need can be addressed through rural exception sites (including first homes exception sites) and supporting community-led schemes such as community-led development land trusts, community right to build orders s or neighbourhood development orders s. Local policy LP22 SPX sets out further details on rural exception sites.</p> <p>4.4.23. Neighbourhood planning groups through their neighbourhood plan can apply a local connection test to proposals for first homes, in order to seek to address local needs.</p> <p>4.4.24. The needs of essential rural local workers are addressed in local policy LP27.</p> <p>Gypsy, traveller and travelling showpeople need</p> <p>4.4.25. West Suffolk has an established Gypsy and Traveller community residing on some 20 sites across the district.</p> <p>4.4.26. Many of the problems faced by Gypsies and Travellers, who are among the most deprived and socially excluded groups, arise from the lack of provision for their accommodation needs. The lack of provision of secure accommodation can also lead to unauthorised encampments.</p> <p>4.4.27. Government guidance in Planning Policy for Traveller Sites (PPTS) is used to plan for the accommodation needs of those Gypsies and Travellers who continue to lead a nomadic habit of life, even if they are temporarily not travelling. The National Planning Policy Framework (NPPF) is also used to plan for the accommodation needs of those Gypsies and Travellers that no longer lead a nomadic habit of life.</p> <p>4.4.28. The West Suffolk Gypsy and Traveller Accommodation Needs Assessment (GTAA) (2023) reviewed the needs for Gypsy and Traveller, travelling showpeople, others residing in caravans and boat dwellers accommodation across West Suffolk to 2040. This GTAA considers the above mentioned accommodation need figures as well as the full cultural need for Gypsy and Travellers pitches.</p> <p>4.4.29. Prior to an Appeal Court ruling in October 2022, it was reasonable for a local planning authority to plan using the PPTS 2015 definition, and for West Suffolk this was identified as being 26 additional pitches to 2040. However, following the court ruling, the GTAA recommended that the council seeks to meet</p>

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			<p>its overall cultural need whilst recognising that from a planning policy perspective, five-year land supply continues to be measured using the PPTS 2015 level of need.</p> <p>4.4.30. This plan seeks to address the needs of all Gypsies and Travellers including those that have ceased to travel permanently. The GTAA under this definition, identifies an overall cultural need for 39 pitches to 2040. This need is broken down identifying a need to 2027 to 2028 of six pitches. Beyond this a further 10 pitches are required to 2032 to 2033, 14 pitches to 2037 to 2038 and a further nine to 2040.</p> <p>4.4.31. The GTAA also looked at the likely drivers of that need and site preferences. Household formation is the key driver of longer term need. As there are a substantial number of young people moving onto two recently permitted sites this has resulted in longer term need being higher later in the plan period, when their children become adults and need separate accommodation. As such, it is concluded that the extension, intensification or regularisation of existing sites is the appropriate approach to meet the identified need in the most appropriate and deliverable manner in the short to medium term.</p> <p>4.4.32. The GTAA and accompanying site appraisals identify the potential for between 14 to 17 pitches that could come forward through the expansion or intensification of existing sites and a further 10 pitches by regularising sites that are not permanently authorised and a further five vacant pitches on such sites.</p> <p>4.4.33. Longer term need will be met by windfall provision. Analysis of past trends in the 10-year period from 2013 shows some 50 pitches have come forward in the district giving an average delivery of five pitches per year. The local planning authority is confident this, combined with a call for sites in an early review of the local plan will meet the longer term identified need.</p> <p>4.4.34. The GTAA also reviewed the need for transit provision and concluding that to manage unauthorised encampments a negotiated stopping policy to support the needs of Travellers passing through West Suffolk should be developed to allow caravans to be sited at suitable locations for a short period of time with provision of services such as waste disposal and toilets. West Suffolk in cooperation with other adjoining authorities and the county council are investigating sites accessible from the main trunk roads passing through the county.</p> <p>4.4.35. The West Suffolk Gypsy and Traveller Accommodation Assessment (GTAA) could not evidence any need for Travelling Showpeople, boat dweller or other caravan dwellers accommodation in the plan period.</p>
MM31	Page 85 and 86	Policy SP11	<p>Neighbourhood Plans</p> <p>4.4.36. Strategic policy SP11 sets out its support for the preparation of neighbourhood plans. It sets out the housing requirement for designated neighbourhood areas over the plan period to 2040 2041 and approach to areas designated or reviewed after this local plan is adopted.</p> <div style="border: 1px solid black; padding: 10px;"> <p>Policy SP11 Neighbourhood plans</p> <p>The minimum housing requirement for the period 1 April 2023 2024 to 31 March 2040 2041 for each designated neighbourhood areas is set out in appendix G of this plan. This provision accords with the spatial strategy of this local plan and which seeks to address the strategic housing needs of the district. The council has identified site allocations to meet the minimum housing requirement for each designated neighbourhood area in this plan. There is no need for the neighbourhood groups to repeat these allocations in their neighbourhood plans. Neighbourhood groups may choose to identify additional sites in their neighbourhood area to address their locally identified housing needs.</p> <p>Neighbourhood plans will need to be in general conformity with the site allocation policies in the local plan. There is no identified housing requirement for the designated neighbourhood areas which only contain Type B villages and or the countryside, as no allocations are made in these locations in this plan.</p> </div>

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			<p>Following adoption of the local plan, indicative housing requirements will be provided upon request for those neighbourhood plan bodies undertaking a review of their neighbourhood plan. They will also be provided where a new neighbourhood area is designated. The housing requirement will be assessed based on the approach set out in the National Planning Policy Framework or any successor policy.</p>
MM32	Page 87 and 88	Policy LP20	<p>Policy LP20 SPX Affordable housing</p> <p>West Suffolk's affordable housing need is to provide 505 rented homes per annum between 2023 and 2040. The council is committed to improving housing affordability in West Suffolk. On all proposals for development of sites of ten or more (net) homes, or with an area of 0.5 hectares or more the following levels of affordable housing provision will be required:</p> <ol style="list-style-type: none"> On greenfield sites 40 per cent of homes shall be affordable. However, it is recognised that in exceptional circumstances some larger sites need to deliver important strategic infrastructure therefore variations to this requirement may be justified on viability grounds with the expectation that affordable provision will be maximised. On brownfield sites 30 per cent of homes shall be affordable. <p>Where this would result in a requirement for a percentage of a dwelling to be affordable, this should be rounded up (0.5 or above) or down as appropriate to a whole number.</p> <p>It is recognised that in exceptional circumstances including on larger sites where there is a need to deliver important strategic infrastructure, all flatted development on brownfield sites and specialist schemes for older persons accommodation variations to this requirement may be justified on viability grounds with the expectation that evidence will be submitted to demonstrate affordable provision will be maximised.</p> <p>Affordable housing shall be provided on-site, unless it can be demonstrated that exceptional circumstances exist which necessitate provision on another site within the control of the applicant, or the payment of a financial contribution to the local planning authority to enable the housing need to be met elsewhere.</p> <p>The exact tenure mix of affordable homes should be identified through discussions with the local authority and informed by the latest Government guidance and an up-to-date local housing need assessment across social rent, other affordable housing for rent and affordable home ownership tenures. The council will prioritise affordable housing for rent to meet West Suffolk's local need as set out in the most recent housing needs assessment and policy LP21. subject to:-</p> <ul style="list-style-type: none"> • Satisfying national policy requirements including for ten per cent of all housing being for affordable home ownership (unless the development is listed as an exemption in the National Planning Policy Framework or subsequent successor policy). • If a proposal for a site includes First Homes, they should make up 25 per cent of all affordable homes secured. <p>The affordable homes should be distributed across the development and well-integrated within the design and layout such that they are indistinguishable from the market housing on the same site. This should be implemented in small groups or clusters of no more than 15 units.</p>

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			<div><p>All new affordable homes should meet or exceed the nationally described space standards and be the appropriate type and size to meet local needs as informed by the council's latest evidence on local housing need.</p><p>Planning permission will be refused for development proposals where a larger site has been deliberately sub-divided into smaller development parcels in order to avoid the requirements of this policy.</p><p>To ensure the latest identified local needs are addressed sites with multiple phases of development will have the affordable housing provision reviewed for each subsequent phase.</p><p>The affordable housing provided must be made available solely to people in housing need at an affordable cost and must include provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision in perpetuity.</p><p>Review mechanism</p><p>Where a proposal is being considered that does not meet local plan affordable housing requirements, the council may seek a review of viability of the scheme, post decision, with the aim of achieving policy compliance over time.</p><p>This review will allow for any improvements in scheme viability between the date that after planning permission was-has been granted and later phases of the scheme (such as through reserved matters applications) with the aim of achieving policy compliance.</p><p>The review mechanism, secured by legal agreement, will specify a trigger point or points for undertaking a review of viability. Any further provision or contributions secured via the review mechanism will be capped at the level of the minimum local plan affordable housing policy requirement, taking into account what was already secured at the time of determining the application.</p><p>The provisions of this policy will be secured through a section 106 agreement to accompany the planning permission.</p></div> <div><p>4.4.47. Government guidance states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10 per cent of the homes to be available for affordable home ownership (as part of the overall affordable housing contribution from the site) unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Given the affordable rent needs in West Suffolk the council will seek to maximise the proportion of affordable homes for rent.</p><p>4.4.51. First Homes were introduced in 2021 as a new tenure of affordable housing. They are a type of discounted market housing which are reduced by a minimum of 30per cent against market value, sold to people meeting set eligibility criteria. Local authorities having the discretion to increase the discount to 40 per cent or 50 per cent. Evidence indicates First Homes could have a valuable role to play in enabling households to afford homes suited to their needs. As such, they are a valid form of an affordable route to home ownership in West Suffolk. The Council will support proposals for First Homes, in accordance with the Planning Policy Guidance (PPG) or subsequent guidance.</p></div>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification																				
MM33	Page 90 and 91	Policy LP21	<div><div>Policy LP21 SPX Housing type and tenure</div><div>Proposals for major residential development should seek to meet the identified housing needs of the district in order to contribute towards the creation of mixed, balanced and inclusive communities. To achieve this new residential development, should provide a range of housing tenures, types and sizes as set out below:</div><table><tr><th>Size</th><th>Market homes (per cent)</th><th>Affordable Routes to homeownership (per cent)</th><th>Affordable housing for rent (per cent)</th></tr><tr><td>One bedroom</td><td>0 to 10</td><td>10 to 20</td><td>30 to 40</td></tr><tr><td>Two bedrooms</td><td>30 to 40</td><td>40 to 50</td><td>30 to 40</td></tr><tr><td>Three bedrooms</td><td>40 to 50</td><td>30 to 40</td><td>15 to 25</td></tr><tr><td>Four bedrooms or more</td><td>10 to 20</td><td>0 to 10</td><td>5 to 15</td></tr></table><div>Any deviation from the above mix must be justified by evidence having regard to:<ul style="list-style-type: none">• The nature of the site, its location and character of the area.• The existing mix of properties.• Any up-to-date evidence of need (such as the housing register).• Viability.<div>The council will monitor the mix of homes delivered and respond accordingly so that local need and strategic mix requirements are closely met.</div><div>Space standards</div><div>All new homes should meet or exceed the nationally described space standards or any subsequent national standard or policy.</div><div>Accessible homes</div><div>All new homes must be built to building regulations M4(2) 'accessible and adaptable' standard, with around 13 per cent of affordable homes built to building regulations M4(3) 'wheelchair user' standard (or successor standards) unless site specific factors mean that those standards cannot be achieved or would make the development unviable. Proposals which deliver market homes to M4(3) standard will be encouraged.</div></div><div>4.4.61. This policy applies to proposals providing 10 or more all new homes including conversions and subdivision of existing buildings as appropriate.</div></div>	Size	Market homes (per cent)	Affordable Routes to homeownership (per cent)	Affordable housing for rent (per cent)	One bedroom	0 to 10	10 to 20	30 to 40	Two bedrooms	30 to 40	40 to 50	30 to 40	Three bedrooms	40 to 50	30 to 40	15 to 25	Four bedrooms or more	10 to 20	0 to 10	5 to 15
Size	Market homes (per cent)	Affordable Routes to homeownership (per cent)	Affordable housing for rent (per cent)																				
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Three bedrooms	40 to 50	30 to 40	15 to 25																				
Four bedrooms or more	10 to 20	0 to 10	5 to 15																				
MM34	Page 92 and 93	Policy LP22	<div><div>Policy LP22 SPX Rural exception sites</div><div>As an exception to the provision made in this plan to meet housing need, the local planning authority will permit rural affordable housing schemes adjoining but outside a housing settlement boundary provided that:</div></div>																				

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>a. 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.</p> <p>b. The development is on the edge of a key or local service centre or type A or B village and is well related to existing community services and facilities and sympathetic to the form and character of the settlement.</p> <p>c. The proposed development is considered suitable by virtue of its size and scale in relation to an existing settlement and its services, and its proximity to public transport, cycling and walking links.</p> <p>d. The development will not negatively impact on the natural environment or the surrounding landscape character and any unavoidable harm to the natural environment will be adequately mitigated.</p> <p>e. 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.</p> <p>In exceptional circumstances, a small number of market homes will be permitted where demonstrated to be essential on viability grounds to facilitate the delivery of affordable homes.</p> <p>First homes exception sites</p> <p>Proposals for first homes exception sites will be considered on a site-by-site basis considering the requirements of Government guidance for such sites, the above criteria and other relevant policies in this plan.</p> <p>Community-led development exception sites</p> <p>Proposals for community-led development exception sites will be supported that are adjacent to an existing settlement and do not exceed five per cent of the existing settlement or one hectare in size subject to the above criteria, other relevant policies in this plan and relevant Government guidance.</p> <p>Custom and self-build housing</p> <p>Custom and self-build housing will be supported to facilitate affordable housing subject to the criteria above where relevant, a proven local need and compliance with Policy LP25 SPX Custom build and self-build homes.</p> <p>For the purposes of this policy local housing need is confined to the parish in which the proposal is situated and immediately adjoining rural parishes and is evidenced by the council's housing register or an independent housing needs survey.</p> <p>4.4.66. In rural areas high house prices and a limited supply of new affordable homes restricts the potential for some residents and those working in the area to live in a home that they can afford. Government guidance recognises this and encourages local authorities to support opportunities to bring forward rural exception sites and exception sites for community-led development that will meet a range of local affordable housing needs in rural areas, by allowing for genuinely affordable housing schemes that meet evidenced local needs and consider whether allowing some market housing on these sites would help to facilitate this.</p> <p>4.4.70. To maximise the delivery of affordable housing on exception sites it may be appropriate, to permit an element of open market homes, including self-build and custom build serviced plots (subject to the identified need) to facilitate the delivery of the affordable housing. Further guidance can be found in the West Suffolk Affordable Housing Supplementary Planning Document and/or subsequent guidance.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
MM35	Page 94 and 95	Policy LP23	<p>Policy LP23 Housing needs of specific groups</p> <p>The council will support the delivery of specialist housing and care accommodation for older, and/or vulnerable persons and people with disabilities to reflect the needs of the changing demographic profile of the district's population across the plan period.</p> <p>Proposals for new or extensions to existing accommodation for elderly and/or vulnerable people that are of an appropriate scale will be permitted on sites deemed appropriate for residential development by other policies contained within the development plan, within housing settlement boundaries provided that such schemes meet the following criteria:</p> <ol style="list-style-type: none"> The proposed development is designed to meet the specific needs of residents including requirements for disabled persons where appropriate. Appropriate amenity space for residents of an acceptable quantity and quality is provided. The location of the development is well served by sustainable transport routes including footpaths, cycle routes and/or adequate public transport, community and retail facilities. Isolated accommodation in the countryside will not be permitted. Includes secure, covered ground floor electric buggy parking and charging points where appropriate. There is no adverse impact on the surrounding landscape, local character, residential amenity or highway safety. The proposed development does not create an over concentration of similar accommodation in any one street or area. <p>Proposals for new specialised accommodation meeting particular needs of specific groups may be justified outside settlement boundaries which meet criteria a – f above and where evidence is provided to the satisfaction of the local planning authority demonstrating:</p> <ul style="list-style-type: none"> Why any other sequentially preferable sites are unsuitable. The need for the facility or accommodation in that location. <p>Proposals for extensions to existing specialist accommodation outside areas otherwise suitable for residential development will be permitted providing a need can be clearly demonstrated and the proposal meets the above criteria as appropriate.</p>
MM36	Page 96 and 97	Policy LP24	<p>Policy LP24: SPX Gypsies, Travellers and travelling showpeople</p> <p>West Suffolk's Gypsy and Traveller need over the plan period has been identified as an overall cultural need of 39 pitches. No need has been identified for travelling showpeople, boat dweller or other caravan dwellers accommodation in the plan period. The full cultural need for 39 pitches will be met through the intensification of, or extension to, existing sites and the regularisation of existing tolerated pitches. The intensification of, or extension to, existing sites will be supported having regard to criteria c to k below.</p> <p>Proposals for Gypsy and Traveller sites and sites for travelling showpeople yards will be supported where there is an identified need that cannot be met on existing sites, having regard to the following criteria:</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>a. The site is within or adjacent to a settlement identified as more sustainable within the settlement hierarchy (towns, key service centre, local service centres and type A villages) or other sustainable locations.</p> <p>b. Accessibility to local services, including schools, shops, community and health facilities, by a variety of means of transport.</p> <p>c. The site is suitable in terms of vehicular and pedestrian access to the highway, parking, turning and road safety.</p> <p>d. The proposal respects the scale of the nearest settled community to allow for successful co-existence.</p> <p>e. The proposal will not unacceptably impact on landscape and settlement character, the natural environment, and heritage.</p> <p>f. Proposals provide for satisfactory residential amenity both within the site and with neighbouring occupiers and thereby do not detrimentally affect the amenity of residents by reason of on-site business activities, noise, disturbance, or loss of privacy.</p> <p>g. Pitch sizes that facilitate good quality living accommodation without over-crowding or unnecessary sprawl.</p> <p>h. Good design and layout including, the adequacy of facilities, services and amenities, the utility of outside space for leisure, recreation and for any essential employment related activities including storage and maintenance of equipment, where required.</p> <p>i. Appropriate landscaping and screening to provide privacy for occupiers and to maintain the visual amenity of the wider landscape and townscape.</p> <p>j. The site is served, or could readily be provided with, electricity, mains water, drainage, sewage and waste disposal facilities.</p> <p>k. The site is not affected by environmental hazards that may affect the residents' health or welfare or be in an area of high risk of flooding, including functional floodplains. at high risk of flooding or a functional flood zone, and will only be allowed in an area at medium risk of flooding if both the sequential and exception tests are satisfied in accordance with national policy.</p> <p>The change of use of existing sites to alternative uses will not be permitted unless replacement provision meeting the above criteria is provided elsewhere. A condition or legal agreement to control the future uses of sites for Gypsies, Travellers or travelling showpeople may be imposed, as appropriate. Where the proposed use is short term, the development will be limited by a temporary permission.</p> <p>Explanation</p> <p>West Suffolk has an established Gypsy and Traveller community residing on some 20 sites across the district.</p> <p>Many of the problems faced by Gypsies and Travellers, who are among those at the greatest risk of disadvantage and social exclusion due to a number of factors, arise from the lack of provision for their accommodation needs. The lack of provision of secure accommodation can also lead to unauthorised encampments.</p> <p>Government guidance in Planning Policy for Traveller Sites (PPTS) is used to plan for the accommodation needs of Gypsies and Travellers.</p> <p>This plan seeks to address the needs of all Gypsies and Travellers including those that have ceased to travel permanently. The Gypsy and Traveller and Travelling Snowperson Accommodation Assessment (GTAA) identifies an overall cultural need for 39 pitches to 2040. This need is broken down identifying a need to March 2028 of six pitches. Beyond these a further 10 pitches are required to March 2033, 14 pitches to March 2038 and a further nine to March 2040.</p> <p>The GTAA also looked at the likely drivers of that need and site preferences. Household formation is the key driver of longer-term need. As there are a substantial number of young people moving onto two recently permitted sites this has resulted in longer-term need being higher later in the plan period, when their children become adults and need separate accommodation. As such, it is concluded that the extension, intensification or regularisation of existing sites is the appropriate approach to meet the identified need in the most appropriate and deliverable manner.</p>

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			<p>The GTAA and accompanying site appraisals identify the potential for around 22-pitches to come forward through the expansion or intensification of existing sites and a further 15 pitches by regularising sites that are not permanently authorised. This will ensure that the identified needs associated with existing households can be met in appropriate locations. If necessary, additional windfall sites will be supported having regard to criteria a to k in policy LP24.</p> <p>The GTAA also reviewed the need for transit provision and concluding that to manage unauthorised encampments a negotiated stopping policy to support the needs of Travellers passing through West Suffolk should be developed to allow caravans to be sited at suitable locations for a short period of time with provision of services such as waste disposal and toilets. West Suffolk in cooperation with other adjoining authorities and the county council are investigating sites accessible from the main trunk roads passing through the county.</p> <p>The West Suffolk Gypsy and Traveller Accommodation Assessment (GTAA) could not evidence any need for Travelling Showpeople, boat dweller or other caravan dwellers accommodation in the plan period.</p> <p>4.4.83. Local planning authorities are required to identify and plan for the accommodation needs of Gypsies and Travellers, travelling showpeople, others residing in caravans and boat dwellers.</p> <p>4.4.84. The council will seek to meet the needs for Gypsy and Traveller accommodation in the district across the plan period through the provision of additional pitches on suitable permitted and tolerated sites and the protection of existing Gypsy and Traveller sites against loss to alternative uses.</p> <p>4.4.85. It is recognised that there will be circumstances where planning applications will be submitted on sites not identified through the local plan process.</p> <p>4.4.86. A windfall This policy enables the council to deal with planning applications for traveller sites on a site-by-site basis, subject to individual circumstances and need. To this end, suitable sites, which are well-related to existing and proposed services and facilities, and which would not adversely impact on a protected landscape, settlement character, the natural environment, and heritage that have not previously been identified, have the opportunity to come forward in the plan period.</p> <p>4.4.87. This The policy also allows windfall Gypsy and Traveller sites to come forward in the district where they are necessary to meet an unmet need for Gypsy and Traveller accommodation, whilst ensuring that such sites are appropriately located and designed.</p>
MM37	Page 98 and 99	Policy LP25	<div> <p>Policy LP25 SPX Custom and self-build homes</p> <p>Demand for custom and self-build plots in West Suffolk is approximately 30 plots per annum.</p> <p>Proposals for self-build or custom-build housing, or proposals that provide serviced self-build and/or custom plots as a proportion of a site will be supported to meet demand on the West Suffolk Council Self-Build and Custom House Building Register where they comply with other policies in the development plan.</p> <p>Proposals for self-build and custom-build homes will be supported within a housing settlement boundary, or by allocation in a neighbourhood plan.</p> <p>All proposals for development of 100 homes or more will be encouraged to provide at least ten per cent of the total homes as custom and/or self-build plots. Where this would not result in a whole dwelling the requirement for self and custom build should be rounded up (where it is 0.5 or above) or down as appropriate. The inclusion of self-build plots on sites of less than 100 homes will also be encouraged.</p> </div>

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			<p>All proposals for self-build or custom build housing plots must include:</p> <ol style="list-style-type: none"> Legal access onto a public highway. Water, foul drainage, broadband connection, and electricity supply available at the plot boundary. Sufficient space in order to build without compromising neighbouring properties and their amenity and the amenity of future occupiers. An agreed design code or plot passport for the plots to include: <ul style="list-style-type: none"> Marketing details plot size and location the ratio of built footprint to overall plot size permissible building lines maximum building heights. <p>Custom and self-build homes will not contribute towards the requirement to provide affordable housing unless delivered by a registered provider of social housing. it is a form of affordable housing that meets the definition in the NPPF Annex 2 or successor documents.</p> <p>Once completed the self-build and custom build home should be the sole residence of the owner.</p> <p>Plots must be made available, and appropriately marketed for a period of at least 12 months before being returned to the market or built out by the developer if not taken up.</p> <p>Communities preparing neighbourhood plans are encouraged to consider the identification of sites which make provision for self and custom-build plots within their neighbourhood plan area subject to evidence of demand on the self-build register or an up-to-date housing needs study.</p> <p>4.4.97. In order to meet the need identified by West Suffolk's Self-Build and Custom Build Register, this policy sets out the councils' approach to delivering serviced plots across the plan area. In addition to requiring encouraging all developments of 100 or more homes to provide a proportion of serviced plots for self and custom build homes, the council also encourages individual self and custom build on smaller sites where they conform with other relevant policies of this plan including rural exception schemes.</p>
MM38	Page 100 and 101	Policy LP26	<p>Policy LP26 SPX Housing in the countryside</p> <p>Proposals for new dwellings will be permitted in the countryside subject to satisfying the following criteria:</p> <ol style="list-style-type: none"> The development is within a small cohesive group of seven or more existing dwellings next to or fronting an existing highway. The scale of development consists of the infilling of a small undeveloped plot in the order of one dwelling or a pair of dwellings and that these are commensurate with the scale and character of existing dwellings within an otherwise continuous built-up frontage. Locations must have access to sustainable transport links, including footpaths, cycle routes and/or adequate public transport to higher-order a settlements with a range of services and facilities in the hierarchy defined in policy SP9X. Locations that are so remote or so poorly served by sustainable transport options that occupants will rely exclusively on a car to access everyday goods and services will not be supported. <p>Permission will not be granted where a proposal harms or undermines a visually important gap that contributes to the character and distinctiveness of the rural scene, results in an unacceptable level of harm to the amenity of neighbouring properties, or where development would have an</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>adverse impact on the environment or highway safety. Development should not contribute towards coalescence with adjacent settlements or contribute towards the development of isolated homes in the countryside in a piecemeal manner on sites next to other dispersed rural housing in the countryside.</p> <p>Proposals for self-build and custom-build homes will be supported where they meet the above criteria and do not conflict with other policies within this plan.</p> <p>The replacement of an existing dwelling on a one for one basis where the replacement dwelling and domestic curtilage respects the scale and floor area of the existing dwelling is supported.</p> <p>The subdivision of an existing isolated home in the countryside will be supported where the proposed subdivision respects the scale, floor area and domestic curtilage of the existing dwelling and does not conflict with other policies within this plan.</p> <p>Note: A small undeveloped plot is one which could be filled by one detached or a pair of dwellings where the plot sizes and spacing between dwellings is similar to neighbouring properties and thereby respects the rural character and street scene of the locality.</p>
MM39	Page 104 and 105	Policy LP29	<p>Policy LP29 Alterations and extensions to dwellings and residential annexes</p> <p>Alterations, extensions and ancillary development</p> <p>Proposals for alterations or extensions to existing dwellings, and ancillary development within the curtilage of dwellings will be permitted, in accordance with other policies within the development plan, where the proposal:</p> <ol style="list-style-type: none"> Respects the character, scale and design of existing dwellings, and the character and appearance of the immediate and surrounding area. Will not result in inadequate garden, functional or amenity space. over-development of the dwelling curtilage. Will not adversely affect the residential amenity of occupants of nearby properties. <p>Proposals for the alteration or extension of an existing dwelling in the countryside should be subservient in scale and proportion to the original dwelling and preserves or enhances the character and openness of the surrounding countryside.</p> <p>Residential annexes</p> <p>Proposals for residential annexes within the curtilage of an existing dwelling will be permitted, in accordance with other policies within the development plan, where:</p> <ol style="list-style-type: none"> The annexe is ancillary to and subservient in size and scale to the host dwelling and respects the design of the existing dwelling, and the character and appearance of the immediate and surrounding area without creating an independent and/or separate planning unit at any time. The annexe is located within the current residential curtilage and contains has strong functional links to the host dwelling. The annexe is physically and functionally integrated into the existing dwelling, except where exceptional circumstances demonstrate otherwise, and 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 the need for it has ceased. Development of detached residential annexes within the defined property boundary will only be permitted where it is demonstrated that the accommodation cannot reasonably be provided through extension to the original dwelling. Evidence is submitted to demonstrate the need for the annexe and the size of the annexe is the minimum necessary to meet the purpose.

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			<p>h. The proposal will not result in inadequate garden, functional or amenity space over-development of the dwelling curtilage and will not adversely affect the residential amenity of occupants of nearby properties.</p> <p>Development of detached residential annexes within the defined property boundary will only be permitted in exceptional circumstances where it is demonstrated that the accommodation cannot reasonably be provided through extension to the original dwelling.</p> <p>Where a proposal does not meet these criteria, the proposal will be considered as a new dwelling and will be assessed against the appropriate policies within the development plan.</p> <p>The occupation of the annexe will be controlled by a planning condition to ensure that it is related to the main dwelling and cannot be used as a separate dwelling.</p> <p>4.4.117. For a development to be considered as an annexe, the proposal must be within the curtilage of the main host dwelling and provide ancillary accommodation that has a functional and physical relationship with the main dwelling. Therefore, the annexe must share utility services, access, vehicular parking, private amenity space and be in the same ownership as the host dwelling. Proposals which are functionally and physically separate from the host dwelling, and capable of self-contained occupation, are unlikely to meet the definition of an annexe.</p>
MM40	Page 106 and 107	Policy LP30	<p>Policy LP30 Extensions to domestic gardens in the countryside</p> <p>To protect the intrinsic character and appearance of the countryside, large, obtrusive extensions to domestic gardens within the countryside will not normally be permitted. Small, unobtrusive extensions of residential curtilages into the surrounding countryside, which will not adversely affect the character or appearance and rural amenities of the site and or wider countryside will be permitted where the following criteria are met:</p> <p>a. The development will not result in the loss of the best and most versatile agricultural land.</p> <p>b. The proposal will not involve the loss of an important hedgerow or other important landscape feature.</p> <p>c. Provision is made for suitable boundary treatment, such as appropriate landscaping to ensure the extension retains the rural character and appearance of the countryside.</p> <p>d. The development does not have an adverse impact on the amenities within the immediate vicinity of the proposal and the wider surrounding landscape.</p>
MM41	Page 110 and 111	Policy LP33	<p>Policy LP33 Open space, sport, play and recreation facilities</p> <p>Proposals for the provision, enhancement and/or expansion of amenity, sport or recreation open space or facilities, including playing fields, will be supported where the proposal is well related to the local community and meets the needs of residents.</p> <p>Development which will result in the loss of existing amenity, sport or recreation open space or facilities will not be permitted unless:</p> <p>a. It can be demonstrated to the local authority's satisfaction that the open space or facility is surplus to requirement against the local planning authority's standards for the particular location, and the proposed loss will not result in a likely shortfall during the plan period. Or</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>b. Replacement for the open space or facilities lost is made available, of at least equivalent quantity and quality, and in a suitable location to meet the needs of users of the existing space or facility. Or</p> <p>c. The proposal is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.</p> <p>Any replacement provision must consider the needs of the settlement where the development is taking place and the current standards of open space and sports facility provision including quality, quantity, and accessibility standards.</p> <p>Where it is necessary to the acceptability of the development, the local planning authority will require proposals to provide accessible open space including play areas, formal sport and/or recreation areas, allotments, amenity areas and where appropriate, indoor sports facilities or to provide land and a financial contribution towards the cost and maintenance of existing or new facilities, as appropriate.</p> <p>The quantity, quality and accessibility requirements for public open space and built facilities must be in accordance with standards set out in appendix H.</p> <p>The delivery of these facilities, including the long-term management of the facilities will be secured through the use of conditions or planning obligations.</p> <p>Clubhouses, pavilions, car parking and ancillary facilities must be of a high standard of design. The location of such facilities must be well related and sensitive to the topography, character and uses of the surrounding area, particularly when located in or close to residential areas.</p> <p>Proposals for floodlighting will only be supported where the proposal is sensitive to the nocturnal character and appearance of the surrounding landscape and it can be demonstrated through a light assessment that the final total light levels, spillage and hours of use do not cause harm to the amenities of neighbouring occupiers, nature conservation or contribute to increased night blight.</p>
MM42	Page 112	Policy LP35	<p>Policy LP35 Local green spaces</p> <p>An area identified as a local green space on the policies map or within an adopted neighbourhood plan will be protected from development in accordance line with the National Planning Policy Framework or successor policy, which rules out development on these sites other than in very special circumstances relating to Green Belt.</p>
MM43	Page 113 to 124	Policy SP12	<p>Employment</p> <p>Strategic employment</p> <p>4.5.2. The purpose of the strategic employment policy SP12 is to make provision for employment land to meet the needs identified over the plan period to 2040 2041. The spatial strategy for the distribution of employment land has been informed by the employment land review, alongside reports produced for the council including the Economic Impact of the Horseracing Industry Centred Upon Newmarket (updated 2023) and the report on the Local National and International Impact of the Horseracing Industry in Newmarket (2016) (2015 Deloitte) and Newmarket's Horse Breeding and Racing Cluster Local Impact Report (2023 SQW). The strategic employment policy identifies how existing employment land will be protected, where new sustainable growth is directed</p>

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			<p>and how new proposals will be considered on land within and outside identified general and rural employment areas. It supports sustainable growth, expansion and diversification of local and rural businesses.</p> <div> <p>Policy SP12 Strategic employment</p> <p>a. To meet the need for a total of at least 86 hectares of land to accommodate employment development between 2024 and 2041, a total of around 90 hectares is identified in the Plan within general and rural employment areas (total 5 hectares) and on allocations (total 85 hectares). Provision is made for 86 hectares of employment land in the district by 2040 to support local and sub-regional employment needs. This will be met through land available in defined general and rural employment areas and strategic and non-strategic site allocations. The provision will address the following employment needs; offices, research and development, light industrial, general industrial and storage and distribution. Proposals for employment uses in general and rural employment areas which do not neatly fall within the employment uses defined above, will only be accepted where they meet the criteria in h. below.</p> <p>Strategic and non-strategic Site allocations</p> <p>b. The focus of new strategic employment provision is directed to the towns of Bury St Edmunds, Mildenhall and Newmarket with further provision in the key service centre of Red Lodge and at Shepherds Grove near Stanton. The strategic employment and mixed-use allocations are identified below. Strategic allocations in this plan set out the policy considerations and types of uses appropriate for each site. The strategic site allocations together provide for some 85 79 hectares of employment land, including 10 hectares of land available at Suffolk Business Park extension. In order to ensure the strategic employment allocations are protected to meet the local plans employment needs over the plan period, any proposals for non-employment uses will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.</p> <ul style="list-style-type: none"> Policy AP3 Land north of Rougham Tower Avenue, Bury St Edmunds 20 hectares. Policy AP12 Suffolk Business Park extension, Bury St Edmunds 10 hectares (of which 72.34 hectares allocation 10 hectares remain available at 1 April 2023) Policy AP16 Land west of Mildenhall, Mildenhall five hectares Policy AP19 Hatchfield Farm, Newmarket five hectares Policy AP38 Land north of Acorn Way, Red Lodge eight hectares Policy AP42 Shepherd's Grove, Stanton 31 hectares <p>c. Three non-strategic employment allocations identified in this local plan, are smaller in scale and will meet local demand and/or rural needs. The policy considerations for each site are set out in the policy allocations. These non-strategic allocations together provide for some 7.83 hectares of employment land.</p> <p>General employment areas and rural employment areas</p> <p>d. Existing general employment areas and rural employment areas identified in policy SPX below and as defined on the policies map, will continue to meet local and sub regional employment needs. These areas sites will be protected for employment uses as described in the policy SPX, in order to maintain an adequate supply of employment land. They will continue to be primary locations for employment uses including, offices (subject to satisfying a sequential test as required by m. below), research and development, light industrial, general industrial and storage and distribution in accordance with the uses specified for each designation as set below. Proposals for strategic logistics provision will not be supported within general employment areas and rural employment areas, as it would result in the erosion of space available to local and sub-regional small and medium businesses looking to expand, upgrade and consolidate. The general and rural employment areas together</p> </div>

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			<p>provide for some 15.10 5.3 hectares of available employment land (as at 1 April 2023 2024), which includes some 10 hectares remaining at Suffolk Business Park extension which is reallocated in this local plan.</p> <p>General employment areas—</p> <p>e. The following general employment areas will be suitable for offices (subject to satisfying a sequential test as required by paragraph m. below); research and development, light industrial, general industrial and storage and distribution uses as defined in the glossary. Those areas with additional restrictions on appropriate employment uses are noted in the table below. General employment areas with land available at 1 April 2023 are noted in brackets in the list below.</p> <ul style="list-style-type: none"> • SP12a Land at Station Way, Brandon— • SP12b Land south of railway line, Brandon— • SP12c Land south of London Road, Brandon— • SP12d Land south of Mile End, Brandon— • SP12e Anglian Lane, Bury St Edmunds (excluding general industrial uses)— • SP12f Barton Road, Bury St Edmunds (excluding general industrial uses)— • SP12g Dettingen Way, Bury St Edmunds— • SP12h British Sugar, Hollow Road and areas north of Compiègne Way, Bury St Edmunds (The north-eastern and north-western areas of the British Sugar site which forms part of SP12h in which the soakaway and soil conditioning areas are located are intrinsic to the operations of British Sugar and are not appropriate for employment uses.)— • SP12i Suffolk Business Park, Bury St Edmunds (excluding general industrial uses)— • SP12j Chapel Pond Hill, Bury St Edmunds— • SP12k Eastern Way, Bury St Edmunds— • SP12l Enterprise Park, Etna Road, Bury St Edmunds (excluding general industrial uses)— • SP12m Mildenhall Road, Bury St Edmunds— • SP12n Moreton Hall, Bury St Edmunds— • SP12o Northern Way, Bury St Edmunds— • SP12p Western Way, Bury St Edmunds (excluding storage and distribution uses)— • SP12q Greene King, Friars Lane, Bury St Edmunds— • SP12r Rougham Industrial Estate, Bury St Edmunds— • SP12s Bumpstead Road, Haverhill— • SP12t Falconer Road, Haverhill (2.77 hectares land remaining)— • SP12u Haverhill Research Park, Haverhill (excluding general industrial, storage and distribution uses. 0.68 hectares land remaining)— • SP12v Haverhill Industrial Estate, Haverhill— • SP12w Homefield Road, Haverhill (excluding general industrial uses)— • SP12x Stour Valley Road, Haverhill— • SP12y Mildenhall Industrial estate, Mildenhall— • SP12z Newmarket Industrial estate, Newmarket— <p>Any development at SP12d must protect and enhance the existing London Road Industrial Site of Special Scientific Interest and the Brandon Road Industrial Estate County Wildlife Site.</p> <p>In addition to employment uses, SP12p general employment area could accommodate other alternative uses such as leisure, education, health and public facilities and service uses.</p>

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			<p>Rural employment areas</p> <p>f. The following rural employment areas will be suitable for offices (subject to satisfying a sequential test as required by m. below), research and development, light industrial, general industrial and storage and distribution uses as defined in the glossary. These uses will be accommodated in buildings of an appropriate size for their rural location to meet local business and community needs. Rural employment areas with land available at 1 April 2023 are noted in brackets in the list below.</p> <ul style="list-style-type: none"> • SP12aa Chilton Street Business Park, Clare (excluding general industrial, storage and distribution uses). • SP12ab Bridewell Business Estate, Clare (excluding general industrial uses). • SP12ac Station Road, Lakenheath. • SP12ad Kings Warren Business Park, Red Lodge. • SP12ae Shepherds Grove, Stanton and Hepworth (excluding storage and distribution uses). • SP12af Land south of Swan Lane, Exning. • SP12ag Gorse Industrial Estate, Barnham (excluding offices uses). • SP12ah Land off Silver Tree Way, Chedburgh. • SP12ai Land south of Bury Road, Chedburgh. • SP12aj Woodside Business Centre, Ingham (excluding general industrial uses). • SP12ak Moseley Farm, Fornham All Saints. • SP12al Park Farm, Fornham St Genevieve. • SP12am Land east of Gazeley Road, Kentford. • SP12an Land south of Bury Road, Kentford. • SP12ao land south of Bury Road, Lanwades Business Park, Kentford. • SP12ap Risby Business Park, Risby. • SP12aq Saxham Business Park, Saxham. • SP12ar Karro foods north, Little Wratting. (2.37 hectares land remaining, excluding general industrial uses). • SP12as Karro foods south, Little Wratting. • SP12at land east of Mildenhall Drove, Beck Row. <p>g. The council will support proposals for employment uses in general employment areas and rural employment areas in accordance with the uses identified for each site as set out above, providing that parking, and secure cycle storage, access, travel, visual impact, archaeology and general environmental considerations can be met.</p> <p>h. Proposals for employment uses in general and rural employment areas which do not neatly fall within the employment uses defined above, will only be accepted where they:</p> <ul style="list-style-type: none"> • Seek to maximise the sites' potential for jobs growth and/or support the continued operation of the existing businesses and industrial activities. • Do not generate potential conflict with existing or proposed employment activities, in terms of noise, external lighting, vibrations and hours of operation. <p>Strategic logistics</p> <p>i. Large scale strategic logistics proposals, typically more than 9,000 square metres floorspace per unit which are of a regional or national significance will not may be permitted on suitable allocations and general and rural employment policy areas provided that all relevant national (National Planning Policy Framework and Planning Practice Guidance) and local policy requirements are met and that the proposal would not prevent more localised needs being met, including for particular sectors or existing firms that need to expand or</p>

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			<p>relocate. in the district, in order to ensure the identified needs of local businesses within the sub-region can be met locally. A sub-regional approach to site identification for regionally and nationally significant logistics provision will be taken.</p> <p>Local and rural businesses</p> <p>j. The council values the contribution local businesses make to the local economy, providing local jobs and opportunities for our local communities and it will support those businesses wanting to grow, expand and diversify within the district to find suitable premises. The policy supports the sustainable growth, expansion and diversification of local and rural businesses, where this accords with local policies LP18 SPX, LP37 and LP38.</p> <p>k. The council will support local businesses to become established and grow, developing the district's skills base, supporting training and links to education. It will also support the development of growth sectors and infrastructure investment that will aid economic growth.</p> <p>Existing employment uses</p> <p>l. Local policy LP36 set out in this plan provides a criteria-based approach to protecting existing employment uses.</p> <p>Offices</p> <p>m. Proposals for new offices will be directed to the town centres as defined on the policies map. A sequential test will be required for proposals outside a town centre to demonstrate a town centre or edge of centre site, accessible to the town centre was not available. Strategic and non-strategic Site allocations in this local plan and small-scale rural office proposal will be exempt from undertaking this sequential test.</p> <p>Horse racing industry</p> <p>n. Newmarket is recognised as the international home of horse racing and the industry plays a significant role in the area in terms of its economic importance (it is one of the largest employers and economic contributor in West Suffolk), and social and cultural influence and the character of the built and natural environment. This policy supports the continued growth and expansion of the horse racing industry as a cluster. It is recognised that not all of these uses fall neatly within employment uses covered by this policy. There are also specific policies LP46 to LP49 SPX-SPX of this plan which protect and enhance the industry.</p> <p>USAFE airbases</p> <p>o. The two United States Air Force in Europe (USAFE) airbases at RAF Mildenhall and RAF Lakenheath have historically provided significant employment in the area, both directly and indirectly. These bases are identified in the policies map and covered by strategic policy SP16 of this plan.</p> <p>British Sugar</p> <p>p. The council recognises British Sugar's continued operation and the importance of the factory site to the district and the wider area and will support its continued operation and future growth. The sites are identified in the policies map and covered by policy SP12h of this plan.</p> <p>q. The north-eastern and north-western areas of the British Sugar site in which the soakaway and soil conditioning areas are located are intrinsic to the operations of British Sugar. These areas are protected in the plan (as indicated on the policies map) for uses in connection with the on-going operation and continued growth of the factory. Appropriate forms of development and/or uses on these areas, which are connected to British Sugar's operation, will be supported, having regard to the relevant requirements of the local plan.</p>

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			<p>Lorry parking, driver services and facilities</p> <p>r. Proposals for new or expanded storage and distribution should provide for sufficient lorry parking, driver services and facilities to cater for their anticipated need. Proposals for lorry parking, driver services and facilities will be supported. Existing truck stops (including closed facilities) on or near to the strategic road network will be retained for their continued and future use unless it can be clearly demonstrated that a need no longer exists.</p> <p>4.5.5. The district sits within a strategic location, where the A11 and A14 'corridors' are becoming more established. The conceptual 'Cambridge-Norwich Tech Corridor' has and will continue to play, a growing role in driving the district's commercial property market and economic growth more generally. The spatial strategy focusses economic growth to the most sustainable locations where constraints allow. The sustainable locations which lie along the A11 and A14 corridors are Newmarket, Mildenhall, Red Lodge and Bury St Edmunds, and villages in close proximity include Exning, Kentford and Risby. Saxham Business Park lies in a rural location outside Bury St Edmunds along the A14. General and rural employment areas and site allocations are proposed in these locations. The council will monitor the take up of sites, and employment land supply and assess the need to identify new sites in the next local plan review.</p> <p>4.5.9. The West Suffolk Employment Land Review Study was published in November 2021 with an addendum published in May 2022 and a further update in 2024. It has assessed existing employment provision and future need for employment land in the district to 2040 2041.</p> <p>4.5.10. The employment land review update 2024 identifies a need for a total of 86 hectares of land to accommodate employment development between 2024 and 2041 and that this need comprises: office (7 hectares); industrial (13 hectares); local warehouse (31 hectares); and strategic distribution (35 hectares). study assessed there is a forecast demand for 86-63 hectares of employment land to be provided over the plan period to 2040. Around 15-10 five hectares (as at 1 April 20232024) has been identified as already available within existing employment areas. This leaves 47.9 81 hectares of additional sites to be identified through this local plan in order to meet forecast demand. This residual need has been met by sites allocations in this local plan which provide for some 86 85 hectares of land. This will meet needs for offices, research and development, light industrial, general industrial and storage and distribution which allows for choice and flexibility in meeting the identified needs, whilst being ambitious to support growth.</p> <p>4.5.12. The identified additional employment land need will be met through strategic and non-strategic site allocations and land available in existing general and rural employment areas.</p> <p>General and rural employment areas</p> <p>4.5.15. There are a number of established centres of employment in the district, referred to as general and rural employment areas. Evidence in the employment land review suggests that these concentrations of economic employment activity should be protected. Some of these employment areas have opportunities for further development and intensification of use and in particular the occupation or redevelopment of vacant premises and land will be encouraged.</p> <p>4.5.16. The scale and design of new development within these sites, particularly rural employment areas, should be sympathetic to any sensitive environmental and heritage features and any potential adverse effects should be mitigated. Rural employment areas provide opportunities to support sustainable growth and expansion of rural businesses. Employment uses of a strategic nature, meeting wider sub-regional needs should be focussed on sustainable locations in the towns with suitable accessibility to transport links. The location of these general and rural employment areas is shown on the policies map. Some five hectares of employment land has been identified as available at 1 April 2023 in the general and rural employment areas. This baseline assessment will continue to be monitored.</p>

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			<p>4.5.17. These rural and general employment areas will be suitable for offices (subject to passing a sequential test), research and development, light industrial, general industrial, storage and distribution uses. In accordance with the spatial strategy and the local plan evidence, the policy seeks to direct appropriate employment uses to appropriate sustainable locations, providing opportunity to support and enhance the diverse range of jobs and sectors. This will enable existing established businesses in the district opportunities to expand or diversify, so they can flourish and thrive, whilst avoiding harm to residential amenity and affording protection to the district's sensitive environment and heritage. Where certain employment uses are not considered appropriate in designated employment areas these are noted in the policy.</p> <p>Strategic and non-strategic site allocations Site allocations</p> <p>4.5.18. The strategic and non-strategic site allocations identified in this plan comprise new sites identified as suitable for employment use, or mixed-use comprising employment uses and existing allocated sites which are re-allocated in this plan as they are all at varying stages in the planning process. New employment allocations are focused on the towns where there is strongest demand, and a small amount of rural provision. Existing sites and allocations from the previous local plan have been assessed against a number of criteria, those currently the subject of a planning application for proposed development and those continuing to offer good locations for employment have been re-allocated in this local plan. An example of this includes the allocated site for eight hectares of employment land at Red Lodge, which has links to the A11 corridor. The sustainable growth and expansion of businesses in rural areas will be supported, where it accords with policies in this plan. The spatial strategy has established this approach to economic growth.</p> <p>4.5.20. In recent years, following successful appeals against the council, two local plan employment allocations have been lost to residential uses. This has impacted the council's ability to maintain a supply of employment land to meet needs over the plan period. In response to this pressure, the council is seeking to ensure employment allocations are given additional protection, to ensure these allocations are not lost to higher value land uses, such as housing. The council will only consider changes of use away from employment uses on strategic allocations if it can be demonstrated the employment allocation is no longer required in a review of the allocation in a subsequent local plan.</p> <p>4.5.21. Shepherd's Grove, Stanton and Hepworth, is a long-standing rural employment area separated into east and west parcels. Between the two existing rural employment areas an existing site allocation is carried forward as an allocation for 31 hectares of strategic employment provision, allocation AP43 AP42. Given the site's poor road access leading to traffic passing through the settlement of Stanton and its elevated position in the landscape, the applicant will need to address these issues as part of the overall proposals in order for the allocation to be found acceptable. There is currently an undetermined planning application under consideration for this site.</p> <p>Strategic logistics provision</p> <p>4.5.24. The employment land review study therefore recommended logistics provision be considered at a sub-regional level rather than individual districts acting in isolation. The council is working with neighbouring authorities and its partners as part of its duty to cooperate to seek to address this need. Whilst the employment land supply identified in the plan has some capacity to accommodate large scale strategic logistics development, such developments have particular locational requirements as set out in national planning guidance requiring 'significant amounts of land, good access to strategic transport networks, sufficient power capacity and access to appropriately skilled local labour' and there are circumstances in which such development may not be acceptable. These include where they would be likely to prevent more localised employment needs being met. The need for large scale logistics development associated with national and regional demand will be further addressed through sub regional working and future updates to relevant local plans. This policy does not support the provision of new strategic logistics provision in the district, instead this provision will be addressed at the sub-regional level to meet national and regional demand.</p> <p>4.5.26. Whilst storage and distribution uses will be supported in general and rural employment areas and employment allocations, subject to other policy requirements, large scale proposals typically more than 9,000 square metres floorspace per unit, serving a wider regional or national function will not be supported. The reason for this is that these large scale proposals generate relatively low numbers of low skilled jobs, whilst potentially increasing the pressure on transport networks and quickly reducing the availability of land to support local businesses and their needs.</p>

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			<p>Local employment</p> <p>4.5.29. The employment land review, along with the Economic Impact of the Horseracing Industry Centred Upon Newmarket study report on Newmarket's Horsebreeding and Racing Cluster 2022 Local Impact Report and the Deloitte report on the 'Local National and International Impact of the Horseracing Industry in Newmarket' recognise the major contribution the horse racing industry makes to the economy of Newmarket and the surrounding area, as a cluster. In terms of employment, it is directly responsible for about 3,200 jobs, as well as additional 8,500 jobs created indirectly. The expertise built up over several hundred years has created a business sector worth more than 200 million pounds to the local economy and continues to present new opportunities for entrepreneurs. Newmarket's position as the home of horse racing means there are more racehorses, trainers, stable staff, stud farms and racing organisations based in and around the town than anywhere else in the world. The horse racing industry has an impact on the demand for employment space through supply chain effects. The sector includes not only Newmarket Racecourse itself, but also the associated horse training services, stud farms, bio-science institutions and suppliers of equine equipment. The industry also contributes to the local economy through the recreation and leisure expenditure generated by visitors to the racecourse.</p> <p>4.5.30. This policy supports the continued growth and expansion of the industry as a cluster. It is recognised that not all of these uses fall neatly within employment uses covered by this policy, therefore there are also local policies LP46 to LP49 SPX to SPX which make special provision for the horse racing industry. Reports undertaken by Deloitte and SQW assessed the economic needs of the horse racing industry, and the associated employment uses within the cluster. A strategic mixed use site allocation AP19 has been identified north of Newmarket, at Hatchfield Farm to provide five hectares of employment land, identified to meet local and sub regional needs including those of the horse racing industry cluster, such as research and development, life sciences uses and mid-tech.</p>
MM44		New SP policy	<p>General employment area and rural employment areas</p> <p>The purpose of this policy is to identify and protect general employment areas and rural employment areas.</p> <div style="border: 1px solid black; padding: 10px;"> <p>SP12X General employment areas and rural employment areas</p> <p>Existing general employment areas and rural employment areas identified below and defined on the policies map, will continue to meet local and sub regional employment needs. These sites will be protected for employment uses as described in the policy, in order to maintain an adequate supply of employment land. They will continue to be primary locations for employment uses including, offices (subject to satisfying a sequential test as required by Policy SP12), research and development, light industrial, general industrial and storage and distribution in accordance with the uses specified for each designation as set below. The general and rural employment areas together provide for some 5 hectares of available employment land (as at 1 April 2024).</p> <p>General employment areas</p> <p>The following general employment areas will be suitable for offices (subject to satisfying a sequential test as required by Policy SP12), research and development, light industrial, general industrial and storage and distribution uses as defined in the glossary. Those areas with additional restrictions on appropriate employment uses are noted in the list below. General employment areas with land available at 1 April 2024 include SP12t Falconer Road with 2.48 hectares and SP12u Haverhill research Park with 0.47 hectares available.</p> <ul style="list-style-type: none"> • SP12a Land at Station Way, Brandon • SP12b Land south of railway line, Brandon • SP12c Land south of London Road, Brandon • SP12d Land south of Mile End, Brandon </div>

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			<ul style="list-style-type: none"> • SP12e Anglian Lane, Bury St Edmunds (excluding general industrial uses) • SP12f Barton Road, Bury St Edmunds (excluding general industrial uses) • SP12g Dettingen Way, Bury St Edmunds • SP12h British Sugar, Hollow Road and areas north of Compiegne Way, Bury St Edmunds (The north-eastern and north-western areas of the British Sugar site which forms part of SP12h in which the soakaway and soil conditioning areas are located are intrinsic to the operations of British Sugar and are not appropriate for development unrelated to those operations) • SP12i Suffolk Business Park, Bury St Edmunds (excluding general industrial uses) • SP12j Chapel Pond Hill, Bury St Edmunds • SP12k Eastern Way, Bury St Edmunds • SP12l Enterprise Park, Etna Road, Bury St Edmunds (excluding general industrial uses) • SP12m Mildenhall Road, Bury St Edmunds • SP12n Moreton Hall, Bury St Edmunds • SP12o Northern Way, Bury St Edmunds • SP12p Western Way, Bury St Edmunds (excluding storage and distribution uses) • SP12q Greene King, Friars Lane, Bury St Edmunds • SP12r Rougham Industrial Estate, Bury St Edmund • SP12s Bumpstead Road, Haverhill • SP12t Falconer Road, Haverhill • SP12u Haverhill Research Park, Haverhill (excluding general industrial, storage and distribution uses) • SP12v Haverhill Industrial Estate, Haverhill • SP12w Homefield Road, Haverhill (excluding general industrial uses) • SP12x Stour Valley Road, Haverhill • SP12y Mildenhall Industrial estate, Mildenhall • SP12z Newmarket Industrial estate, Newmarket <p>Any development at SP12d must protect and enhance the existing London Road Industrial Site of Special Scientific Interest and the Brandon Road Industrial Estate County Wildlife Site.</p> <p>In addition to employment uses, SP12p general employment area could accommodate other alternative uses such as leisure, education, health and public facilities and service uses.</p> <p>Rural employment areas</p> <p>The following rural employment areas will be suitable for offices (subject to satisfying a sequential test as required by Policy SP12), research and development, light industrial, general industrial and storage and distribution uses as defined in the glossary. These uses will be accommodated in buildings of an appropriate size for their rural location to meet local business and community needs. Those areas with additional restrictions on appropriate employment uses are noted in the list below. The rural employment area with land available at 1 April 2024 is SP12ar Karro Foods north with 2.37 hectares available.</p> <ul style="list-style-type: none"> • SP12aa Chilton Street Business Park, Clare (excluding general industrial, storage and distribution uses). • SP12ab Bridewell Business Estate, Clare (excluding general industrial uses). • SP12ac Station Road, Lakenheath. • SP12ad Kings Warren Business Park, Red Lodge. • SP12ae Shepherds Grove, Stanton and Hepworth • SP12af Land south of Swan Lane, Exning.

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			<ul style="list-style-type: none"> • SP12ag Gorse Industrial Estate, Barnham (excluding offices uses) • SP12ah Land off Silver Tree Way, Chedburgh. • SP12ai Land south of Bury Road, Chedburgh. • SP12aj Woodside Business Centre, Ingham (excluding general industrial uses). • SP12ak Moseley Farm, Fornham All Saints. • SP12al Park Farm, Fornham St Genevieve. • SP12am Land east of Gazeley Road, Kentford. • SP12an Land south of Bury Road, Kentford. • SP12ao land south of Bury Road, Lanwades Business Park, Kentford. • SP12ap Risby Business Park, Risby. • SP12aq Saxham Business Park, Saxham. • SP12ar Karro foods north, Little Wratting. (excluding general industrial uses). • SP12as Karro foods south, Little Wratting. • SP12at Land east of Mildenhall Drove, Beck Row. <p>The council will support proposals for employment uses in general employment areas and rural employment areas in accordance with the uses identified for each site as set out above, providing that parking, and secure cycle storage, access, travel, visual impact, archaeology and general environmental considerations can be met.</p> <p>Proposals for employment uses in general and rural employment areas which do not neatly fall within the employment uses defined above, will only be accepted where they:</p> <ul style="list-style-type: none"> • Seek to maximise the sites' potential for jobs growth and/or support the continued operation of the existing businesses and industrial activities. • Do not generate potential conflict with existing or proposed employment activities, in terms of noise, external lighting, vibrations and hours of operation. <p>Explanation</p> <p>General and rural employment areas</p> <p>There are a number of established centres of employment in the district, referred to as general and rural employment areas. Evidence in the employment land review suggests that these concentrations of economic employment activity should be protected. Some of these employment areas have opportunities for further development and intensification of use and in particular the occupation or redevelopment of vacant premises and land will be encouraged.</p> <p>The scale and design of new development within these sites, particularly rural employment areas, should be sympathetic to any sensitive environmental and heritage features and any potential adverse effects should be mitigated. Rural employment areas provide opportunities to support sustainable growth and expansion of rural businesses. Employment uses of a strategic nature, meeting wider sub regional needs should be focussed on sustainable locations in the towns with suitable accessibility to transport links. The location of these general and rural employment areas is shown on the policies map. Some five hectares of employment land has been identified as available at 1 April 2024 in the general and rural employment areas. This baseline assessment will continue to be monitored.</p>

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			<p>These rural and general employment areas will be suitable for offices (subject to passing a sequential test), research and development, light industrial, general industrial, storage and distribution uses. In accordance with the spatial strategy and the local plan evidence, the policy seeks to direct appropriate employment uses to appropriate sustainable locations, providing opportunity to support and enhance the diverse range of jobs and sectors. This will enable existing established businesses in the district opportunities to expand or diversify, so they can flourish and thrive, whilst avoiding harm to residential amenity and affording protection to the district's sensitive environment and heritage. Where certain employment uses are not considered appropriate in designated employment areas these are noted in the policy.</p>
MM45	Page 124 and 125	Policy LP36	<p>Policy LP36 Safeguarding employment</p> <p>In order to meet our overall employment needs over the plan period this policy seeks to protect and safeguard all employment land and existing businesses, across the district which include:</p> <ol style="list-style-type: none"> Land designated as a general employment areas and rural employment areas. Sites allocated for employment purposes (including employment land as part of a mixed-use allocation). Land and existing businesses which are not specifically identified in the local plan. <p>Policy SP12 sets out the uses permitted in each general employment area and rural employment area.</p> <p>Individual site allocations in this plan set out uses that will be permitted in each allocation.</p> <p>It is recognised that there are a number of existing businesses and employment uses across the district that are not designated on the policies map that lie outside of the defined general employment areas, rural employment areas and employment allocations as detailed above (category c). These businesses make an important economic contribution within West Suffolk and the council will support and work with businesses across the district to enable them to grow, expand and diversify and find suitable accommodation to meet their needs.</p> <p>Proposals resulting in the loss of employment land or an existing business falling within categories a and c to an employment use which generates jobs but do not neatly fall within the employment uses set out in policy SP12, will only be permitted where the proposal complies with the following criteria d. to i., as appropriate:</p> <p>As a minimum, evidence of 12-month marketing of the site and premises in accordance with guidance in appendix I, demonstrating that genuine attempts have been made to sell and/or let the site and premises in its existing current use (or last previous use) and other suitable employment uses (where supported by the policies in the development plan) and no alternative business use has been found.</p> <ol style="list-style-type: none"> Evidence is provided demonstrating there is sufficient supply of alternative and suitable employment land available. The existing use has created over-riding environmental problems (such as noise, odours or traffic) and permitting an alternative use would be a substantial environmental benefit that would outweigh the loss of an employment site. An alternative use would assist in urban regeneration and offer greater benefits to the community in meeting local business and employment needs and would provide other sustainability benefits that would outweigh the loss of the existing employment use. Is for an employment related support facility such as employment training and/or education. It is demonstrated to support business operations and diversifications such as on-site renewable energy development.

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			<p>To ensure the long-term protection of employment land across the district, proposals for non-employment uses on strategic sites allocated on the policies maps for employment purposes (category b) will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.</p>
MM46	Page 130	Policy LP39	<p>Policy LP39 Tourism development</p> <p>Proposals for new tourism facilities, including overnight visitor accommodation such as hotels, bed and breakfast, self-catering, holiday lodges, static and touring caravans and tenting fields, or improvements and extension to existing facilities, will be permitted provided that:</p> <ol style="list-style-type: none"> The site has good transport connections to existing facilities or the site is well related to the main urban areas of a defined settlement. The site is accessible by adequate public transport, cycling and walking links. It would not adversely affect the character, appearance or amenities of the area and the design is to the satisfaction of the local authority. Vehicle access, on-site vehicle parking and secure cycle storage would be provided to an appropriate standard. Where an essential worker is proposed, evidence has been submitted demonstrating the need for a 24-hour presence on site. <p>The larger urban areas (towns and key service centres) will be the focus for larger scale tourism activities and overnight accommodation in accordance with the requirement to concentrate development at the most sustainable locations.</p> <p>Proposals for tourism development and activities within local service centres, type A villages, type B villages and the countryside must, in addition to the criteria above, have good access to existing local community services and facilities, and:</p> <ol style="list-style-type: none"> Have no significant adverse impact on Recognise the intrinsic character or appearance of the landscape and beauty of the countryside. Be of an appropriate scale when compared to existing development in the surrounding area or comprise of the conversion of suitable existing rural buildings or limited extension to existing visitor accommodation. <p>The occupation of any new tourist accommodation will be restricted through condition or legal agreement to ensure proposals remain in tourism use and do not result in permanent residential occupation where it may not otherwise be appropriate.</p>
MM47	Page 140 and 142	Policy LP41	<p>Policy LP41 Local centres</p> <p>There are 23 existing local centres in West Suffolk and eight new local centres proposed within the strategic housing and mixed-use allocations and commitments. These are defined on the policies map and listed in the policy. New local centres will be defined on the policies map, in a local plan review after their implementation. The role of the local centres is to serve local community needs.</p> <p>Existing local centres:</p> <ul style="list-style-type: none"> LP41(a) Barton Road, Bury St Edmunds

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			<ul style="list-style-type: none"> • LP41(b) Cadogan Road, Bury St Edmunds • LP41(c) Glastonbury Road, Bury St Edmunds • LP41(d) Hardwick Precinct, Bury St Edmunds • LP41(e) Lake Avenue Parade, Bury St Edmunds • LP41(f) Moreton Hall, Bury St Edmunds • LP41(g) The Parade, Ridley Road, Bury St Edmunds • LP41(h) St Olaves Precinct, Bury St Edmunds • LP41(i) Stamford Court, Bury St Edmunds • LP41(j) Hales Barn, Haverhill • LP41(k) Strasbourg Square, Haverhill • LP41(l) Leiston Road, Haverhill • LP41(m) Blair Parade, Haverhill • LP41(n) Hanchett End, Haverhill • LP41(o) Valley Way, Newmarket • LP41(p) Elizabeth Avenue, Newmarket • LP41(q) St Johns Close, Mildenhall • LP41(r) Barrow • LP41(s) Ixworth • LP41(t) Kedington • LP41(u) Lakenheath • LP41(v) Red Lodge • LP41(w) Stanton <p>Proposed new local centres within strategic sites</p> <ul style="list-style-type: none"> • Marham Park, (north-west Bury St Edmunds strategic site) • Lark Grange, (Moreton Hall strategic site) • North-east Bury St Edmunds strategic site • South-east Bury St Edmunds strategic site • North-west Haverhill strategic site • Two local centres at north-east Haverhill strategic site • Land west of Mildenhall strategic site <p>Within the local centres as defined on the policies map, support will be given to proposals for retail and community services and facilities as defined below:</p> <ol style="list-style-type: none"> a. Small scale retail development, to meet local needs (not exceeding 280 square metres in gross floor area unless a larger area is required to meet a demonstrated local need). b. Leisure and recreation uses. c. Health and community facilities. d. Early years setting including creche and day nursery. <p>In local centres the loss or change of use of shops or services and facilities (or premises last used for such purposes) will not be permitted unless it has been demonstrated the following criteria have been met:</p>

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			<ul style="list-style-type: none"> • The use is no longer viable or that the change of use will not have a detrimental impact on the vitality and viability of the centre. • Suitable alternative provision is available which will meet the day to day needs of people in the local area. • The premises have been realistically, and unsuccessfully, marketed for a minimum period of 12 months in accordance with guidance in appendix I. <p>Proposals for new or extended shops or services within local centres will be permitted provided that there is no adverse effect on residential amenity, highways and environmental quality.</p> <p>New local centres should be well served by public transport, cycle path access and cycle parking, and be within reasonable walking distance of all parts of the development.</p> <p>Green infrastructure in local centres contributes towards environmental quality, amenity, health and wellbeing and will be retained, restored, protected and enhanced.</p> <p>Proposals for the provision, enhancement or loss of community facilities and services, leisure and recreation, health and education uses will be subject to compliance with other policies within this development plan.</p> <p>4.5.100. Retail uses should be of a scale suitable to meet local needs, and a threshold is included in the policy to achieve this. This threshold is evidenced in the Retail and Main Town Centre Uses study was published in May 2022, Retail retail and main town centre uses study published in May 2022. It is in line with the new use Class F2 (local community uses) which defined shops as not more than 280 square metres mostly selling essential goods, including food, and at least one kilometre from another similar shop.</p>
MM48	Page 146 and 147	Policy LP46	<p>Policy LP46 SPX Horse racing industry development</p> <p>Proposals for development relating to the horse racing industry will be permitted provided that:</p> <ol style="list-style-type: none"> a. There is satisfactory evidence proportionate to the scale and type of use, of the business viability, functional need for and scale of the proposal as appropriate. b. The development is designed to make a positive contribution to local character and distinctiveness and will not have an unacceptable impact on the historic environment or local amenity. c. The occupation of any residential accommodation is restricted by condition or legal agreement to key workers essential to the day-to-day operation and management of the horse racing establishment. d. Proposals for development in the countryside: <ul style="list-style-type: none"> • Do not result in the irreversible loss of best and most versatile agricultural land. • The scale of development is sensitively integrated into the surrounding area and does not have a significant detrimental impact on visual amenity of the landscape, or nature conservation interests. e. Proposals include detailed consideration of the movement of horses to and from training, highway safety, network capacity and accessibility for all modes of transport, opportunities for more sustainable travel links, including active travel, and measures to reduce any transport impacts of the proposal to an acceptable level to the local highway authority. Proposals that create additional travel, of both people and horses must submit a

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			sustainable transport statement or a workplace travel plan appropriate to the scale and impacts of development in accordance with current Suffolk County Council travel plan guidance.
MM49	Page 148	Policy LP47	<p>Policy LP47 SPX Development affecting the horse racing industry</p> <p>Any development within or around Newmarket which is likely to have a material adverse impact on the operational use of an existing site within the horse racing industry (such as noise, air quality, volume of traffic, loss of paddocks or other open space, horse movements, access and/or servicing requirements), or which would threaten the long term viability of the horse racing industry as a whole, will only be permitted in exceptional circumstances and where it is demonstrated the benefits would significantly outweigh the harm to the horse racing industry.</p> <p>Proposals shall include detailed consideration of the movement of horses to and from training, highway safety, network capacity and accessibility for all modes of transport, and measures to reduce any transport impacts of the proposal to an acceptable level to the local highway authority.</p>
MM50	Page 149 and 150	Policy LP48	<p>Policy LP48 SPX Change of use and development of horse racing industry sites</p> <p>The change of use of racehorse training yards, stud farms, paddocks, racecourses and horse training grounds, including associated residential accommodation (and buildings and/or land last lawfully used for such purposes) to alternative uses directly related to the horse racing industry, will only be permitted in exceptional circumstances and where it is demonstrated the benefit to the horse racing industry outweighs the loss of the existing use.</p> <p>The change of use of racehorse training yards, stud farms, paddocks, racecourses, and horse training grounds, including associated residential accommodation or other uses directly related to the horse racing industry (and buildings and/or land last lawfully used for such purposes) to uses unrelated, or not directly related to the horse racing industry, will only be permitted if allocated as a proposal in an adopted local plan.</p> <p>Permission will only be granted for schemes that conserve and/or enhance the character and appearance of the area and, where relevant and necessary, conditions will be imposed removing permitted development rights to prevent further changes of use.</p>
MM51	Page 151	Policy LP49	<p>Policy LP49 SPX Safeguarding horse walks and crossings</p> <p>The council will prioritise the retention and improvement of existing horse walks and crossings, as shown on the policies map, to safeguard horse movements in Newmarket. The extension or the provision of new facilities by traffic management proposals will be supported through:</p> <ul style="list-style-type: none"> • traffic management proposals • Parking restrictions

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			<ul style="list-style-type: none"> • signage • reserving land as part of new development proposals • direct provision by horse racing interests or by developers through a legal agreement under Section 106 of the 1990 Planning Act (or successor legislation) where necessary to the acceptability of the development. <p>Any proposal shall be of an appropriate design and make a positive contribution to the area's local character and distinctiveness and will not have an unacceptable impact on the historic environment or local amenity.</p> <p>Proposals shall include detailed consideration of the movement of horses to and from training, highway safety, network capacity and accessibility for all modes of transport, and measures to reduce any transport impacts of the proposal to an acceptable level to the local highway authority.</p>
MM52	Page 153 and 154	Policy LP50	<p>Policy LP50 Listed buildings</p> <p>Proposals to alter, extend or change the use of a listed building, or development affecting its setting, will be permitted where, as appropriate to the nature and scale of the proposal, they:</p> <ol style="list-style-type: none"> Demonstrate a clear understanding of the significance of the building including the contribution made by its setting. Contribute to the preservation of the building. Are not detrimental to the building's character or any architectural, archaeological, artistic or historic features that contribute towards its significance. Are of an appropriate scale, form, height, massing, and design which respects the existing building and its setting. Use appropriate architectural details, materials and methods of construction which respect the character of the building. Respect the historic internal layout (which may include later remodelling) and other internal features of importance. Respect the setting of the listed building, including inward and outward views and how it is experienced and understood. Respect the character, appearance and setting of a park, garden or training yard of historic or design interest, particularly where the grounds have been laid out to complement the design or function of the building. A curtilage and/or setting which is appropriate to the listed building, and which maintains its relationship with its surroundings should be retained. Have regard to the present and future viability or function of the listed building. <p>Proposals to demolish all or part of a listed building will only be permitted in very exceptional circumstances. Applicants must demonstrate that all reasonable efforts have been made to ensure the ongoing appropriate repair of the building; sustain existing uses or find viable new ones, and that they have addressed the considerations set out in national legislation and guidance. Where appropriate, the recording of the building to a specified standard will be required prior to the commencement of demolition.</p> <p>Retrofitting proposals should be supported by a statement demonstrating an understanding of the building's environmental performance and be accompanied by an assessment of the building's current fabric and energy performance. The level of detail submitted should be sufficient to evaluate and or understand the impact of the proposed works on both the environmental performance and the significance of the heritage asset using appropriate expertise where necessary.</p>

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			<p>All development proposals should provide a clear justification for the works, especially if these works would harm the listed building or its setting, so that the harm can be weighed against any public benefits. Where a proposal would result in harm to the significance of the asset the relevant tests of the National Planning Policy Framework (or successor document) will be applied.</p> <p>The level of detail of any supporting information should be sufficient to understand the potential impact of the proposal on its significance and/or setting.</p> <p>Energy efficiency measures that do not harm the building's significance, setting, fabric or ongoing preservation, as informed by an assessment of the building's fabric and by robust technical detailing, and which take a holistic whole building approach to energy efficiency will be supported.</p> <p>4.7.9. It is a statutory requirement for local planning authorities to have special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest which it possesses. Consent will not be granted 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.</p> <p>4.7.10. New uses must adapt to the building, not the other way around. The best alternative or new use for a listed building will be one that involves the least amount of intervention and preserves as much of the historic fabric and character of the building as possible.</p>
MM53	Page 154 and 155	Policy LP51	<p>Policy LP51 Built non-designated heritage assets</p> <p>Proposals for the alteration, extension or demolition of buildings, or structures identified (at application stage or otherwise) as being non-designated heritage assets, including those protected by an article 4 direction or subsequent legislation, will be permitted where, as appropriate to the nature and scale of the proposal, they:</p> <ul style="list-style-type: none"> a. Demonstrate a clear understanding of the significance of the building or structure and/or its setting. b. Respect the historic fabric, design, materials, elevational treatment and ornamentation of the original building or structure. c. Will not entail an unacceptable level of loss, damage or covering of original features. d. Have regard to the setting, plot layout and boundary features. <p>The level of detail of any supporting information should be proportionate to the importance of the asset, the works proposed and sufficient to understand the potential impact of the proposal on its significance and/or setting. The effect of an application on significance will be taken into account in determining applications having regard to the scale of the harm and loss of significance.</p> <p>4.7.12. Significance is the value of a heritage asset to this and future generations because of its heritage interest which may be from its archaeological, architectural, artistic or historic qualities. Given the role that they play in reinforcing a sense of local identity and distinctiveness, and the embodied carbon emissions that would result from demolition and redevelopment compared to retention and refurbishment, the unsympathetic alteration or demolition of such locally important buildings and structures will only be acceptable where it is demonstrated the public benefits of the proposed development would outweigh any adverse impact on the heritage asset or adverse carbon consequences.</p> <p>New uses must adapt to the building, not the other way around. The best alternative or new use for a historic building will be one that involves the least amount of intervention and preserves as much of the historic fabric and character of the building as possible.</p>

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			<p>4.7.13. Current legislation gives general permission for specified minor development and uses of land, including limited alterations and extensions affecting property in residential use (referred to as 'permitted development'). Although permitted development is more restricted in conservation areas, 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 has the power to withdraw some specific permitted development rights entirely. This is through serving a direction under Article 4 of the General Permitted Development Order. The effect of this is to require owners and occupiers to make individual applications for these specified forms of development so that the local planning authority can support sympathetic alterations and has the right to refuse permission for unsympathetic proposals.</p>
MM54	Page 156	Policy LP52	<p>New uses for historic buildings</p> <p>4.7.15. The purpose of this policy is to set out how proposals to alter the use of a historic building will be assessed. Historic buildings are heritage assets, both designated and undesignated, which are identified as having a degree of significance meriting consideration in planning decisions, because of their heritage interest.</p> <div style="border: 1px solid black; padding: 10px;"> <p>Policy LP52 New uses for historic buildings</p> <p>Proposals for the adaptation of a historic building (including designated and non-designated heritage assets) to sustain a new use will only be permitted where the proposal will protect the significance of the building, and would not have a detrimental impact on:</p> <ul style="list-style-type: none"> a. The character, appearance and setting of the building or significant elements of the buildings historic fabric. b. The scale, height, massing, alignment, style and materials of the building. c. The form, function and manner of construction of the building. d. The present and future viability of the building. <p>The level of detail of any supporting information should be proportionate to the importance of the building, the work proposed and sufficient to understand the potential impact of the proposal on its significance and/or setting.</p> <p>Development proposals which result in harm to or loss of the significance of a designated heritage asset should provide clear and convincing justification for the works.</p> <p>Where a proposal would result in harm to the significance of a designated heritage asset, the relevant tests of the National Planning Policy Framework, or successor document, will be applied.</p> <p>The effect of an application on significance of a non-designated heritage asset will be taken into account in determining applications having regard to the scale of the harm and loss of significance.</p> </div> <p>Explanation</p> <p>4.7.16. Many heritage assets are no longer in their original use and have been adapted over time to new uses. It is particularly the case with buildings that their survival will frequently depend upon finding a viable new use. Keeping heritage assets in use avoids the consumption of new building materials and energy and the generation of waste from the construction of replacement buildings.</p>

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			<p>4.7.17. The council will encourage new uses and/or modification and/or adaptation schemes for heritage assets that are in accordance with other policies contained within this plan and which are designed to reduce carbon emissions and secure sustainable development. However, local evidence has shown that conversion schemes can have a detrimental impact on the historic fabric and character of such buildings. The alterations necessary to continue the use of a building must be balanced against any impact on the historic fabric and character of the building and the council will ensure that new uses or works respect the existing features of the building.</p> <p>4.7.18. New uses must adapt to the building, not the other way around. The best alternative or new use for a listed building will be one that involves the least amount of intervention and preserves as much of the fabric and character of the building as possible.</p>
MM55	Page 157 and 158	Policy LP53	<p>Policy LP53 Conservation areas</p> <p>Proposals for development within, or within the setting of adjacent to or visible from a conservation area, as appropriate to the nature and scale of the proposal, should:</p> <ol style="list-style-type: none"> Preserve or enhance the character or appearance of the conservation area or its setting, and views into, within, and out of the area. Be of an appropriate scale, form, height, massing, alignment and detailed design which respect the area's character or appearance and its setting. Retain important natural features such as open spaces, plot divisions, boundary treatments, and trees and hedges, which contribute to the special character or appearance of the area. Retain important traditional features that contribute to the area's character or appearance such as original doors, windows, shop fronts and boundary structures. Include fenestration which respects its setting. Use materials and building techniques which complement or harmonise with the character or appearance of the area. Demonstrate a clear understanding of the significance of the conservation area and/or its setting. The proposal should demonstrate how the key characteristics of the character or appearance of the area have been addressed. <p>New shop fronts, fascias, awnings, canopies, advertisements and other alterations to commercial premises must be of a high standard of design which respects the character or appearance of the conservation area and the building to which they relate, having close regard to the content of West Suffolk Shop Front and Advertisement Design Guidance. Standardised shop fronts, unsympathetic 'house' signs, projecting box signs, internally illuminated signs and externally lit signs will not normally be granted consent. In rural locations with low levels of street lighting and where it can be demonstrated that premises rely principally on trading after dark, externally illuminated signs sympathetic to the character of the building and the surrounding area may be permissible.</p> <p>Proposals to demolish buildings or structures that make a positive contribution to the special architectural or historic interest of a conservation area will require clear and convincing justification and only be permitted in very exceptional circumstances, in particular where it can be demonstrated that:</p> <ul style="list-style-type: none"> The building or structure is structurally unsound and beyond reasonable repair, or the proper repair of the building would result in the loss of the qualities which give it architectural or historic interest. All possible measures to sustain an existing use or find an alternative use have been explored and failed, and redevelopment would bring substantial public benefits. In both cases planning permission has been granted for the redevelopment of the site and a contract for the carrying out of the works has been made.

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			<p>The level of detail of any supporting information should be sufficient to understand the potential impact of the proposal on its significance and/or setting.</p> <p>Development proposals which cause harm to the significance of a conservation area including its setting will require clear and convincing justification.</p> <p>Where a proposal would result in harm to significance the relevant tests of the National Planning Policy Framework, or successor document, will apply.</p> <p>Outline applications will only be accepted where sufficient information is provided to identify how the proposals will impact upon the elements which contribute to the significance of the conservation area.</p>
MM56	Page 159 and 160	Policy LP55	<p>Policy LP55 Archaeology</p> <p>Development will not be permitted where it is expected to have a material adverse effect on scheduled monuments or other sites of similar archaeological importance, or their settings.</p> <p>On sites with known archaeological interest, or that have potential to contain heritage assets with archaeological interest, planning permission will be granted subject to other policies within the development plan and subject to one, or a combination, of the following being agreed before the development commences:</p> <ul style="list-style-type: none"> a. An appropriate level of assessment to deliver understanding of the nature and significance of any heritage assets that may be impacted by development. This may include desk-based assessment and/or field evaluation. b. The preservation of archaeological remains in situ. c. An appropriate level of archaeological investigation and recording to achieve preservation by record, prior to the commencement of the development. This should include fieldwork, post-excavation analysis, dissemination of the results of the investigations and deposition of any archive generated with the appropriate repository. <p>Where a proposal would result in harm to significance the relevant tests of the National Planning Policy Framework, or successor document, will apply.</p> <p>Development will not normally be permitted where it is expected to have a material adverse effect on scheduled monuments or other sites of similar archaeological importance, non-designated heritage assets, or their settings, which are demonstrably of equivalent significance unless the public benefits outweigh the harm.</p>
MM57	Page 161	Policy LP56 explanatory paragraph 4.7.30	<p>4.7.30. The Abbey of St Edmund lies at the heart of Bury St Edmunds, with the former Abbey precinct comprising some 24 hectares. The precinct encompasses a number of grade I and II listed buildings and scheduled monuments, as well as the Abbey Gardens and St Edmundsbury Cathedral. Any</p>

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			future development in the vicinity of the Abbey precinct must have regard to The Abbey of St Edmund Heritage Partnership Overarching Plan (2021) , Heritage Assessment (2018) and Conservation Plan (2018) which brings together numerous local and regional organisations to care for the Abbey and explain its heritage. The need for an integrated and comprehensive approach to the development of, and improvement to, the Abbey of St Edmund area is recognised and in the longer term, the preparation of a masterplan to develop a framework for future improvements to heritage conservation, heritage interpretation and natural environment conservation across the whole Abbey of St Edmund area is supported.
MM58	Page 162 and 163	Policy SP15	<p>4.8 Infrastructure</p> <p>4.8.1. Infrastructure can come in various forms and in this plan falls into three categories:</p> <ul style="list-style-type: none"> • Hard infrastructure such as pedestrian and cycle routes, energy and water supply, wastewater recycling (sewage treatment works), telecommunications and broadband. • Green and blue infrastructure, including green spaces for parks and sport and recreation, access to the countryside, protecting and enhancing biodiversity and providing informal green and blue spaces, sustainable drainage systems. • Social and community infrastructure such as education and early years, healthcare, ambulance, police, sport and leisure and community and cultural infrastructure. <p>4.8.2. The delivery of resilient infrastructure is important to create community safety and cohesion, connected communities and determine how places are shaped and how the quality of life in existing communities can be maintained and improved.</p> <p>Infrastructure</p> <p>4.8.4. The purpose of this policy is to ensure that the infrastructure and facilities needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this</p> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p>Policy SP15 Infrastructure</p> <p>It is important that the infrastructure and facilities needed to support new development and planned growth is delivered alongside development at the appropriate time, and for existing infrastructure to be protected and enhanced for the future. Proposals for development will be required to retain, enhance, and provide additional infrastructure, as appropriate to the scale and location of the proposal, to mitigate direct and cumulative impact of development. Proposals will need to demonstrate how they will:</p> <ol style="list-style-type: none"> Deliver the necessary on-site infrastructure requirements and where appropriate off-site infrastructure requirements and/or a financial contribution which will be secured through a legal agreement. Provide a suitable mechanism, subject to approval by the district council, to ensure the appropriate and sustainable long-term governance, stewardship, maintenance and management of infrastructure including blue and green infrastructure, integrated water management infrastructure, the public realm, and community facilities, for example through a financial contribution and supporting statement or a management plan. Ensure the timely and phased delivery of infrastructure to serve development, especially where new development is dependent on this infrastructure. <p>Existing resources and infrastructure and, where necessary access to them, will be protected to ensure a flexible approach to future growth and infrastructure requirements.</p> </div>

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			<p>The delivery or the capacity of essential infrastructure must be confirmed by the provider or acceptable mitigation provided. Where this is not possible, development may be phased by condition of a planning permission or by prior agreement with the developer to ensure the delivery of infrastructure at the appropriate time. On large strategic developments that are being delivered incrementally over the plan period, improvements to essential infrastructure and phasing should be addressed in masterplans. This requirement also applies to future phases of developments where either a full or reserved matters planning application is required.</p> <p>The council will continue to work with statutory consultees and infrastructure providers, organisations and other authorities within and across administrative boundaries to take account of the impacts of cumulative and residual growth. It will seek to safeguard, protect and ensure provision, resilience and enhancement of infrastructure and services to meet the current and planned future needs of residents, businesses and communities in West Suffolk are delivered in a timely manner.</p> <p>Proposals for development which are located adjacent to existing educational facilities will not be supported if they compromise the ability of the school to expand to an appropriate size to meet a future potential need for additional school places, or to be reconfigured and improved to meet the needs of the school and the community it serves.</p> <p>Proposals for development which are located adjacent to existing health facilities will not be supported if they compromise the ability for their expansion to meet a future potential need.</p> <p>The council will work with the relevant stakeholders, National Highways and Suffolk County Council, to enable the delivery of key strategic highways infrastructure projects to mitigate the cumulative traffic impacts arising from the plan. Primarily, the impacts will be mitigated through modal shift to sustainable transport.</p> <p>Development will be expected to contribute to the delivery of sustainable transport strategies for managing the cumulative impacts of growth directly or through financial contributions, including to measures to promote sustainable travel. Transport Statements and Assessments will provide the evidence of how cumulative impacts are being addressed.</p> <p>4.8.6 The developers guide (or its successor) provides guidance on a wide range of infrastructure issues that may be considered when determining planning applications. It includes public service provision by service providers and commissioners such as NHS providers, libraries and the police as well as key infrastructure needed to support planned growth. Examples of this key strategic infrastructure include contributions to sustainable transport schemes, G.P. GP and community health care, police facilities and provision of a new school.</p> <p><i>New paragraph in reasoned justification:</i></p> <p>4.8.9. The councils are developing a more detailed strategic sustainable transport strategy, alongside the local transport plan, which is an alternative approach to delivering the physical costed highways measures. The aim of the strategic sustainable transport strategy is to enable the councils to use the developer contributions with more flexibility given how quickly sustainable transport measures are changing and advancing. The contributions secured will relate to on site, local and strategic highway mitigation. The sustainable transport strategy approach involves monitoring the cumulative impacts of development. This will be monitored through the developments and delivery will be phased as appropriate. The councils will prepare a guide to explain the sustainable transport strategy funding mechanism and implementation.</p>
MM59	Page 164 and 165	Policy LP57	<div>Policy LP57 Active and sustainable travel</div>

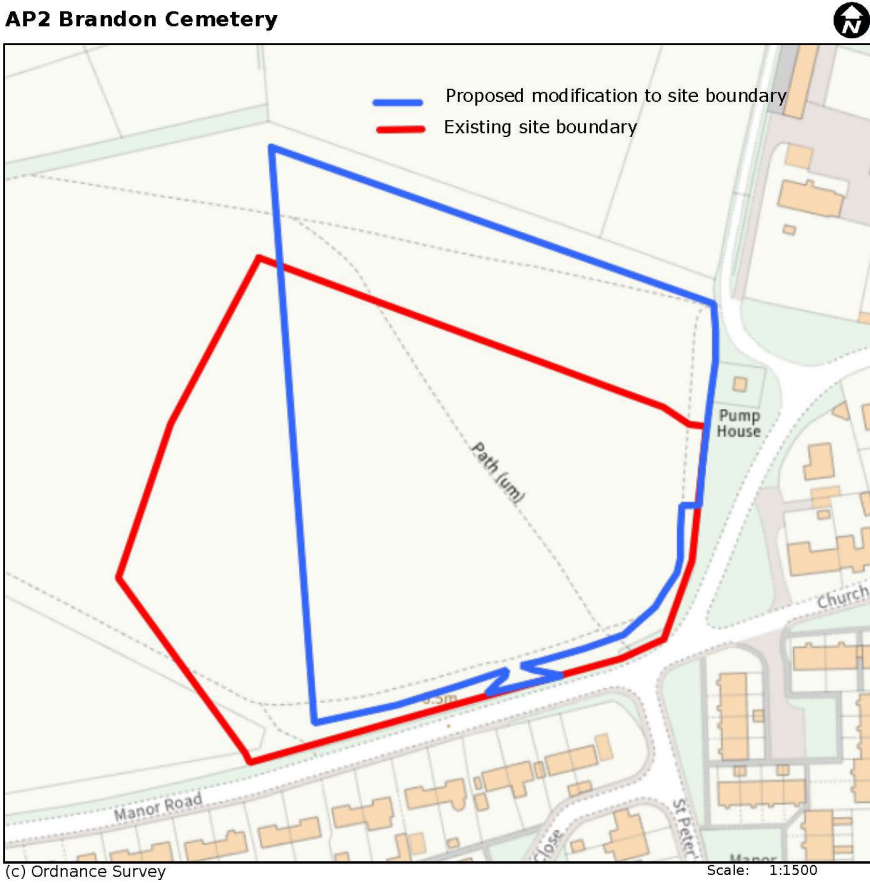
Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Proposals for development must provide for active travel on and off site by:</p> <ul style="list-style-type: none"> a. Maximising walking opportunities for all levels of personal mobility and contributing to a positive public realm. Proposals must maintain, improve and create new safe and attractive routes suitable for pedestrians, push chairs and wheelchairs including appropriate street furniture such as seating and lighting as necessary. b. Promoting opportunities for an accessible, safe, and segregated cycle network, including protecting existing routes, and providing appropriate facilities for the use of cyclists. Cycle infrastructure should be built to the requirements of Gear Change and Cycle Infrastructure Design Local Transport Note 1/20 and related guidance or successor documents. c. All destinations, transport hubs and commercial, business and service premises are required to having facilities to allow people to cycle all year around including, but not limited to, workplace showers, covered cycle storage, changing rooms, drying rooms and lockers provided, with opportunities for the hire of bicycles, e-bikes and e-scooters as appropriate to the use and scale of the proposal. d. Provide sufficient, secure, convenient and accessible undercover cycle spaces for a range of bicycles and installing and maintaining secure, undercover cycle parking spaces in line with Suffolk Guidance for Parking 2023 or successor document. e. Ensuring new or improved sustainable links both within the site and to local destinations are provided to enhance access within the settlement, between settlements and/or provide access to the countryside or green infrastructure sites, local facilities, services, and other destinations as appropriate. f. Improvements to public transport infrastructure through upgrading bus and/or rail links, providing well-designed facilities, passenger information infrastructure, protection and enhancement of public transport routes, bus stops, provision of shelters and by appropriate contributions as necessary. g. Safe and suitable access to public transport through direct provision of suitable infrastructure. <p>Where it is necessary to mitigate and accommodate the transport impacts of development, developers will be required to make provision or financial contributions will be required, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure which includes facilitation or improvements to access for sustainable modes of transport.</p>
MM60	Page 166	Policy LP58	<p>Policy LP58 Rights of way</p> <p>Development will be expected to improve or contribute to the improvement of public rights of way on and off site to facilitate sustainable modes of access, connect communities together, promote access to the countryside for recreation, and improve health and wellbeing. Where necessary, new links should be added to the Public Rights of Way Network.</p> <p>Public rights of way should be maintained on their original alignments wherever possible, within a wide green corridor, and should be enhanced. Development which would adversely affect the character or result in the loss of existing or proposed public rights of way will not be permitted unless alternative provision or diversions can be arranged which are at least as attractive, safe and convenient for public use. This will apply to public rights of way for pedestrian, cyclist, or horse rider use. The rights of way network should be seamlessly integrated with the site layout.</p> <p>Improvements to the Suffolk Public Rights of Way Network through development should contribute to achieving the aims of the Suffolk Green Access Strategy Rights of Way Improvement Plan 2020–2030 (or its successor document)</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
MM61	Page 167	Policy LP59	<p>Policy LP59 Transport assessments, transport statements and travel plans</p> <p>For major development and/or where a proposal is likely to have significant or complex transport implications, the council requires the applicant to submit the following documents alongside their planning applications:</p> <p>a. A multi modal transport assessment or transport statement appropriate to the scale and impacts of development identifying the likely extent of transport implications and proposed mitigation measures.</p> <p>b. A travel plan that outlines physical and management measures necessary to mitigate impacts and deliver a sustainable transport solution for the development. The developer will be required to provide the necessary funding to deliver and monitor any required travel plan for at least 10 years from first occupation.</p> <p>Where the local highway authority considers that a transport assessment, transport statement and/or travel plan indicates that the cumulative and residual travel impacts on the road network and other routes arising from the development would be severe, or there would be an unacceptable impact on highway safety, then planning permission will not normally be granted.</p> <p>Where it is necessary to mitigate and accommodate the transport impacts of development, developers will be required to make provision or a financial contribution, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure which includes facilitation or improvements to access for sustainable modes of transport.</p>
MM62	Page 168 and 169	Policy LP60	<p>Policy LP60 Parking standards</p> <p>All proposals for development, including changes of use, will be required to provide appropriately designed and sited car parking and secure cycle storage and where necessary two-wheeler parking. Provision should be made for visitor, emergency, delivery, service, and disabled vehicle parking. All proposals must have regard to be in accordance with the adopted standards (Suffolk Guidance for Parking 2023 and or successor documents).</p> <p>The council will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. Provision should have regard to the accessibility of the site to sustainable transport modes with consideration for the need to decarbonise.</p> <p>In the town centres and other locations with good accessibility to facilities and services, and/or well served by public transport, a reduced level of car parking may be permitted in new development proposals where it is demonstrated there are appropriate sustainable transport measures and no cumulative harm to the highway network.</p>
MM63	Page 169 and 170	Policy LP61	<p>Policy LP61 Digital infrastructure</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Digital infrastructure</p> <p>The improvement of the digital communications network in the district, including through the provision of mobile data networks and digital technology upgrades, will be supported, subject to compliance with relevant policies in this plan and national policy. Proposals for new residential, public and business premises will include gigabit-capable connections, or be constructed to be high-speed ready, with all associated physical infrastructure in accordance with building regulations (Approved Document R: Volumes 1 and 2 or subsequent documents).</p> <p>Telecommunications</p> <p>Telecommunications development shall be permitted in accordance with other policies within the development plan where it is demonstrated as appropriate:</p> <p>a. The selection of the location has applied the following order of preference:</p> <ul style="list-style-type: none"> • Sharing existing telecommunications sites and installations, including masts, structures and buildings. • Using existing buildings and structures where there are no existing telecommunications installations. • Other locations. <p>b. Street clutter is minimised including the number, size, and prominence of equipment cabins.</p> <p>c. The impacts on the surrounding area's visual amenity, character, and appearance through appropriate design and/or mitigation measures is demonstrated.</p> <p>d. Where on a building, the location and design does not have a detrimental impact to that building's appearance.</p> <p>e. The proposal has special regard to the natural and historic environment where the quality of the landscape or townscape may be particularly sensitive to the intrusion of communications infrastructure.</p> <p>f. No detrimental impact is caused on the movement of pedestrians and cyclists or on the safe and effective functioning of highways or cause severe harm to the highway.</p> <p>g. There is no interference with other electrical equipment, air traffic services or instrumentation operated in the national interest.</p>
MM64	Page 171 and 173	Policy SP16	<p>Policy SP16 Existing special operational uses</p> <p>RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp and HMP Highpoint, Stradishall are identified as land and assets for 'special operational uses' and are identified as such on the policies map.</p> <p>RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp and HMP Highpoint, Stradishall are identified as land and assets for 'special operational uses' and are identified as such on the policies map. RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp military air bases are recognised for their strategic military importance to the UK. The policy identifies the sites and supports their expansion to meet their operational needs including necessary related facilities, taking into account existing constraints and statutory guidelines. Proposals for development, including permitted development at RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp may require a project level habitat regulations assessment (HRA), the competent authority being the local planning authority or the Ministry of Defence. The applicant is required to submit information to inform the HRA in accordance with policy SP7. The information must address the impact of the proposals alone and in combination with other relevant plans and projects within the whole special protection area and its relevant constraint zones where appropriate.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>At HMP Highpoint, Stradishall the policy supports expansion to meet operational needs including necessary related facilities, taking into account existing constraints and statutory guidelines.</p> <p>In order to protect and ensure the operational needs of RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp are met, where development is outside of the area of operational use applicants will be required to submit evidence demonstrating that there would be no detriment to operational use resulting from the development having regard to the following constraints which are identified on the council's on-line mapping system:</p> <ul style="list-style-type: none"> • The aircraft noise and vibration constraints associated with the airbase flight paths. • Safeguarding zones. • Areas where building height restrictions and restrictions on some methods of renewable energy generation for example wind turbine generators or solar photo voltaic panels are not permitted on development due to their potential impact upon military aviation activities. <p>In the event 'special operation uses' of land and assets become available for redevelopment or change of use, or are known to shortly become surplus to requirements, whether for the whole or part of the landholding in that area, the council will consult with the Ministry of Defence and/or Ministry of Justice as appropriate. A feasibility assessment exploring potential future opportunities and uses appropriate to the site, having regard to the site's opportunities and constraints and wider impacts of the proposal will be carried out. This evidence would then inform the next local plan review, and/or a masterplan, for the site to be prepared in accordance with policy LP11 in this local plan.</p>
MM65	Page 174	Site allocations	<p>5 Site allocations</p> <p>This section of the West Suffolk Local Plan sets out the council's site allocations in accordance with the spatial strategy in policy SP9, for housing, employment, mixed-use and other types of uses.</p> <p>The site allocations are identified as strategic or non-strategic and make provision for residential, employment, school expansion and other land uses. The strategic allocations are important in addressing the council's strategic priorities for the area and the non-strategic allocations provide the detail on sites smaller in scale.</p> <p>The purpose of stating an approximate number of homes in the site allocations is to give an indication of the scale of development expected. The actual number of homes on each site will be determined through the planning application process in the context of the relevant policy requirements in the Plan and the objective of making efficient use of land.</p> <p>Many of the residential, mixed-use and employment site allocations originate from the former St Edmundsbury and Forest Heath area Local Plans. A table of existing residential, mixed use and employment allocations to be carried forward and new allocations, along with their strategic or non-strategic status, can be seen at appendix C B.</p> <p>Mapping All of the allocated sites can be viewed in this plan, on 'Find my nearest' on the council's website and on the policies map.</p>
MM66	Various - see mod	Site allocations policies	<i>Amend as follows:</i>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			Remove ' Non-strategic allocations ' and replace with ' Site allocations ' on following pages 179, 181, 200, 224, 236, 247, 256, 260, 265, 270, 278, 288, 294, 309, 315, 319, 327, 332, 339, 344, 350, 353, 358, 364, 366, 370, 378, 384, 389, 396, 403, 408, 413, 420, 425.
MM67	Page 179 and 180	Policy AP1	<p>Policy AP1 Land at Warren Close, Brandon</p> <p>A site of 0.67 hectares at Warren Close, as shown on the policies map, is allocated for around 20 homes. The site should also deliver the following:</p> <p>a. Adequate access should be provided to the satisfaction of the highways authority. b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and open space to the south in accordance with policy LP57. Existing pedestrian connectivity should be maintained and enhanced with an east-west route through the site. c. Existing pedestrian connectivity should be maintained and enhanced with an east-west route through the site. d. Fully accessible informal and formal open space and play space. e. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping • Sustainable drainage systems features. • Existing woodland and mature trees which should be retained and enhanced. <p>Noise mitigation</p> <p>Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development.</p> <p>Information to inform a project level appropriate assessment will also be required in accordance with policy SP7.</p> <p>Archaeology</p> <p>Any planning application should be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. Geophysical survey in the first instance would inform on the scope and timing of intrusive trial trenched evaluation. An archaeological evaluation will be required in accordance with policy LP55.</p>
MM68	Page 181 and 182	Policy AP2	<p>Policy AP2 Brandon Cemetery</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<div><p>AP2 Brandon Cemetery</p></div>
MM69	Page 188 to 191	Policy AP3	<p>Policy AP3 Land north of Rougham Tower Avenue, Bury St Edmunds</p> <p>A site of 63 hectares north of Rougham Tower Avenue, as shown on the policies map, is allocated for 20 hectares of employment land and around 500 homes.</p> <p>The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.</p> <p>The additional specific requirements should be met:</p> <ul style="list-style-type: none">a. Land sufficient for a primary school and early years setting.b. Provision for older person accommodation, including housing-with-care (including extra care) and/or a care home to be established through the preparation of the site masterplan.

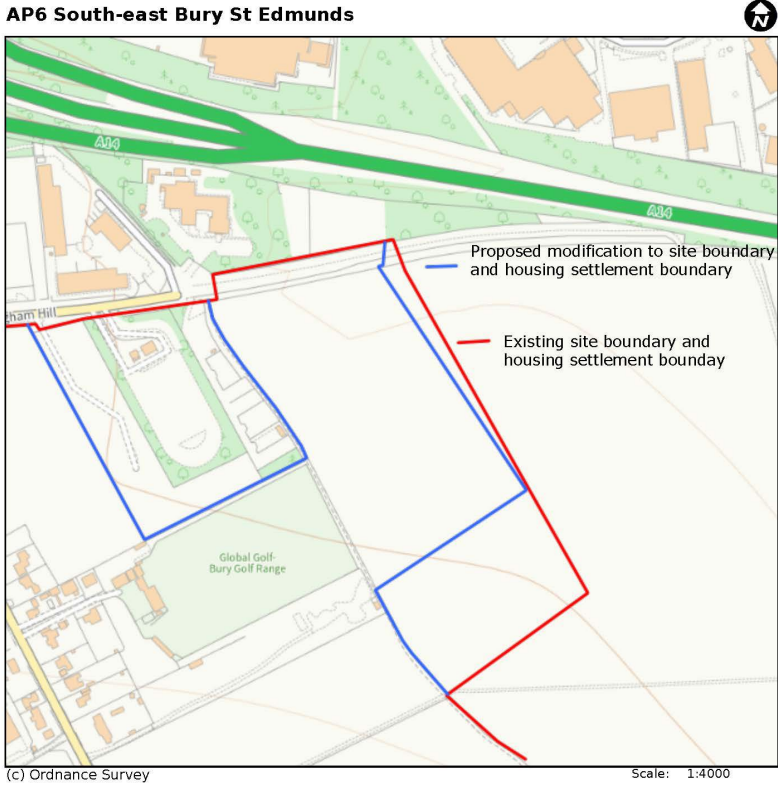
Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>c. Community uses that might include a health facility, library, community building, to serve local needs.</p> <p>d. ProvideThe provision of custom and self-build plots will be encouraged in accordance with in line with the provisions of policy LP25.</p> <p>e. Fully accessible informal and formal open space and play space.</p> <p>f. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping which could include suitable alternative natural greenspace. • Provision of buffers between areas of employment and residential use. • Retention of existing woodland and hedgerows. • Sustainable drainage systems features. <p>g. Protection of the designated on-site heritage assets and their context through the provision of an appropriate safeguarding buffer for the setting of the listed control tower, radar rooms and other notable historic and associated landscape features (see below).</p> <p>h. Sustainable travel connections both within the site and to existing local destinations should be provided in accordance with policy LP57, including to Bury St Edmunds Town Centre, Moreton Hall Local Centre and primary and secondary schools to the east, non-strategic allocation policy AP7 (Mount Road) to the north, nearby public rights of way and the countryside. This should also include active travel infrastructure improvements to connect to and enhance the surrounding local cycling walking infrastructure plan network, including a cycle and foot link between cycle path 51 and Rougham Tower Avenue.</p> <p>Employment</p> <p>There should be a range of employment uses, and the mix and scale should be defined through the site masterplan. Suitable uses include:</p> <ul style="list-style-type: none"> • Offices • research and development • light industrial • education and skills development to assist with providing employers access to a skilled workforce • storage and distribution. <p>The storage and distribution uses shall be no more than 9,000 square metres floorspace per unit, to ensure it meets the identified local employment needs as identified in the employment land review.</p> <p>General industrial and strategic logistics provision will not be supported at this location due to the potential for their detrimental impact on adjacent existing and proposed residential development.</p> <p>In order to ensure the allocation brings forward 20 hectares of employment land to meet identified employment needs over the plan period, proposals for non- employment uses, will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.</p> <p>Well-connected walking and cycling routes should be located throughout the employment site forming a network of accessible and safe routes to surrounding residential areas and public rights of way networks.</p> <p>A landmark building at the gateway to Suffolk Business Park extension to north-east corner of the site should be delivered with the location to be determined by the site masterplan.</p> <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>A cycle and foot link between cycle path 51 and Rougham Tower Avenue should be provided.</p> <p>Biodiversity</p> <p>An east-west green corridor should be provided to facilitate movement of bats and other species continuing the green wedge through Moreton Hall out to the countryside beyond the site.</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) and Bradfield Woods (SSSI) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p> <p>Heritage and archaeology</p> <p>Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the council's heritage impact assessment or any subsequent fieldwork assessment, have been avoided or mitigated through design.</p> <p>Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:</p> <ul style="list-style-type: none"> i. Retention of meaningful and focussed views of the control tower and radar building within the layout. j. Retention of some degree of open space around the control tower and radar building to provide an open setting and provide a buffer between them and the new development. k. Retention and enhancement of existing planting to maintain the enclosed setting at their points of access. l. Ensure low scale development at closest points to the listed buildings. m. Restrict the tallest development to the north-east corner of the site. n. An east west green corridor should be provided to reflect the historic context of the former runway. <p>Prior to the determination of any planning application, a further detailed heritage impact assessment should be submitted will be required in accordance with policy LP50. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p> <p>Minerals</p> <p>This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself, should be assessed in consultation with Suffolk County Council as Minerals and Waste Authority, prior to any planning application being approved.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
MM70	Page 192 to 195	Policy AP4	<p>5.2.27 The allocation requires the development to deliver a distributor road. The distributor road has a wider strategic rationale beyond providing access to the residential and other uses on the site and mitigating the transport impacts of that development. Its wider purpose is in providing a route from Haverhill to the A14 for HGV and other motorised traffic that both avoids Westley village, and the Town Centre of Bury St Edmunds. In addition, the road will reduce the number of vehicles using junctions 43 and 44 of the A14 when travelling between Haverhill and the A14.</p> <p>Policy AP4 West Bury St Edmunds (strategic)</p> <p>A site of 54.2 hectares at West Bury, as shown on the policies map, is allocated for around 600 homes and a distributor road linking Westley Road to Newmarket Road.</p> <p>The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been adopted by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.</p> <p>The additional specific requirements should be met:</p> <ol style="list-style-type: none"> An appropriate buffer to Westley village which could include suitable alternative natural greenspace, retained and new habitats. A minimum 25 metre landscape buffer for residential amenity should be provided to the Cambridge to Ipswich railway line to the north to protect resident amenity and mitigate against any noise and vibration issues. A footway Foot and cycleway underpass infrastructure that will create an attractive, unimpeded route that will eliminate the scope for conflict between pedestrians, cyclists and vehicles across the distributor road. Provide The provision of custom and self-build plots will be encouraged in accordance with in line with the provisions of policy LP25 Provision for older person accommodation, including housing-with-care (including extra care) and/or a care home to be established through the preparation of the site masterplan. Provide sufficient land to accommodate an early years setting. A two-hectare burial site adjacent to Westley Church and associated infrastructure to be explored through the preparation of the site masterplan. Fully accessible informal and formal open space and play space integrated within residential parcels on both sides of the distributor road. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping including to soften the development edge and reduce the visual impacts when viewed from the surrounding countryside. Sustainable drainage systems features. <p>Improve and create sustainable travel connections to existing local destinations in accordance with policy LP57, including to Bury St Edmunds Town Centre, the local centre at Ridley Road, primary school, nearby public rights of way and the countryside. This should also include active travel infrastructure improvements to connect to and enhance the surrounding local cycling walking infrastructure plan-network, including maintaining and improving the public footpath which runs from Westley Church eastwards towards Bury St Edmunds.</p> <p>Distributor road</p> <p>The distributor road will connect Newmarket Road to the north with Westley Lane to the south and will provide direct access to the development. The road must accommodate heavy goods vehicles.</p>

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			<p>The trigger point for the delivery of the entire road shall be informed by a Transport Assessment agreed by the Highway Authority and National Highways.</p> <p>The masterplan will need to address the full nature and route of the distributor road, together with its delivery and appropriate traffic mitigation measures in Westley, ranging from traffic calming to an outright ban on through traffic by the closure of Fornham Lane at one point.</p> <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>The public footpath which runs from Westley Church eastwards towards Bury St Edmunds should be maintained and improved.</p> <p>An off-site contribution is required for improved walking and cycling infrastructure to the town centre, local schools, West Suffolk Hospital and the wider countryside.</p> <p>Landscape and biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Retention of existing habitat features on-site including the tree belt across the high point of the site, and the boundary woodland to the north.</p> <p>Built development within the southern section of the site which is highly visible from the Horringer Farmland and Parks Locally Valued Landscape will be strictly limited to the distributor road and associated infrastructure. Strategic landscaping will be required to soften the visual impacts.</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p> <p>Infrastructure</p> <p>The design and layout of the development must recognise the underground assets (sewer and water mains) on site appropriately.</p>
MM71	Page 196 to 197	Policy AP5	<p>Policy AP5 North-east Bury St Edmunds (strategic)</p> <p>A site of 89.5 hectares north-east of Bury St Edmunds, as shown on the policies map, is allocated for up to around 1375 homes. The site should provide</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>as a minimum the following:</p> <ul style="list-style-type: none"> a. At least two points of access onto the A143 and creation of new foot and cycleway links into the site. b. New cycle and pedestrian crossings of the A143, a cycle and pedestrian link through the existing railway underpass and a new footbridge at the Cattishall crossing. c. Sustainable travel connections both within the site and to existing local destinations in accordance with policy LP57, including to nearby public rights of way and the countryside including but not limited to: <ul style="list-style-type: none"> • Link to Great Barton. • Link to Fornham Business Park. • Upgrading of Suffolk County Council Footpath 21. • Improved walking and cycling links to the town centre (including bus and rail stations). • Improvements to the Ortewell Road crossing. • Upgrading of Suffolk County Council Bridleway 5 and Bridleway 6. d. Public open space and play equipment, allotments. e. Provide a buffer to Cattishall and Great Barton. f. Green and blue infrastructure across the site that will include strategic landscaping and sustainable drainages systems features. g. A new local centre of sufficient size to meet the needs of the development. h. Land sufficient to accommodate a primary school. i. Highway improvements within Bury St Edmunds to include, but not limited to: <ul style="list-style-type: none"> • Contribution towards junction improvements and/or the promotion of methods of sustainable transport. • Improvements to the A143 and Fordham Road junction. • Improvements between A14 J43 and Northgate roundabout. • Traffic calming on East Barton Road. • Improvements to A143 and A134 roundabout (south) approach. j. Improvements to public transport linking the site to the town centre and bus and rail stations. k. Delivery of a community building for use by future residents. l. Retain and enhance the existing woodland, hedgerows, trees including veteran trees and boundary features and provide appropriate buffers. m. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required. <p>Any proposal should not prejudice the future delivery of an A143 Great Barton Bypass.</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p>
MM72	Page 198 to 199	Policy AP6	<p>5.2.30 A concept statement (2013) and masterplan (2015) have been adopted for the site and an outline planning application DC/15/2483/OUT was approved in March 2020 for up to 1250 homes, relief road, local centre, community hub, primary school and associated infrastructure. Since then various reserved matters applications have been approved and development has commenced on site.</p>

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			<p>Policy AP6 South-east Bury St Edmunds (strategic)</p> <p>AP6 South-east Bury St Edmunds</p>  <p>The map shows a site south-east of Bury St Edmunds. A red line indicates the 'Existing site boundary and housing settlement boundary'. A blue line indicates the 'Proposed modification to site boundary and housing settlement boundary'. The site is adjacent to the A14 and the River Lark. The map includes a north arrow, a scale of 1:4000, and is credited to Ordnance Survey.</p> <p>A site of 75 hectares south-east of Bury St Edmunds, as shown on the policies map, is allocated for up to around 1250 homes. The site should provide as a minimum the following:</p> <ol style="list-style-type: none">A relief road between Rougham Hill roundabout and Sicklesmere Road and associated highways works including a River Lark crossing.Sustainable travel connections both within the site and to existing local destinations in accordance with policy LP57, including nearby public rights of way and the countryside, including a route into Nowton Park.A new local centre of sufficient size to meet the needs of the development and community facilities (in the form of a community building or centre or equivalent).Land sufficient to accommodate:<ul style="list-style-type: none">A primary schoolSports playing fieldsallotmentsopen space and play equipment.Green and blue infrastructure that will include:<ul style="list-style-type: none">Strategic landscaping which will include measures to minimise the visual impacts of the new development on the Horringer Farmland and Parks Locally Valued Landscape, to the south-east boundary.Sustainable drainage systems features.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<ul style="list-style-type: none"> Retention of existing woodland, mature trees and hedgerows within the site. Twenty-five metre dark corridor linking the River Lark to Nowton Park. Thirty metre buffer to either side of the River Lark within the site. <p>f. Design of the landscape planting and streets to minimise the impact of the existing retained power lines within the site.</p> <p>g. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>h. Any proposal should positively use the framework for new development provided by the existing natural environment and character of the area including the maintenance of significantly important open spaces that provide views towards the cathedral tower.</p> <p>Proposals should also ensure that that there is no increase in flooding off site. make a positive contribution to reducing the potential for flooding both in the area and downstream in the Lark Valley.</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p>
MM73	Page 200 to 201	Policy AP7	<p>Policy AP7 Land to the north of Mount Road, Bury St Edmunds</p> <p>A site of 7.9 8.04 hectares to the north of Mount Road Bury St Edmunds, as shown on the policies map, is allocated for around 120 homes. The site should also deliver the following:</p> <ol style="list-style-type: none"> Provide The provision of custom and self-build plots will be encouraged in accordance line with the provisions of policy LP25. A minimum 25 metre landscape buffer for residential and ecological amenity should be provided between the site and the railway to the north. Existing boundary hedgerows and trees should be retained and enhanced, and new hedgerows to the southern boundary. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include strategic landscaping including a buffer of at least 15 metres on the eastern boundary to further reduce the visual impact of the development from the countryside beyond and sustainable drainage systems features. Sustainable travel connections both within the site and to existing local destinations should be provided in accordance with policy LP57, including to Moreton Hall to the west and strategic allocation policy AP3 (Land north of Rougham Tower Avenue, Bury St Edmunds) to the south. Connections should also be provided to primary and secondary schools, the local centre at Lark Grange to the south and nearby public rights of way and the countryside. This should also include active travel infrastructure improvements to connect to and enhance the surrounding local cycling walking infrastructure plan network. <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) and Bradfield Woods (SSSI) designated sites of nature conservation interest in accordance with Policy SP8. Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any planning application for development on the site.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application should be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. Geophysical survey in the first instance would inform on the scope and timing of intrusive trial trenched evaluation.</p> <p>Minerals</p> <p>This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself, should be assessed in consultation with Suffolk County Council as Minerals and Waste Authority, prior to any planning application being approved.</p>
MM74	Page 203 to 205	Policy AP8	<p>Policy AP8 Former railway sidings, Bury St Edmunds</p> <p>A site of 3.3 hectares at the former railway sidings in Bury St Edmunds, as shown on the policies map, is allocated for around 200 homes.</p> <p>The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.</p> <p>The additional following specific requirements should be met:</p> <ol style="list-style-type: none"> A suitable buffer to the Cambridge to Ipswich railway line to the north to protect resident amenity and mitigate against any noise and vibration issues. Vehicular access and on-site parking provision to meet the satisfaction of the highways authority. Sustainable travel connections both within the site and to existing local destinations in accordance with policy LP57, including to the railway station, neighbouring developments at Tayfen Road, phase one of the Station Hill development area and Bury St Edmunds Town Centre. ProvideThe provision of custom and self-build plots will be encouraged in accordance line with the provisions of policy LP25. Strategic landscaping, sustainable drainage systems features, open space and public realm improvements to meet the site's requirements. Protection of the setting of Bury St Edmunds Railway Station and Yard Signal Box (off-site and both grade II listed) and Burlington Mill (off-site undesignated heritage asset). Appropriate cycle and bin storage should be provided within each residential block. All residential parking spaces should be provided with an operational electric vehicle charging point in accordance with policy LP3.

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			<p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site in accordance with policy LP59. This should address the requirement to utilise connections to the nearby residential developments, including Tayfen Meadows and Station Hill, and demonstrate measures will be undertaken to expand the car club that has been established on the Tayfen Meadows site as well as introducing other new and innovative initiatives.</p> <p>Flood risk</p> <p>Any planning application submitted should be accompanied by a flood risk assessment which addresses flood risk from and to the proposals from surface water, including a surface water drainage strategy.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Any planning application must be accompanied by a full suite of ecological surveys.</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p> <p>Heritage</p> <p>Prior to the determination of Aany planning application must be supported by a heritage impact assessment will be required in accordance with policies LP50 and LP51. of structures on and adjacent to the site, including the station buildings, signal control box and Burlington Mill, and should demonstrate the impacts of development on the significance of structures and proposals for managing those impacts.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55.Any planning application should be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. Geophysical survey in the first instance would inform on the scope and timing of intrusive trial trenched evaluation.</p>
MM75	Page 206 to 207	Policy AP9	<p>Policy AP9 Land west of Rougham Road, Bury St Edmunds</p> <p>A site of 15 hectares to the west of Rougham Road, as shown on the policies map, is allocated for use as amenity public open space for informal outdoor recreation.</p>

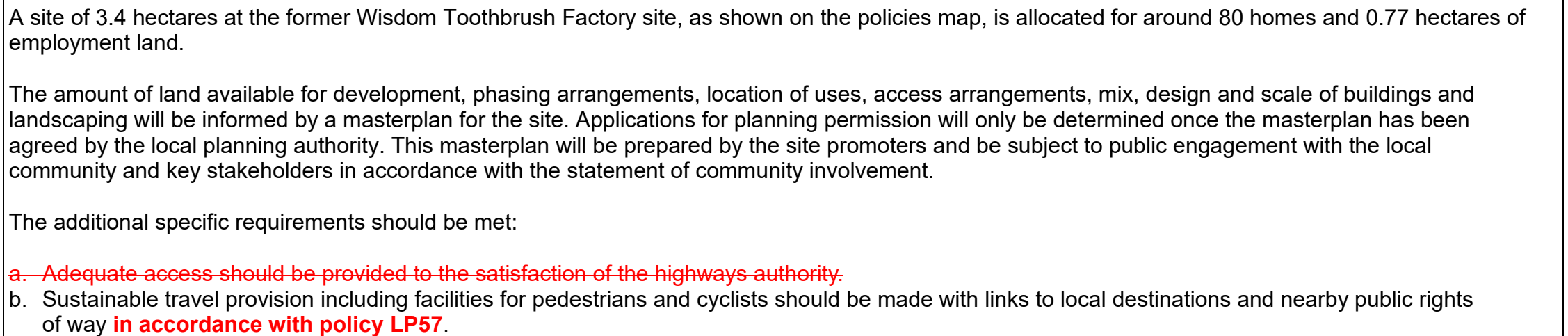
Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Any development on the land will be limited to that which is directly related to that use and must not have a detrimental impact on the setting of the Bury St Edmunds Town Centre Conservation Area in accordance with policy LP56.</p> <p>Initiatives will be supported that promote:</p> <ul style="list-style-type: none"> a. Public access to the land for informal outdoor recreation. b. The provision of a cycle route and footpath linking Rougham Road and National Cycle Route 51. c. The provision of new areas of habitat and biodiversity opportunities in appropriate locations across the site. <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p>
MM76	Page 209 to 210	Policy AP10	<p>Policy AP10 West Suffolk Hospital</p> <p>Within the site shown on the policies map at Hardwick Lane, Bury St Edmunds (known as the hospital site), support will be given for the provision of new buildings and extension of existing premises for health care and associated uses where:</p> <ul style="list-style-type: none"> a. Efficient use of land is maximised. b. Adequate car parking is provided. c. Measures to promote sustainable modes of transport are incorporated into the development. d. Any development mitigates against any unacceptable impact on residential amenity and that of the surrounding area. e. Impact on the landscape is adequately mitigated and on-site landscape features including woodland, mature and veteran trees, parkland and grassland are retained, conserved and enhanced. f. The areas of irreplaceable habitat (as shown on the policies map) are safeguarded and are not negatively impacted on, either directly or indirectly. <p>In addition, should major development be proposed above and beyond the new hospital planning permission (DC/22/0593/HYB), a site wide masterplan must be prepared which will need to take account of on-site constraints, increased demand for parking, traffic generation, sustainable modes of transport and environmental impacts on the site.</p> <p>The future management, design and development of the site should be sympathetic to sensitive environmental and heritage features and any potential adverse effects must be mitigated.</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p>
MM77	Page 211 to 212	Policy AP11	

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Policy AP11 West Suffolk Operational Waste Hub and reserved land</p> <p>Site AP11(a) east of the A143 and south of Fornham Road, as identified on the policies map, is in existing use as an operational waste and associated services hub. Any future development on this land must be directly related to the current use.</p> <p>Site AP11(b) to the east of the operational waste hub is identified on the policies map as land reserved to meet any future expansion of the operational hub.</p> <p>Should the reserved land be required in the plan period, the amount of land required for development, location of uses, access arrangements and design and landscaping, will be determined through discussions with West Suffolk Council and/or Suffolk County Council.</p> <p>Any application for development on this reserved land, which is wholly or mainly for the storage and/or processing of waste or associated activities, must be made to West Suffolk Council and Suffolk County Council as Minerals and Waste Authority.</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p>
MM78	Page 214 to 215	Policy AP12	<p>5.2.48 Strategic logistics, typically 9,000 square metres of floorspace or more, will not be supported on the remaining 10 hectares of the site, as the developed part of the allocation has been dominated by storage and distribution uses.</p> <p>Policy AP12 Suffolk Business Park extension, Bury St Edmunds</p> <p>A site of some 72 hectares known as Suffolk Business Park extension, as shown on the policies map, is allocated for employment uses. As of 1 April 20232024, about 407.7 hectares of land remained available for development for employment uses.</p> <p>The employment uses, mix and scale of development should be in accordance with the adopted site masterplan (2010). Suitable uses include:</p> <ul style="list-style-type: none"> • Offices • research and development • light industrial • units for new and small firms involved in high technology and related activities • storage and distribution. <p>Provision of start-up units will be supported.</p> <p>General industrial uses will not be supported on this site.</p>

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			<p>Strategic logistics provision more than 9,000 square metres floorspace per unit will not be supported on this site, as there is already a predominance of these uses. This is to ensure the remaining 10 hectares of the land available on this site meets the identified local employment needs as identified in the employment land review and supports the creation of skilled jobs in high and mid tech industries.</p> <p>In order to ensure the employment allocation meets the long-term employment needs over the plan period, proposals for non-employment uses will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.</p> <p>Sustainable travel</p> <p>Well-connected walking and cycling routes should be located throughout the employment site, forming a network of accessible and safe routes.</p> <p>Infrastructure</p> <p>There are a number of water mains within the proposed site that should be considered as part of any development.</p> <p>Green and blue infrastructure</p> <p>Green and blue infrastructure within the site should include:</p> <ul style="list-style-type: none"> • Strategic landscaping including to reduce the impact of proposals from the surrounding countryside to the south and east, to form a landscape framework and setting for the new development, and to soften the impact of new development on adjacent users and the business park environment. • A minimum 30 metre buffer along the A14 corridor. • Sustainable drainage systems features. • Existing hedgerows, trees and landscape features are to be retained and enhanced with appropriate buffers. <p>Biodiversity</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p>
MM79	Page 220 to 221	Policy AP13	<p>Policy AP13 North-west Haverhill (strategic)</p> <p>A site of 47.4 hectares north-west of Haverhill, as shown on the policies map, is allocated for mixed-use development to provide around 980 homes.</p> <p>The site should provide as a minimum the following:</p> <ol style="list-style-type: none"> A relief road and associated strategic landscape buffers between Haverhill Road (A143) and Hales Barn Road and associated highways works. 2.5 hectares of land for a primary school and community centre. A local centre to include retail and community uses.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>d. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside in accordance with policy LP57, including but not limited to:</p> <ul style="list-style-type: none"> • Cycle and footway route along northern edge of the site. • Cycle and pedestrian link to Hales Barn Road and further foot and cycle connection to existing route south of Billings Close. • Bus gate connection to Howe Road. • Improvements to footpath 45. • Improved walking and cycling links to Samuel Ward Academy and the town centre. • Byway open to all traffic crossing point and alternative crossing point to facilitate access to countryside to the north, reducing impacts to Ann Suckling Way County Wildlife Site. <p>e. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside and provide buffers between the relief road and residential areas. • Green corridors across the site with retained and proposed habitats including mature hedgerows, trees, woodland, scrub and meadow areas. • Blue corridors and sustainable drainage systems features. <p>f. Public open space, allotments and play equipment, with a minimum of three play spaces with a multi-use games area.</p> <p>g. Improvements to public transport including the provision of new bus stops and passenger travel boards.</p> <p>h. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p>
MM80	Page 222 to 223	Policy AP14	<p>Policy AP14 North-east Haverhill (strategic)</p> <p>A site of 175 hectares north-east of Haverhill, as shown on the policies map, is allocated for mixed-use development to provide up to around 2,500 homes.</p> <p>The site should provide as a minimum the following:</p> <p>a. At least two points of access into the site, one along the A143 and one along Chalkstone Way, with a primary road connection between the two accesses.</p> <p>b. New cycle and pedestrian connections along the A143 towards the town centre and a cycle and pedestrian link to Chalkstone Way.</p> <p>c. Land sufficient for two primary schools.</p> <p>d. Two new local centres of sufficient size to meet the needs of the development, including retail, community uses, offices and hospitality. Within the western local centre, 0.3 hectares of land should be reserved for health uses.</p> <p>e. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way (PROW) and the countryside in accordance with policy LP57, including but not limited to:</p> <ul style="list-style-type: none"> • Improvements to the existing PROW network within and adjacent to the site. • Upgraded PROW to Kedington. • Improved pedestrian and cycle links to the local schools and town centre.

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			<p>f. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside. • Green corridors across the site with retained and proposed habitats including mature hedgerows, trees, including veteran trees, woodland, scrub and meadow areas. • Blue corridors and sustainable drainage systems features. • Great Fields Plantation woodland enhanced and managed with community access. <p>g. Public open space including at least four equipped play spaces with a multi- use games area, allotments and country park (which forms a buffer to Calford Green).</p> <p>h. Highway improvements within Haverhill to include but not limited to:</p> <ul style="list-style-type: none"> • New roundabouts at the A143 and Chalkstone Way. • New signalised junction between Chalkstone Way and the A143. <p>i. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level Appropriate Assessment will be required.</p>
MM81	Page 224 to 226	Policy AP15	<p>5.3.21 Within the site there is a large factory building that lies in between Duddery Hill and Colne Valley Road. This building has no heritage designation and is currently vacant. It was used for manufacturing, before operations ceased in 2009. The historic building within the south-east part of the site is currently in office use. This building would need to be retained on site as a heritage asset. The site forms part of the historic core of the town and will need to be sensitively integrated into the surrounding townscape, including maintaining views into the historic cores.</p> <p>Policy AP15 Former Wisdom Toothbrush Factory, Colne Valley Road, Haverhill</p> <p>Insert new site plan showing revised boundary</p>



Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>c. Retention and conservation of the non-designated heritage asset on site.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping. • Sustainable drainage systems features. • Retained and new trees, treelines, and habitats with appropriate buffers. <p>e. Any masterplan and subsequent planning application must assess and consider the impact of land contamination on the site.</p> <p>Employment</p> <p>The employment uses, mix and scale should be defined through the site masterplan. Suitable uses include:</p> <ul style="list-style-type: none"> • Offices • research and development • light industrial • education and skills development to assist with providing employers access to a skilled workforce. <p>General industrial, and storage and distribution and strategic logistics will not be supported at this location due to the potential detrimental impact on both the current neighbouring and proposed residential development.</p> <p>Biodiversity</p> <p>Any planning application must be accompanied by a full suite of ecological surveys.</p> <p>The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Heritage</p> <p>Any masterplan and subsequent Prior to the determination of any planning application, s must be supported by a heritage impact assessment will be required in accordance with policy LP51 in respect of the non-designated heritage asset in the south-east of the site. This should demonstrate the impacts of development on the significance of structure and proposals for managing those impacts.</p> <p>Archaeology</p> <p>Any planning application should be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. Geophysical survey in the first instance would inform on the scope and timing of intrusive trial trenched evaluation. An archaeological evaluation will be required in accordance with policy LP55.</p>
MM82	Page 232 to 235	Policy AP16	Policy AP16 Land west of Mildenhall, south of West Row Road, Mildenhall (strategic)

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			<p>A site of 81 hectares north and south of West Row Road, known as land west of Mildenhall, as shown on the policies map, is allocated for up to around 1,300 homes, a minimum of five hectares of employment land and minimum of 10 hectares of suitable alternative natural green space.</p> <p>The additional specific requirements should be met:</p> <ol style="list-style-type: none"> Provision for older person accommodation, including housing-with-care (including extra care) and/or a care home to be established through the preparation of the site masterplan. Provide The provision of custom and self-build plots will be encouraged in accordance with in line with the provisions of policy LP25. Land sufficient to accommodate two early years facilities, one associated with the primary school and one within the local centre. Land sufficient to accommodate a primary school. A new local centre of sufficient size to meet the needs of the development. Community uses to include allotments Fully accessible informal and formal open space and play space, which includes a neighbourhood equipped area for play, local equipped area for play and destination play space located within the suitable alternative natural greenspace. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside and provide buffers between areas of employment and residential use. Sustainable drainage systems features. Existing woodlands and hedgerows to be retained and enhanced through connection to the River Lark corridor and the wider landscape providing a framework of interconnecting green corridors for people and wildlife. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside in accordance with policy LP57 including but not limited to: <ul style="list-style-type: none"> Provide footway and cycle connections and improvements to the town centre, bus station and health facilities within Mildenhall. Provide footway and cycle connections and improvements to Fiveways Roundabout and RAF Mildenhall. Provide footway and cycle connections between the existing settlement edge and new development. Highway mitigation measures in and around Mildenhall will be required to mitigate the impact from the development. Such measures to be addressed through transport assessment. <p>Masterplan</p> <p>Any planning application on the site will be required to be in accordance with the adopted masterplan. The adopted masterplan sets out the framework for the amount of land available for development, phasing arrangements, location of uses, access arrangements, mix and design and matters including landscaping and ecology.</p> <p>Employment</p> <p>The site will deliver a minimum five hectares of employment land.</p> <p>There should be a range of employment uses, mix and scale. Suitable uses include:</p> <ul style="list-style-type: none"> Offices research and development light industrial general industrial

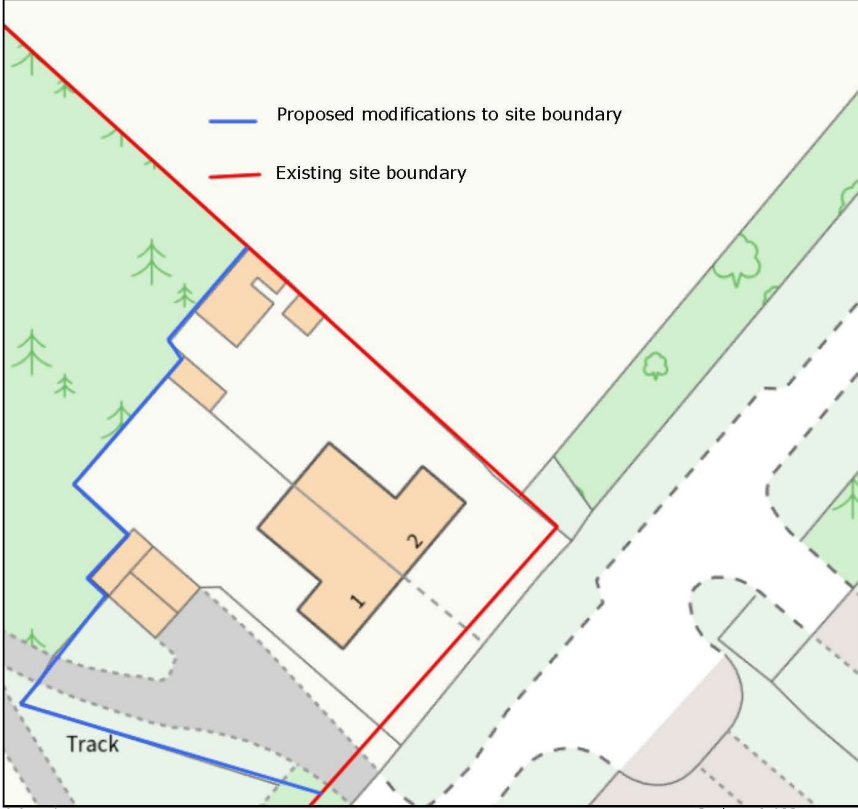
Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<ul style="list-style-type: none"> storage and distribution. <p>Strategic logistics provision will not be supported at this location due to the size of the site allocation not being suitable for large scale strategic logistic and potential for their detrimental impact on adjacent existing and proposed residential development.</p> <p>In order to ensure the allocation brings forward employment land to meet identified employment needs over the plan period, proposals for non- employment uses, will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.</p> <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site. The provision of a responsive bus service shall be provided.</p> <p>The development of the site shall include footpath and cycle connections to the town centre, River Lark Valley and Suffolk County Council Bridleway 1 and provide improvements along these routes.</p> <p>Landscape and biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC)designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required. The measures must include the provision of suitable alternative natural greenspace (SANG) of at least 10 hectares in size which is well connected via green corridors, and the enhancement and promotion of dog friendly facilities and access routes in the immediate vicinity of the development and/or other agreed measures.</p> <p>Information to inform an appropriate assessment will also be required with any future planning application in accordance with policy SP7.</p> <p>A substantial buffer (30 metres minimum) should be retained adjacent to the River Lark to maintain and enhance the connectivity of the river corridor for people and wildlife within the site and the wider landscape. This buffer could be the focus of the SANG.</p> <p>Off-site provision is required to mitigate for impacts on farmland birds and arable flora.</p> <p>Infrastructure</p> <p>Existing water mains and sewers cross this site, and the site layout should be designed to take these into account. Suitable access must be safeguarded for the maintenance of water supply and foul drainage infrastructure. An appropriate buffer to the sewerage treatment plant should be provided to mitigate odour impacts.</p> <p>Heritage and archaeology</p> <p>Development must have regard to the setting of Wamil Hall, a grade II listed building south-west of the site and the conservation area to the east in accordance with policies LP50 and LP53. In addition, views to the St Mary's Church must be protected.</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
MM83	Page 236 to 237	Policy AP17	<p>Policy AP17 Land at College Heath Road, Mildenhall</p> <p>A site of 2.14 hectares at land at College Heath Road, as shown on the policies map, is allocated for around 53 homes (part of the site (former police station) has planning permission for eight homes. These home numbers are included within the indicative capacity for the site as a whole).</p> <p>The site should also deliver the following:</p> <p>a. Adequate access should be provided to the satisfaction of the highways authority.</p> <p>b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way in accordance with policy LP57. This should include active travel infrastructure improvements to connect to and enhance surrounding local cycling walking infrastructure plan network.</p> <p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping. • Sustainable drainage systems features. • The existing trees on site should be retained and the veteran trees must not be adversely affected by any development and their setting should be enhanced. <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Sustainable Travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p>
MM84	Page 239 to 240	Policy AP18	<p>Policy AP18 Mildenhall Academy and Dome Leisure Centre, Mildenhall</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>A site of four hectares at the former Mildenhall Academy and Dome Leisure Centre, as shown on the policies map, is allocated to deliver a minimum of three hectares of employment land.</p> <p>The site is suitable for the following uses:</p> <ul style="list-style-type: none"> • Offices • research and development • light industrial • education and skills development to assist with providing employers access to a skilled workforce. <p>Community uses are considered suitable within the Mildenhall Dome Leisure Centre. Should the community not acquire the site through the asset of community value in the future, the land associated with the built development of the Dome Leisure Centre will revert back to being suitable for employment uses.</p> <p>General industrial, and storage and distribution and strategic logistics provision will not be supported at this location.</p> <p>Biodiversity</p> <p>Redevelopment of site would need to have regard to the site's location adjacent to Breckland Special Protection Area which may limit the type of use that would be acceptable. A project level habitats regulations assessment will be required in accordance with policy SP7.</p> <p>Sustainable travel</p> <p>Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way.</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>Heritage</p> <p>The dome is a listed building included on Historic England's National Heritage List and should remain in situ as part of any redevelopment scheme for the site. Any proposals which affect the exterior or interior of the building shall require listed building consent. Any new development within its vicinity should also have regard to its setting.</p> <p>Prior to the determination of any planning application a heritage impact assessment will be required in accordance with policies LP50.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p> <p>An archaeological evaluation will be required in accordance with policy LP55.</p> <p>Green and blue infrastructure</p> <p>Green and blue infrastructure within the site should include:</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<ul style="list-style-type: none"> Strategic landscaping including to reduce the impact of proposals from the surrounding countryside, to form a landscape framework and setting for the new development, and to soften the impact of new development on adjacent users. Sustainable drainage systems features. The existing woodland and trees are to be retained and enhanced with appropriate buffers. <p>Redevelopment of site would need to have regard to the site's location adjacent to Breckland Special Protection Area which may limit the type of use that would be acceptable. A project level habitats regulations assessment will be required.</p> <p>Access should be maintained to the open space and sports pitches to the south of the site.</p>
MM85	Page 245 and 246	Policy AP19	<p>Policy AP19 Hatchfield Farm, Fordham Road, Newmarket</p> <p>A site of 26 hectares of land at Hatchfield Farm, as shown on the policies map, is allocated for up to around 400 homes and five hectares of employment land. The site should provide as a minimum the following:</p> <ol style="list-style-type: none"> Land sufficient for a primary school and early years setting to be confirmed in accordance with policy AP23. At least two points of access onto the A142 and creation of new foot and cycleway links into the site. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include strategic landscaping and sustainable drainage systems. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside in accordance with policy LP57. The development must mitigate for its recreational effects on Breckland (SPA and SAC), Devils Dyke (SSSI and SAC) and Wicken Fen (Ramsar and Fenland SAC) designated sites of nature conservation interest in accordance with Policy SP8. Recreational effects of development. Information to inform a project level appropriate assessment will be required. Highway improvements within Newmarket – to include (but not limited to): <ul style="list-style-type: none"> Provision of new and enhanced crossing for the signalisation of the A14 and A142 junction, or other agreed measure. The signalisation of the Rayes Lane and the Fordham Road and Snailwell Road Junction horse crossing. <p>Employment</p> <p>There should be a range of employment uses, and the mix and scale. Suitable uses include:</p> <ul style="list-style-type: none"> Offices research and development light industrial general industrial storage and distribution uses related to the equine life science and the horse racing industry. <p>Strategic logistics provision will not be supported at this location due to the size of the site allocation not being suitable for large scale strategic logistic and potential for their detrimental impact on adjacent existing and proposed residential development.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>In order to ensure the allocation brings forward five hectares of employment land to meet identified employment needs over the plan period, proposals for non-employment uses, will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.</p> <p>Transport impacts</p> <p>Permission will only be granted for development proposals where applicants can demonstrate that the transport impact of each proposal (including cumulative impacts where appropriate) on horse movements in the town, together with impacts on other users of the highway, has been assessed to:</p> <ul style="list-style-type: none">• Determine whether the proposal results in material adverse impacts and• Where necessary, to identify any measures necessary to mitigate the individual (and, where appropriate, cumulative) transport impacts of development (which may include contributions to upgrading horse crossings and measures to raise awareness of the special circumstances and highway safety issues in Newmarket where appropriate).
MM86	Page 248 to 250	Policy AP20	<p>Policy AP20 Pinewood Stud, Newmarket</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<div><p>AP20 Pinewood Stud, Newmarket (country park)</p><p>(c) Ordnance Survey Scale: 1:400</p></div> <p>A site of 20 hectares at Pinewood Stud, Hamilton Road, as shown on the policies map, is allocated for around 415 homes, alongside a country park.</p> <p>The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping, and the country park will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.</p> <p>The additional specific requirements should be met:</p> <ul style="list-style-type: none">a. Adequate Safe and suitable access for all users off Exning Road should be provided. to the satisfaction of the highways authority.b. Any development should be sympathetic to the horse walk along Hamilton Road.c. Land sufficient for a primary school and early year setting to be confirmed in accordance with policy AP23.c. Provide The provision of custom and self-build plots will be encouraged in accordance with in line with the provisions of policy LP25.d. Fully accessible informal and formal open space and play space, to include:<ul style="list-style-type: none">• Allotments• A multi-use games area• A circular running/walking track around the perimeter of the site.e. Green and blue infrastructure that will include:<ul style="list-style-type: none">• Strategic landscaping, including a landscape buffer along Exning Road to mitigate noise impacts.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<ul style="list-style-type: none"> Retention of existing trees, woodland and hedgerows which should inform areas of development. Sustainable drainage systems features. <p>f. Sustainable travel connections to existing local destinations, including the local centre at Elizabeth Avenue (LP41p), National Cycle Route 51, nearby public rights of way and the countryside in accordance with policy LP57. Theseis shall include the creation of a new footway along the B1103 as well as bus stop improvements on Exning Road. A new footpath and pedestrian crossing should be provided across Exning Road to Studland Park Avenue.</p> <p>Transport impacts</p> <p>Permission will only be granted for development proposals where applicants can demonstrate that the transport impact of each proposal (including cumulative impacts where appropriate) on horse movements in the town, together with impacts on other users of the highway, has been assessed to:</p> <ul style="list-style-type: none"> Determine whether the proposal results in material adverse impacts and Where necessary, to identify any measures necessary to mitigate the individual (and, where appropriate, cumulative) transport impacts of development (which may include contributions to upgrading horse crossings and measures to raise awareness of the special circumstances and highway safety issues in Newmarket where appropriate). <p>Sustainable Travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>A new footpath and pedestrian crossing should be provided across Exning Road to Studland Park Avenue.</p> <p>Landscape and Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC), Devils Dyke (SSSI and SAC) and Wicken Fen (Ramsar and Fenland SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development.</p> <p>Information to inform a project level Appropriate Assessment will also be required in accordance with SP7. This information must include an assessment of water quality impacts within the New River on downstream hydrologically connected European sites, the avoidance of increased sedimentation and eutrophication, and water quality surveys to inform future monitoring of mitigation installations.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p> <p>Minerals</p> <p>This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself should be assessed, in consultation with the local minerals and waste authority (Suffolk County Council), prior to any planning application being approved.</p> <p>Country park</p>

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			<p>An area for a country park is identified on the policies map. The masterplan should demonstrate how the design and construction of the park complements and can be delivered alongside this site allocation.</p>
MM87	Page 252 to 253	Policy AP21	<p>Policy AP21 Land off High Street, Black Bear Lane and Rowley Drive (Queensbury Lodge), Newmarket</p> <p>A site of 3.57 hectares that is located off High Street, Black Bear Lane and Rowley Drive, as shown on the policies map, is allocated for up to around 123 homes. The site should provide as a minimum the following:</p> <ol style="list-style-type: none"> At least one point of safe and suitable access for all users onto the High Street and creation of new foot and cycleway links into the site. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way in accordance with policy LP57. Fully accessible informal and formal open space and play space. Green and blue infrastructure across the site that will include strategic landscaping and sustainable drainages systems features. Existing boundary hedgerows and trees should be retained and enhanced. A horse racing related use should be retained on the site. The development must mitigate for its recreational effects on Breckland (SPA and SAC), Devils Dyke (SSSI and SAC) and Wicken Fen (Ramsar and Fenland SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required. <p>Historic environment</p> <ol style="list-style-type: none"> Any scheme for development of the site must be comprehensive and facilitate the restoration, repair, reinstatement and appropriate reuse of the listed buildings and preserve or enhance the character and appearance of the conservation area. It should reflect the significant contribution Fitzroy Paddocks makes to the conservation area owing to its openness, historic character and importance to the horse racing industry, and these attributes should be incorporated in any proposed scheme. A suitable scheme for the restoration, repair, reinstatement, and reuse of the listed buildings shall be approved prior to the development of the housing scheme. The restoration, repair, reinstatement and reuse of the listed buildings shall be completed prior to occupation of any home. <p>Transport impacts</p> <p>Permission will only be granted for development proposals where applicants can demonstrate that the transport impact of each proposal (including cumulative impacts where appropriate) on horse movements in the town, together with impacts on other users of the highway, has been assessed to:</p> <ul style="list-style-type: none"> Determine whether the proposal results in material adverse impacts. Where necessary, to identify any measures necessary to mitigate the individual (and, where appropriate, cumulative) transport impacts of development (which may include contributions to upgrading horse crossings and measures to raise awareness of the special circumstances and highway safety issues in Newmarket where appropriate). <p>Archaeology</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p>
MM88	Page 254 to 255	Policy AP22	<p>Policy AP22 Former St Felix Middle School site, Newmarket</p> <p>A site of 4.5 hectares at the former St Felix Middle School site, as shown on the policies map, is allocated for around 50 homes. The site should deliver the following:</p> <ol style="list-style-type: none"> Adequate access should be provided to the satisfaction of the highways authority. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way in accordance with policy LP57. These is should also include active travel infrastructure improvements to connect to and enhance surrounding local cycling walking infrastructure plan network. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include strategic landscaping and sustainable drainage systems. Retain the existing tennis courts and open space for public use and provide access and connectivity to this facility and open space from George Lambton Playing Fields. Protection and enhancement of the amenity and biodiversity of the Yellow Brick Road blue and green corridor and access route. Retain and enhance any hedgerow and boundary features and provide appropriate buffers. The development must mitigate for its recreational effects on Breckland (SPA and SAC), Devils Dyke (SSSI and SAC) and Wicken Fen (Ramsar and Fenland SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required. <p>Transport impacts</p> <p>Permission will only be granted for development proposals where applicants can demonstrate that the transport impact of each proposal (including cumulative impacts where appropriate) on horse movements in the town, together with impacts on other users of the highway, has been assessed to:</p> <ul style="list-style-type: none"> Determine whether the proposal results in material adverse impacts. Where necessary, to identify any measures necessary to mitigate the individual (and, where appropriate, cumulative) transport impacts of development (which may include contributions to upgrading horse crossings and measure to raise awareness of the special circumstances and highway safety issues in Newmarket where appropriate). <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
MM89	Page 255 and 256	Policy AP23	<p>Delete existing supporting text and policy and replace with new as below:</p> <p>Land to expand Laureate Community Primary Academy</p> <p>5.5.25 The level of growth planned for Newmarket area generates the potential need for Laureate Community Primary Academy to expand. A site is yet to be identified therefore a proactive policy has been prepared to support site selection and delivery.</p> <div> <p>Policy AP23 Land to expand Laureate Community Primary Academy</p> <p>To cater for any projected need a site to provide an expansion to Laureate Community Primary Academy will be supported.</p> </div> <p>Policy AP23 Primary School Provision in Newmarket</p> <p>5.5.25. The level of growth planned for the Newmarket area generates the need for infrastructure provision in relation to education during the plan period. There is a projected need for a primary school and early years setting identified by Suffolk County Council as the education authority.</p> <p>5.5.26. Whilst the need has been established, a site is yet to be identified by Suffolk County Council and therefore a proactive policy has been prepared to support site selection and delivery.</p> <div> <p>AP23 Newmarket Primary School Provision</p> <p>To cater for the projected need, primary school and early years provision will be required in Newmarket.</p> <p>New provision will be confirmed by Suffolk County Council and may be located on one of the following options or an alternative, appropriately located site:</p> <ul style="list-style-type: none"> • AP19 Hatchfield Farm • AP20 Pinewood Stud • The former Scaltback Middle School site. • The Laureate Community Primary Academy site. </div>
MM90	Page 260 to 262	Policy AP24	<p>5.6.10 This site is surrounded by is located in the vicinity of the following designated heritage assets as set out in the heritage impact assessment, including:</p> <ul style="list-style-type: none"> • Feltons, Feltons Cottage and The Gables (all grade II listed buildings and off site) located to the north. • The Weeping Willow Public House (grade II listed building and off site) located to the north-west. • Barrow House and Thatched Cottage (both grade II listed buildings and off site) located to the west. <div> <p>Policy AP24 Land off Bury Road, Barrow</p> <p>A site of 10 hectares off Bury Road, as shown on the policies map, is allocated for around 150 homes. The site should also deliver the following:</p> <p>a. A safe and suitable Adequate access for all users should be provided onto Bury Road. should be provided to the satisfaction of the highways</p> </div>

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			<p>authority.</p> <p>b. The provision Provide of custom and self-build plots will be encouraged in accordance line with the provisions of policy LP25.</p> <p>c. Sustainable travel connections to existing local destinations in accordance with LP57. These should include,including the primary school, nearby public rights of way, and the countryside and existing neighbouring development.</p> <p>d. Pedestrian and/or cycle linkages to existing neighbouring development.</p> <p>e. Fully accessible informal and formal open space and play space.</p> <p>f. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none">• Strategic landscaping including along the southern and eastern boundaries of the site to soften the development edge and reduce the visual impacts on the wider countryside.• Sustainable drainage systems features that will also address and improve drainage along the Bury Road site frontage.• The existing small woodland and hedgerows on the site should be retained and enhanced with appropriate buffers. <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>An off-site contribution towards the delivery of a car free route to Bury St Edmunds to replace the existing on road national cycle route.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Heritage</p> <p>Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the council's heritage impact assessment (HIA) or any subsequent fieldwork assessment, have been avoided or mitigated through design.</p> <p>Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:</p> <ul style="list-style-type: none">• Enhancement of the existing planting along the Bury Road boundary.• Provision of denser planting along the eastern boundary to screen views from Feltons Cottage (grade II listed). <p>Prior to the determination of any planning application a further detailed heritage impact assessment will be required in accordance with policy LP50. HIA should be submitted. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p>

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MM91	Page 263 and 264	Policy AP25	<p>Policy AP25 Land off Denham Lane, Barrow</p> <p>A site of 0.7 hectares off Denham Lane, as shown on the policies map, is allocated for around 15 homes. The site should also deliver the following:</p> <ul style="list-style-type: none"> a. Adequate A safe and suitable access for all users should be provided onto Denham Lane. to the satisfaction of the highways authority. b. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside in accordance with LP57. c. Fully accessible informal and formal open space and play space. d. Green and blue infrastructure that will include: <ul style="list-style-type: none"> • Strategic landscaping. • Sustainable drainage systems features. • Existing hedgerows and mature trees should be retained and enhanced with appropriate buffers. <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8. Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Infrastructure</p> <p>Part of the site lies within the safeguarding boundary of a wastewater treatment facility sewer pumping stations and any new development must not inhibit its operation.</p> <p>A 15 metre exclusion to the edge of any residential curtilage must be provided to minimise any adverse impacts such as odour that might arise from the operation of this facility.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p>
MM92	Page 270 and 271	Policy AP27	<p>Policy AP27 land north of Cavendish Road, Clare</p> <p>A site of 2.56 hectares to the north of Cavendish Road, as shown on the policies map, is allocated for residential development to provide up to around 53 homes.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>The site should provide as a minimum the following:</p> <ol style="list-style-type: none"> Access Safe and suitable access for all users to be provided off Cavendish Road (A1092) and creation of newfoot and cycleway links into the site. Off-site highway improvements, including a pedestrian and cycle route from the site to Stour Valley Community School, road markings and pedestrian crossing to the west of the site access, in accordance with policy LP57. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside and route to the south linking to Clare Castle Country Park and the town centre, in accordance with policy LP57. Fully accessible open space to be provided on site and a financial contribution to play equipment which will be provided off-site. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside. Sustainable drainage systems features. Existing hedgerows are to be retained and enhanced with appropriate buffers. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required. <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p>
MM93	Page 273 and 274	Policy AP28	<p>Policy AP28 land south of Cavendish Road, Clare</p> <p>A site of 5.36 hectares to the south of Cavendish Road, as shown on the policies map, is allocated for around 60 homes and a 30-space car park. The site should also deliver the following:</p> <ol style="list-style-type: none"> Adequate access should be provided to the satisfaction of the highways authority. Thirty space car park to serve the country park and town centre, which includes the provision of a fully accessible access to footpath 18 via a linked green corridor. Sustainable travel connections both within the site and to existing local destinations, including Stour Valley School, nearby public rights of way and the countryside and route to the south linking to Clare Castle Country Park, in accordance with policy LP57. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include:

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			<ul style="list-style-type: none"> Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside including to the south and east. A buffer along the southern boundary of the site with Clare Castle County Park County Wildlife Site. Sustainable drainage systems features. Hedgerows on the northern and western boundaries which are to be retained and enhanced with appropriate buffers. <p>f. The development must mitigate for its recreational effects on Breckland (SPA and SAC)designated sites of nature conservation interest in accordance with Policy SP8 Recreational effect of development. Information to inform a project level appropriate assessment will be required.</p> <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>Heritage</p> <p>Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the council's heritage impact assessment (HIA) or any subsequent fieldwork assessment, have been avoided or mitigated through design.</p> <p>Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:</p> <ul style="list-style-type: none"> Retaining and enhancing the existing trees and hedges, particularly along the northern edge of the railway cutting and the western edge of the site. Creating a buffer between any the new development and Clare Hall (grade II listed) by locating open space in the north-east corner of the site and increasing landscaping along the northern boundary <p>Prior to the determination of any planning application, a further detailed HIA heritage impact assessment should be submittedwill be required in accordance with policy LP50. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p> <p>Infrastructure</p> <p>Part of the site lies within the safeguarding boundary of a wastewater treatment facility and any new development must not inhibit its operation.</p> <p>Any development should take into account the sewer located on the southern boundary in the design and layout of the site.</p>

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MM94	Page 278	Ixworth introduction	<p>5.8.9 The site has been identified in the Ixworth Neighbourhood Plan which was subject to pre-submission consultation (regulation 14) from May to July 2023. The allocation seeks to bring forward a comprehensive approach to the delivery of mixed-use development on the site, to include housing, retail and community facilities.</p> <p>5.8.10 The site boundary and indicative capacity in this plan differs to that proposed in the neighbourhood plan to ensure that an area of surface water flood risk is avoided to the west.</p>
MM95	Page 279 to 281	Policy AP29	<p>Policy AP29 Land at Bardwell Road, Ixworth</p> <p>A site of 9.8 hectares, as shown on the policies map, is allocated for mixed-use development to include around 145 homes, up to 300 square metres gross retail floorspace and associated car parking, and community uses. The site should also deliver the following:</p> <ol style="list-style-type: none"> Adequate access should A safe and suitable access for all users should be provided onto to the satisfaction of the highways authority from Bardwell Road. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations within Ixworth village and nearby public rights of way in accordance with policy LP57. Provide The provision of custom and self-build plots will be encouraged in accordance with in line with the provisions of policy LP25. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside and provide buffers between areas of employment and residential use. A green access corridor for cycling and walking adjacent to the Langridge. Sustainable drainage systems features. Existing hedgerows are to be retained and enhanced with appropriate buffers. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required. <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>An off-site contribution is required for the provision of a bridge crossing from Crown Lane across the A143 bypass, unless it is demonstrated not to be feasible. Where this is the case, the offsite contribution will be required to be used for enhancement and provision of non-vehicular links to the Public rights of way network and/or green open spaces.</p> <p>Heritage</p> <p>Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the council's heritage impact assessment, or any subsequent fieldwork assessment, have been avoided or mitigated through design.</p> <p>Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:</p>

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			<p>g. Retaining and reinforcing the trees and hedging along the eastern boundary to preserve and enhance the verdant setting of, and views in and out of, the conservation area.</p> <p>h. The scale of development should be appropriate to the rural location and reflect that of the existing agricultural buildings.</p> <p>i. New buildings should be positioned to protect views along the access track to Dairy Farm and its tree-lined approach.</p> <p>Prior to the determination of any planning application, a further detailed HIA heritage impact assessment should be submitted will be required in accordance with policies LP50 and LP53. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.</p> <p>Archaeology</p> <p>Any planning application should be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p> <p>Minerals</p> <p>This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself should be assessed, in consultation with the local minerals and waste authority (Suffolk County Council), prior to any planning application being approved.</p> <p>Infrastructure</p> <p>There are a number of water mains and wastewater assets within the proposed site that should be considered as part of any development.</p>
MM96	Page 283 and 284	Policy AP30	<p>Policy AP30 Land off Crown Lane and west of A143, Ixworth</p> <p>A site of 14 hectares, as shown on the policies map, is allocated for residential development to include for around 145 homes.</p> <p>The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority.</p> <p>The additional specific requirements should be met:</p> <p>a. Adequate access should A safe and suitable access for all users should be provided to the satisfaction of the highways authority from onto the A1088.</p> <p>b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations within Ixworth village and nearby public rights of way and the countryside in accordance with policy LP57. In addition, the masterplan process for the site should</p>

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			<p>consider whether facilities for pedestrian and cyclists should include a foot/cycle bridge from the site across the A143 to link to existing public rights of way in the countryside to the east.</p> <p>c. Provide The provision of custom and self-build plots will be encouraged in accordance with in line with the provisions of policy LP25.</p> <p>d. Land sufficient to accommodate a primary school and early years setting.</p> <p>e. Fully accessible informal and formal open space and play space.</p> <p>f. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping. • Sustainable drainage systems features. • The woodland on the eastern and northern edges of the site adjacent to the A1088 and the A143 provides important strategic landscaping and should be retained and enhanced as a buffer (excluding the access point into the site) as shown on the policies map. • Land to facilitate the delivery of a bridge across the A143 must be reserved. <p>g. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>An off-site contribution is required for the provision of a bridge crossing from Crown Lane across the A143 bypass, unless it is demonstrated not to be feasible. Where this is the case, the offsite contribution will be required to be used for enhancement and provision of non-vehicular links to the public rights of way network and/or green open spaces.</p> <p>Archaeology</p> <p>Any planning application should be supported by the results of a programme of archaeological evaluation, with appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p>
MM97	Page 289 and 290	Policy AP31	<p>Policy AP31 Land at junction of Hall Road and Mill Road, Kedington</p> <p>A site of 1.8 hectares at the junction of Hall Road and Mill Road, as shown on the policies map, is allocated for up to around 40 homes.</p> <p>The site should deliver the following:</p> <p>a. Alterations to existing vehicular access to provide a new junction with Mill Road which provides a safe and suitable access for all users., to the satisfaction of the highways authority.</p> <p>b. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside in accordance with policy LP57.</p>


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			<p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside. Existing woodland and trees to be retained and enhanced. Sustainable drainage systems features. <p>e. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8. Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p>
MM98	Page 294 and 295	Policy AP32	<p>Policy AP32 Matthews Nursery, High Street, Lakenheath</p> <p>A site of 1.86 hectares at Matthews Nursery, as shown on the policies map, is allocated for mixed-use development to provide up to around 28 homes and 900 1,000 square metres of commercial space.</p> <p>The site should also deliver the following:</p> <p>a. Adequate access should be provided to the satisfaction of the highways authority.</p> <p>b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations in accordance with policy LP57.</p> <p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> Strategic landscaping including to soften and screen the development from the surrounding countryside. Sustainable drainage systems features. Retained protected trees. <p>e. A landscape buffer to the cut-off channel to the west of the site, providing semi natural habitat.</p> <p>Noise mitigation</p> <p>Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) and Maidscross Hill (SSSI) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p>
MM99	Page 296 and 297	Policy AP33	

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Policy AP33 Land west of Eriswell Road, Lakenheath</p> <p>A site of 5.45 hectares west of Eriswell Road, as shown on the policies map, is allocated for residential development to provide up to around 140 homes. The site should also deliver the following:</p> <ol style="list-style-type: none"> Adequate access should be provided to the satisfaction of the highways authority. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations in accordance with policy LP57. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping including measures to soften and screen the development from the fenland countryside to the west. Sustainable drainage systems features. A landscape buffer to the cut-off channel to the west of the site, providing semi natural habitat. Retained pine line with an appropriate buffer along the eastern boundary of the site. <p>Noise mitigation</p> <p>Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) and Maidscomb Hill (SSSI)designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development.</p> <p>Information to inform a project level appropriate assessment will also be required in accordance with policy SP7.</p>
MM100	Page 298 and 299	Policy AP34	<p>Policy AP34 Land at Rabbithill Covert, Station Road, Lakenheath</p> <p>A site of 3.45 hectares at Rabbithill Covert, as shown on the policies map, is allocated for residential development to provide up to around 81 homes.</p> <p>The site should also deliver the following:</p> <ol style="list-style-type: none"> Safe and suitable access for all users Access to be provided off Station Road (B1112) and creation of new foot and cycleway links into the site. Sustainable travel connections both within the site and to existing local destinations and adjacent allocations, including nearby public rights of way in accordance with policy LP57. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping. Retention of the existing woodland with an appropriate buffer on the southern and western boundaries of the site. Sustainable drainage systems features.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Noise mitigation</p> <p>Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) and Madsdross Hill (SSSI)designated sites of nature conservation interest in accordance with Policy SP8-Recreational effects of development.</p> <p>Information to inform a project level appropriate assessment will also be required in accordance with policy SP7.</p>
MM101	Page 300 and 301	Policy AP35	<p>Policy AP35 Land north of Station Road, Lakenheath</p> <p>A site of 22.4 hectares at north of Station Road, as shown on the policies map, is allocated for mixed-use development to provide up to around 375 homes and land sufficient to accommodate a primary school.</p> <p>The site should also deliver the following:</p> <ol style="list-style-type: none"> Safe and suitable access for all users Access to be provided off Station Road (B1112) and creation of new foot and cycleway links into the site. Sustainable travel connections both within the site and to existing local destinations and adjacent allocations, including nearby public rights of way in accordance with policy LP57. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include: <ul style="list-style-type: none"> A substantial landscape buffer to the cut-off channel along the northern boundary of the site. Strategic landscaping including to soften and screen the development from the surrounding countryside. Sustainable drainage systems features. The existing pine lines, woodland to the south and west, and grassland on the eastern boundary of the site should be retained and enhanced. <p>Noise mitigation</p> <p>Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) and Madsdross Hill (SSSI)designated sites of nature conservation interest in accordance with Policy SP8-Recreational effects of development.</p> <p>Information to inform a project level appropriate assessment will also be required in accordance with policy SP7.</p>

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MM102	Page 302 and 303	Policy AP36	<p>Policy AP36 Land off Briscoe Way, Lakenheath</p> <p>A site of 2.78 hectares off Briscoe Way, as shown on the policies map, is allocated for residential development to provide up to around 67 homes.</p> <p>The site should also deliver the following:</p> <ol style="list-style-type: none"> Safe and suitable access for all users Access to be provided off Briscoe Way and creation of new foot and cycleway links into the site. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside in accordance with policy LP57. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping. Sustainable drainage systems feature. <p>Noise mitigation</p> <p>Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) and Maidscomb Hill (SSSI) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Infrastructure</p> <p>Part of the site lies within the safeguarding boundary of a wastewater treatment facility and any new development must not inhibit its operation.</p>
MM103	Page 304 and 305	Policy AP37	<p>Policy AP37 Land north of Burrow Drive and Briscoe Way, Lakenheath</p> <p>A site of 9.52 hectares north of Burrow Drive and Briscoe Way, as shown on the policies map, is allocated for residential development to provide up to around 100 homes. The site should also deliver the following:</p> <p>a. Adequate access should be provided to the satisfaction of the highways authority.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations, adjacent allocations and nearby public rights of way.</p> <p>c. Provide The provision of custom and self-build plots will be encouraged in accordance with in line with the provisions of policy LP25.</p> <p>d. Fully accessible informal and formal open space and play space.</p> <p>e. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping. • Sustainable drainage systems features. • Existing trees and habitats to be retained and enhanced. • A 30 metre minimum landscape buffer to the cut-off channel in the north and west of the site. <p>Sustainable Travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>Noise mitigation</p> <p>Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Flood risk</p> <p>The layout of the site should be based on a sequential risk-based approach with residential development directed to the areas at the lowest risk of all forms of flooding.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p> <p>Infrastructure</p> <p>Part of the site lies within the safeguarding boundary of a wastewater treatment facility and any new development must not inhibit its operation.</p>
MM104	Page 310 to 312	Policy AP38	Policy AP38 Land north of Acorn Way, Red Lodge

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			<div><p>AP38 Acorn Way, Red Lodge</p><p>The map shows a site bounded by a red line (existing) and a blue line (proposed). The proposed boundary includes the removal of a landscape buffer. Key features include North Lodge Cottages, Chalkpit Beech Belt, Lower Beech Belt, David's Belt, Park Farm Drive, The Pines Primary School, Acorn Way, and Park Wood. The map is sourced from Ordnance Survey and has a scale of 1:5000.</p></div> <p>A site of 287.4 hectares north of Acorn Way, as shown on the policies map, is allocated for mixed-use development to provide up to around 300 homes and eight hectares of employment land.</p> <p>The site should also deliver the following:</p> <ul style="list-style-type: none">a. Adequate access should be provided to the satisfaction of the highways authority.b. Community uses to meet the needs of the development, including sufficient land to allow for the expansion of the primary school.c. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations, adjacent allocations s-AP39 and nearby public rights of way in accordance with policy LP57.d. Fully accessible informal and formal open space and play space.e. Green and blue infrastructure that will include:<ul style="list-style-type: none">• Strategic landscaping including on the north-west boundary with the A11 and the north-east boundary to soften the development edge and reduce the visual impacts on the surrounding countryside.

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			<ul style="list-style-type: none"> • pProvide buffers between areas of employment and residential use. • Sustainable drainage systems features. • Existing pine lines, tree belts and woodland (some protected by tree preservation orders) are to be retained with appropriate buffers and enhanced to provide a framework of interconnecting green corridors for people and wildlife. <p>f. Appropriate noise mitigation measure along the A11 boundary.</p> <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC)designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development.</p> <p>Information to inform a project level appropriate assessment will also be required in accordance with policy SP7.</p> <p>Employment</p> <p>The site will deliver eight hectares of employment land.</p> <p>There should be a range of employment uses, mix and scale. Suitable uses include:</p> <ul style="list-style-type: none"> • Offices • research and development • light industrial • general industrial • storage and distribution. <p>Strategic logistics provision will not be supported at this location due to the size of the site allocation not being suitable for large scale strategic logistic and potential for their detrimental impact on adjacent existing and proposed residential development.</p> <p>In order to ensure the allocation brings forward employment land to meet identified employment needs over the plan period, proposals for non-employment uses, will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p>

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MM105	Page 313 and 314	Policy AP39	<p>Policy AP39 Land east of Warren Road, Red Lodge</p> <p>A site of 5.5 hectares east of Warren Road, as shown on the policies map, is allocated for residential development for around 141 homes. The site should also deliver the following:</p> <ul style="list-style-type: none"> a. Adequate access should be provided to the satisfaction of the highways authority. b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations, adjacent allocations and nearby public rights of way in accordance with policy LP57. c. Fully accessible informal and formal open space and play space. d. Green and blue infrastructure that will include: <ul style="list-style-type: none"> • Strategic landscaping • Sustainable drainage systems features. e. Development must provide measures for influencing recreation in the surrounding area, to avoid a damaging increase in visitors to Red Lodge Heath Site of Special Scientific Interest and Breckland Special Protection Area. Measure should include the enhancement and promotion of dog friendly access routes, in the immediate vicinity of the development(s), and/or other agreed measures. f. Development should have regard to the proper function of the existing sustainable drainage system infrastructure location on the site. <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC)designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development.</p> <p>Information to inform a project level appropriate assessment will also be required in accordance with policy SP7.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p>
MM106	Page 315	Policy AP40	<p><i>Policy AP40 to become a non-strategic policy, which should be after policy LP60 (parking standards, under the infrastructure chapter of the local plan.</i></p> <p>Other non-strategic allocation</p> <p>Secondary school site, Red Lodge</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>5.11.16 The level of growth planned for the Mildenhall, Lakenheath and Red Lodge area generates the need for infrastructure provision in relation to education during the plan period. There is a projected need for a new secondary school in Red Lodge, identified by Suffolk County Council as the education authority.</p> <p>5.11.17 Whilst the need has been established, a site is yet to be identified by Suffolk County Council and therefore The purpose of this policy is to provide a proactive policy has been prepared to support site selection and delivery of a secondary school at Red Lodge.</p> <div> <p>Policy AP40 LPXX Secondary school site, Red Lodge</p> <p>To cater for the projected need, a site of around nine hectares to provide a secondary school will be supported.</p> <p>If the site falls within Breckland Special Protection Area (SPA), special area of conservation, or site of special scientific interest impact pressure zone of influence, appropriate measures to mitigate impacts from the proposed development will be required.</p> <p>Any planning application will require a project level habitats regulations assessment in accordance with policy SP7 should the site fall within the Breckland SPA or associated buffer.</p> </div> <p>Explanation</p> <p>The level of growth planned for the Mildenhall, Lakenheath and Red Lodge area generates the need for infrastructure provision in relation to education during the plan period. There is a projected need for a new secondary school at Red Lodge, identified by Suffolk County Council as the education authority.</p>
MM107	Page 319 and 320	Policy AP41	<div> <p>Policy AP41 Land east of Bury Road, Stanton</p> <p>A site of 10.39 hectares to the east of Bury Road, as shown on the policies map, is allocated for around 200 homes. The site should also deliver the following:</p> <ol style="list-style-type: none"> A safe and suitable access for all users Adequate access should be provided to the satisfaction of the highways authority along onto Bury Road (A143). Community facilities, including the provision of allotments, car park and pavilion. Provision of community facilities if required in accordance with policy LP31. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way, which include foot and cycleways into village centre and existing community facilities in accordance with policy LP57. Provide The provision of custom and self-build plots will be encouraged in accordance with in line with the provisions of policy LP25. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping including a new boundary to the south with the countryside and to the west along the A143. Sustainable drainage systems features. Retention and enhancement of the existing species rich hedgerows providing appropriate buffers. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8. Recreational effects of development. Information to inform a project level appropriate assessment will be required. </div>

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			<p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p> <p>Mineral</p> <p>This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself should be assessed, in consultation with the local minerals and waste authority (Suffolk County Council), prior to any planning application being approved.</p> <p>Infrastructure</p> <p>There are a number of water mains within the proposed site that should be considered as part of any development.</p>
MM108	Page 322 to 323	Policy AP42	<p>Policy AP42 Shepherds Grove, Stanton and Hepworth</p> <p>A site of 31 hectares known as Shepherd's Grove, as shown on the policies map, is allocated for employment uses.</p> <p>The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.</p> <p>There should be a range of suitable uses to include:</p> <ul style="list-style-type: none"> • Offices • research and development • light industrial • general industrial • storage and distribution. <p>Provision of start-up units will be supported.</p>

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			<p>Given the site's rural location, its remoteness from the trunk road network and to ensure the needs identified in the employment land review (2021) are met, strategic logistics provision over 9,000 square metres floorspace per unit, to meet regional and national distribution needs, will not be supported.</p> <p>Any uses which do not accord with the spatial strategy, such as housing or retail development, will not be permitted on the site. In order to ensure the employment allocation meets the employment needs over the plan period, proposals for non-employment uses will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55.</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p> <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>The development will be expected to provide the necessary road infrastructure, including a new roundabout access on the A143 Bury Road and link road through to Grove Lane at Shepherds Grove west.</p> <p>Green and blue infrastructure</p> <p>Green and blue infrastructure within the site should include:</p> <ul style="list-style-type: none"> • Strategic landscaping including to reduce the impact of proposals from the surrounding countryside, to form a landscape framework and setting for the new development, and to soften the impact of new development on adjacent users and the business park environment. • Sustainable drainage systems features. • Existing hedgerows, trees and the woodland to the south-east corner are to be retained and enhanced with appropriate buffers. <p>Infrastructure</p> <p>There are a number of water mains within the proposed site that should be considered as part of any development.</p>
MM109	Page 327 and 328	Policy AP43	<p>Policy AP43 Land south of Hopton Road, Barningham</p> <p>A site of 2.6 hectares south of Hopton Road at the junction of Hall Road and Mill Road, as shown on the policies map, is allocated edion for around 37 homes. The site should also deliver the following:</p> <p>a. Adequate access should be provided onto Hopton Road to the satisfaction of the highways authority.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>b. Sustainable travel connections to existing local destinations in accordance with policy LP57, including the primary school, nearby public rights of way, and the countryside and existing neighbouring development.</p> <p>c. Pedestrian and cycle linkages to existing neighbouring development.</p> <p>d. Fully accessible informal and formal open space and play space.</p> <p>e. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping including to screen the visual impacts of development from the surrounding countryside. • Sustainable drainage systems features. • The existing hedgerows and boundary features should be retained and enhanced by providing appropriate buffers and a new connecting hedgerow to the south-east. <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing these impacts.</p>
MM110	Page 332 and 333	Policy AP44	<p>Policy AP44 Land at Lamble Close, Beck Row</p> <p>A site of 2.33 hectares at Lamble Close, as shown on the policies map, is allocated for residential development to provide up to around 60 homes.</p> <p>The site should also deliver the following:</p> <p>a. Adequate access should be provided to the satisfaction of the highways authority.</p> <p>b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way. Sustainable travel connections to existing local destinations and nearby public rights of way in accordance with policy LP57.</p> <p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping. • Sustainable drainage systems) features. • Retain and enhance the existing trees and pine line (some protected) with appropriate buffers. <p>Noise mitigation</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Given the proximity to RAF Mildenhall, development must incorporate appropriate noise mitigation measures.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8. Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Infrastructure</p> <p>Part of the site lies within the safeguarding boundary of a sewage treatment facility to the south-west and any new development must not inhibit its operation and an appropriate buffer should be provided.</p>
MM111	Page 334 and 335	Policy AP45	<p>Policy AP45 Land at Rookery Drove, Beck Row</p> <p>A site of 5.3 hectares at Rookery Drove, as shown on the policies map, is allocated for residential development for around 100 homes. The site should also deliver the following:</p> <ol style="list-style-type: none"> Adequate access should be provided to the satisfaction of the highways authority. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way. Sustainable travel connections to existing local destinations and nearby public rights of way in accordance with policy LP57. Provide The provision of custom and self-build plots will be encouraged in accordance line with the provisions of policy LP25. Sufficient land to accommodate an early years setting. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping. Sustainable drainage systems features. Retain and enhance any existing hedgerows, scrub habitat on the northern boundary and other boundary features and provide appropriate buffers. <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>Noise mitigation and safeguarding</p> <p>Given the proximity to RAF Mildenhall, development must incorporate appropriate noise mitigation measures.</p> <p>In order to protect and ensure the operational needs of RAF Mildenhall are met, all buildings within the statutory safeguarding zone should be non-vulnerable and of a robust construction and design.</p>

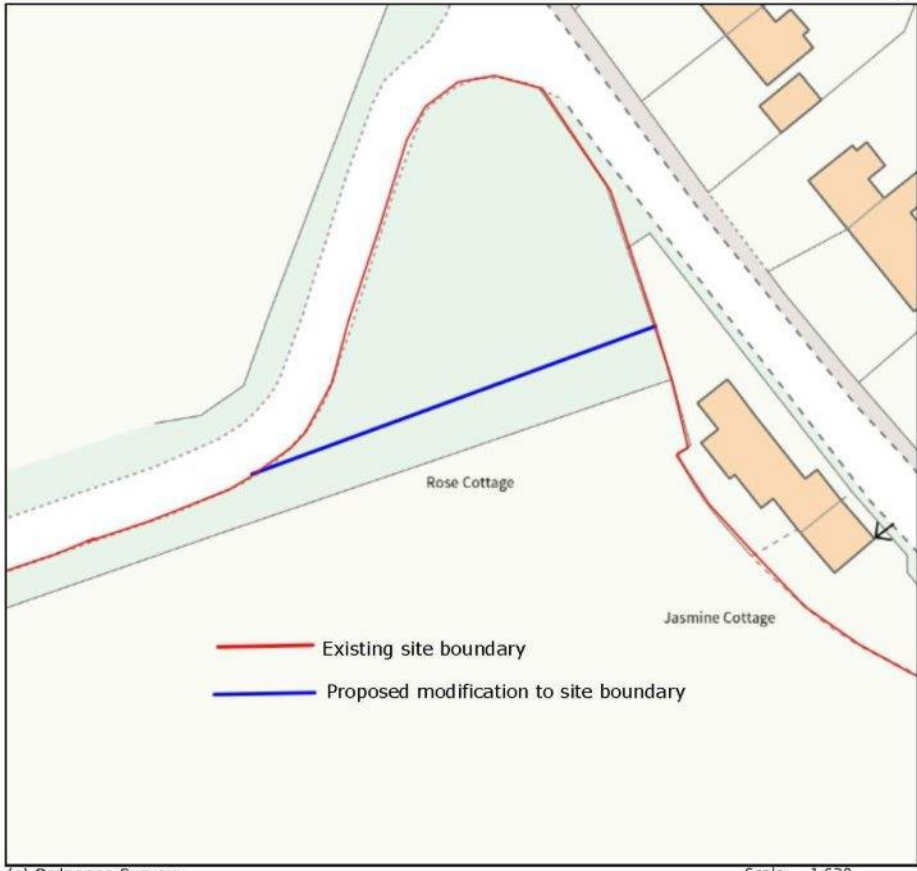
Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8. Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p> <p>Minerals</p> <p>This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself should be assessed, in consultation with the local minerals and waste authority (Suffolk County Council), prior to any planning application being approved.</p> <p>Infrastructure</p> <p>Part of the site lies within the safeguarding boundary of a sewage treatment facility sewer pumping station to the north-west and any new development must not inhibit its operation and an appropriate buffer should be provided.</p> <p>A 15 metre exclusion to the edge of any residential curtilage must be provided to minimise any adverse impacts such as odour that might arise from the operation of this facility.</p>
MM112	Page 339 and 340	Policy AP46	<p>Policy AP46 Land off Bury Road, Hopton</p> <p>A site of 3.25 hectares south of Bury Road, as shown on the policies map, is allocated for up to around 37 homes and community facilities.</p> <p>The site should provide as a minimum the following:</p> <ol style="list-style-type: none"> Safe and suitable access for all users Access to be provided off Bury Road (B1111). Community facilities. Extension and alterations to Hopton Village Hall. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way and a footpath link to the village centre in accordance with policy LP57. Fully accessible informal and formal open space and play space including a village green and football pitch. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping including to reduce the visual impact of the development from the surrounding countryside. Sustainable drainage systems features.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<ul style="list-style-type: none"> Existing hedgerows, trees and boundary features including the stream to the south are to be retained with an appropriate buffer and enhanced. <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC)designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p>
MM113	Page 345 and 346	Policy AP47	<p>Policy AP47 Land at Mill Lane, Hundon</p> <p>A site of 0.52 hectares north-east of Mill Lane, as shown on the policies map, is allocated for around 10 homes. The site should also deliver the following:</p> <p>a. Adequate access should be provided to the satisfaction of the highways authority.</p> <p>b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way. Sustainable travel connections to existing local destinations and nearby public rights of way in accordance with policy LP57.</p> <p>c. Connections to the existing playing fields to the east and open space to the north should be retained.</p> <p>d. Fully accessible informal and formal open space and play space.</p> <p>e. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> Strategic landscaping. Sustainable drainage systems features. Existing hedgerows, trees and treelines are to be retained and enhanced with appropriate buffers. <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC)designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Heritage</p> <p>Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the council's heritage impact assessment, or any subsequent fieldwork assessment, have been avoided or mitigated through design.</p> <p>Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:</p> <ul style="list-style-type: none"> Retain and enhance the planting along the eastern boundary of the site and the conservation area. Ensure the proposed development reflects the scale of the existing buildings in Mill Lane. <p>Prior to the determination of any planning application, a further detailed HIA heritage impact assessment should be submitted will be required in accordance with policy LP50. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing these impacts. An archaeological evaluation will be required in accordance with policy LP55.</p>
MM114	Page 351 and 352	Policy AP48	<p>Policy AP48 Land east of School Road, Moulton</p> <p>A site of 1.78 hectares to the east of School Road, as shown on the policies map, is allocated for around 30 homes. The site should also deliver the following:</p> <ol style="list-style-type: none"> Adequate A safe and suitable access for all users should be provided onto the B1085. should be provided to the satisfaction of the highways authority. Sustainable travel connections to existing local destinations should be provided in accordance with policy LP57, including to the village to the south, the primary school, nearby public rights of way including the riverside footpath and the countryside. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping including a substantial new landscape buffer to the northern boundary of the site to form a new settlement edge and to soften the impact of the development from the surrounding countryside. Sustainable drainage systems features. Existing trees on the site and other boundary features should be retained and enhanced with appropriate buffers. A minimum 50 metre buffer between the built development edge and the River Kennet should be retained to safeguard and enhance the ecological network and recreational green corridor. Development must be designed to take account of the edge of settlement location and open nature of the countryside. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8. Recreational effects of development. Information to inform a project level appropriate assessment will be required. <p>Transport</p> <p>A transport statement will be required to consider congestion at the School Road and B1085 junction.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing these impacts.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
MM115	Page 359 and 360	Policy AP50	<p>Policy AP50 Land west of Kingshall Street, Rougham</p> <p>A site of 2.68 hectares to the west of Kingshall Street, as shown on the policies map, is allocated for up to around 30 homes (The capacity includes the 13 homes subject to outline planning permission DC/19/1405/OUT). The site should also deliver the following:</p> <p>a. Adequate access should be provided to the satisfaction of the highways authority.</p> <p>b. Sustainable travel connections provision to existing local destinations should be provided in accordance with policy LP57 including facilities for pedestrians and cyclists should be made with links to local destinations, including to the primary school and Kingshall Street, and nearby public rights of way.</p> <p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> strategic landscaping including to reduce the impact of the development from the surrounding countryside. Sustainable drainage systems features. The existing pond, hedgerows and boundary features with appropriate buffers are to be retained and enhanced including the provision of a new hedgerow to the west and south. <p>e. Development must be designed to reflect the edge of settlement location and open nature of the countryside.</p> <p>Sustainable transport</p> <p>A transport assessment will be required as part of any application for development on the site.</p> <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>The site is within a great crested newt (GCN) risk zone and participation in the GCN District Level Licensing Scheme should be considered.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p>
MM116	Page 364 and 365	Policy AP51	<p>Policy AP51 Land east of Beeches Road, West Row</p> <p>A site of 9.37 hectares to the east of Beeches Road, as shown on the policies map, is allocated for up to around 161 homes.</p> <p>The site should provide as a minimum the following:</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>a. Adequate access should be provided to the satisfaction of the highways authority.</p> <p>b. Community uses including parish office and car parking.</p> <p>c. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way. Sustainable travel connections to existing local destinations and nearby public rights of way in accordance with policy LP57.</p> <p>d. Fully accessible informal and formal open space and play space.</p> <p>e. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping to include softening of the development edge and reduction of the visual impacts when viewing from the surrounding countryside to the east. • Sustainable drainage systems features. • Retention and enhancement of existing hedgerows and boundary features providing appropriate buffers. <p>Biodiversity</p> <p>The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8. Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Archaeology</p> <p>Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p> <p>Infrastructure</p> <p>The site lies within safeguarding area of waste transfer facility and any development should not impact on, or inhibit, its operation.</p>
MM117	Page 371 and 372	Policy AP53	<p><i>Amend site boundary to reflect landownership and land uses.</i></p> <p>Policy AP53 Land west of Bunters Road, Wickhambrook</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<div><p>AP53 Land west of Bunters Road, Wickhambrook</p><p>(c) Ordnance Survey Scale: 1:620</p></div> <p>A site of 2.8570 hectares west of Bunters Road, as shown on the policies map, is allocated for around 40 homes and community facilities and/or retail or local employment. The types and locations of these uses within the site will be determined through the neighbourhood plan. The site should also deliver the following:</p> <ul style="list-style-type: none">a. Adequate A safe and suitable access for all users should be provided to the satisfaction of the highways authority via onto the B1063 Bunter's Road.b. Sustainable travel connections to existing local destinations in accordance with policy LP57, including to the primary school and doctors' surgery, nearby public rights of way and the countryside.c. Fully accessible informal and formal open space and play space.d. Green and blue infrastructure that will include:<ul style="list-style-type: none">• Strategic landscaping including to soften the development and settlement edge and reduce the visual impacts on the surrounding countryside in particular the long-distance views and to provide buffers between any areas of employment and residential use.• Sustainable drainage systems features.• Existing hedgerows and trees are to be retained and enhanced with appropriate buffers.e. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Sustainable transport</p> <p>A transport assessment will be required as part of any application for development on the site.</p> <p>Heritage</p> <p>Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the council's heritage impact assessment, or any subsequent fieldwork assessment, have been avoided or mitigated through design.</p> <p>Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:</p> <ul style="list-style-type: none"> • Retaining and enhancing the existing trees and hedges around the site. • Providing a buffer along Bunters Road so the new development is not readily apparent and the rural character of the road is maintained. • Using the design, layout and landscaping to create an enhanced view from Gaines Cottage. <p>Prior to the determination of any planning application, a further detailed heritage impact assessment will be required in accordance with policy LP50. should be submitted. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p>
MM118	Page 379 and 380	Policy AP54	<p>Policy AP54 Land at School Lane, Bardwell</p> <p>A site of 0.7 hectares at School Lane, as shown on the policies map, is allocated for around 15 homes. The site should also deliver the following:</p> <p>a. Adequate access should be provided to the satisfaction of the highways authority.</p> <p>b. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside. Sustainable travel connections to existing local destinations and nearby public rights of way in accordance with policy LP57.</p> <p>b. Fully accessible informal and formal open space and play space.</p> <p>c. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping to soften the development edge and reduce the visual impacts when viewed from the surrounding countryside and the conservation area. • Sustainable drainage systems features. • The trees on the site, particularly the mature oaks in the north-east corner, should be retained with appropriate buffers and enhanced by

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>improving connectivity to the wider ecological corridor.</p> <p>d. The development must mitigate for its recreational effects on Breckland (SPA and SAC)designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Heritage</p> <p>Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the council's heritage impact assessment (HIA) or any subsequent fieldwork assessment, have been avoided or mitigated through design.</p> <p>Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:</p> <ul style="list-style-type: none"> • Retain and enhance the planting along the east boundary along the public footpath to maintain a green backdrop to the setting of the listed school and school house (both grade II listed). • Set the building line behind a landscaped frontage to maintain the green character of the street and views into and out of the conservation area. • Provide planting along the west side of the site to screen direct views of the development from the corner of the conservation area to the south-west. • Provide a specialist assessment of the impact of development on wind flow to the windmill (grade II listed) to demonstrate that the working of the windmill will not be adversely affected. <p>Prior to the determination of any planning application, a further detailed HIA heritage impact assessment should be submitted will be required in accordance with policy LP50. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.</p> <p>Archaeology</p> <p>Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p> <p>Minerals</p> <p>This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself, should be assessed in consultation local minerals and waste authority (Suffolk County Council), prior to any planning application being approved.</p>
MM119	Page 384 and 385	Policy AP55	<p>Policy AP55 Land east of Church Lane, Barton Mills</p> <p>A site of 0.4 hectares east of Church Lane, as shown on the policies map, is allocated for around 12 homes. The site should also deliver the following:</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>a. A safe and suitable access for all users Adequate access should be provided onto Church Lane to the satisfaction of the highways authority.</p> <p>b. Sustainable travel connections to existing local destinations, and nearby public rights of way including the provision of a pedestrian crossing to footway on western side of Church Lane in accordance with policy LP57.</p> <p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping to soften the development edge and reduce the visual impacts when viewed from the surrounding countryside. • Sustainable drainage systems features. • Existing hedgerows and boundary features to be retained with appropriate buffers and enhanced. <p>e. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Archaeology</p> <p>Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p>
MM120	Page 389 and 390	Policy AP56	<p>Policy AP56 Land at Queens Lane, Chedburgh</p> <p>A site of 0.6 hectares at Queens Lane, as shown on the policies map, is allocated for around 10 homes. The site should also deliver the following:</p> <p>a. Adequate A safe and suitable access for all users should be provided onto Queens Lane. to the satisfaction of the highways authority.</p> <p>b. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside should be provided in accordance with policy LP57.</p> <p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping including to soften the development edge and reduce the visual impacts from the surrounding countryside. • Sustainable drainage systems features. The existing intermittent hedgerows trees and boundary features to be retained with appropriate buffers and enhanced by improving connectivity to the wider ecological corridor. <p>e. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Infrastructure</p> <p>Any application for development should demonstrate how surface water flooding issues will be mitigated.</p> <p>Archaeology</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>An archaeological evaluation will be required in accordance with policy LP55. Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p>
MM121	Page 391 and 392	Policy AP57	<p>Policy AP57 Land west of Queens Lane, Chedburgh</p> <p>A site of 1.5 hectares west of Queens Lane, as shown on the policies map, is allocated for around 12 homes. The site should also deliver the following:</p> <ol style="list-style-type: none"> Adequate A safe and suitable access for all users should be provided onto Queens Lane. should be provided to the satisfaction of the highways authority. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside in accordance with policy AP57 to include: <ul style="list-style-type: none"> The maintenance and enhancement of the east to west footpath crossing the site. A pedestrian crossing to the footway on the western side of Queens Lane. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping including to soften the development edge and reduce the visual impacts from the surrounding countryside. Sustainable drainage systems features. Existing trees and boundary features to be retained with an appropriate buffer and enhanced by providing new hedges to the northern and eastern boundaries improving connectivity to the wider ecological network. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required. <p>Infrastructure</p> <p>Any application for development should demonstrate how surface water flooding issues will be mitigated.</p> <p>There are a number of water sewers and mains within the proposed site that should be considered as part of any development.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p>
MM122	Page 397 to 399	Policy AP58	<p>Policy AP58 Land adjacent to Moseleys Farm, Fornham All Saints</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>A site of 2.5 hectares at Moseley's Farm, as shown on the policies map, is allocated for around 10 homes as enabling development to bring forward 0.43 hectares of employment land and an extension to the village cemetery. The site should also deliver the following:</p> <p>a. Adequate access should be provided to the satisfaction of the highways authority.</p> <p>b. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside in accordance with policy LP57.</p> <p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping. • Sustainable drainage systems features. • Existing woodland, hedgerows and trees to be retained with appropriate buffers apart from any removal necessary to allow a link between the existing cemetery and its extension. <p>e. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level Appropriate Assessment will be required.</p> <p>The planning application for the site will need to demonstrate how the proposed uses, their location, access arrangements, design and landscaping will be accommodated on the site and how these will be delivered. This is to ensure the enabling housing development secures the provision of employment land and the extension to the village cemetery.</p> <p>Employment</p> <p>The employment uses, mix and scale should reflect that of the adjacent rural employment area at Moseley Farm, Fornham All Saints (policy SP12ak) being low rise, low density and high quality. Suitable uses include:</p> <ul style="list-style-type: none"> • Offices • research and development • light industrial. <p>Provision of start-up units will be supported.</p> <p>General industrial and storage and distribution will not be supported at this location due to the potential detrimental impact on both the current neighbouring and proposed residential development.</p> <p>Extension to village cemetery</p> <p>The cemetery extension must be suitably landscaped, enclosed and linked by a path to the existing facility. The extension should be of sufficient size to meet the burial demands of the parish for at least the next 75 years (the parishes current period exclusive right of burial) and must also have vehicular access with suitable turning space for a hearse and funeral cortege.</p> <p>Sustainable travel</p> <p>An appropriate off-site contribution shall be requested for the delivery of an active travel route between Fornham All Saints and Hengrave. The proposed route will form part of an improved green infrastructure network and help achieve the objectives set out in the Suffolk Rights of Way Improvement Plan.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Heritage</p> <p>Future development must demonstrate that any negative impacts on the significance of the designated and heritage assets and their settings identified in the council's heritage impact assessment, or any subsequent fieldwork assessment, have been avoided or mitigated through design.</p> <p>Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:</p> <ul style="list-style-type: none"> • Retaining and enhancing the tree bank between the western boundary of site and the scheduled monument. • Having regard to the settings of the listed buildings within and surrounding the sites and locate new buildings where they would not adversely affect their settings. • Locating any new buildings within the site away from the boundaries, in order to maintain the character and appearance of the conservation area. • The design and scale of the new buildings and the palette of materials selected should reflect the historic use of the site and complement the existing buildings. <p>Prior to the determination of any planning application, a further detailed heritage impact assessment will be required in accordance with policy LP50 and LP55. should be submitted. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p> <p>Biodiversity</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p>
MM123	Page 403 and 404	Policy AP59	<p>Policy AP59 Land fronting The Street, Fornham St Martin</p> <p>A site of 0.4 hectares fronting The Street, as shown on the policies map, is allocated for around 10 homes. The site should also deliver the following:</p> <p>a. Adequate access should be provided onto The Street to the satisfaction of the highways authority.</p> <p>b. Sustainable travel connections to the wider village, nearby public rights of way and the countryside, including the provision of a pedestrian crossing to the footway on the eastern side of The Street in accordance with policy LP57.</p> <p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<ul style="list-style-type: none"> • Strategic landscaping. • Sustainable drainage systems features. • The existing woodland and hedgerows to be retained with appropriate buffers and enhanced. <p>e. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p>
MM124	Page 408 and 409	Policy AP60	<p>Policy AP60 Land north of the Village Hall, Freckenham</p> <p>A site of 0.7 hectares north of the village hall, as shown on the policies map, is allocated for around 10 homes. The site should also deliver the following:</p> <ol style="list-style-type: none"> Adequate A safe and suitable access for all users should be provided onto Fordham Road. to the satisfaction of the highways authority. Sustainable travel connections to the wider village in accordance with policy LP57, including to nearby public rights of way and the countryside, including and the provision of a pedestrian crossing to the footway on the southern side of Fordham Road. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include: <ul style="list-style-type: none"> • Strategic landscaping to soften the development edge and reduce the visual impacts on the surrounding countryside. • Sustainable drainage systems features. • The existing hedgerow to be retained with an appropriate buffer, and connectivity to the ecological network enhanced through planting of native hedgerows on the boundaries. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required. <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p>
MM125	Page 413 and 414	Policy AP61	<p>Policy AP61 Land north of Troston Road, Honington and Sapiston</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>A site of 0.6 hectares north of Troston Road north of the village hall, as shown on the policies map, is allocated for around 12 homes. The site should also deliver the following:</p> <p>a. Adequate access should be provided to the satisfaction of the highways authority.</p> <p>b. Sustainable travel connections to existing local destinations, including the wider village, the national cycle route along Troston Road, nearby public rights of way and the countryside, including the provision of a pedestrian crossing to the footway on the southern side of Troston Road in accordance with policy LP57.</p> <p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping to soften the development edge and reduce the visual impacts on the surrounding countryside. • Sustainable drainage systems features. • The existing boundary hedgerows and trees are to be retained with appropriate buffers and enhanced. <p>e. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Sustainable travel</p> <p>A transport assessment will be required as part of any application for development on the site.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p> <p>Infrastructure</p> <p>Part of the site lies within the safeguarding boundary of a wastewater treatment facility and any new development must not inhibit its operation.</p>
MM126	Page 415 and 416	Policy AP62	<p>Policy AP62 Land south of Bardwell Road, Honington and Sapiston</p> <p>A site of 0.6 hectares south of Bardwell Road, as shown on the policies map, is allocated for around 10 homes. The site should also deliver the following:</p> <p>a. A safe and suitable access for all users Adequate access should be provided onto Bardwell Road. should be provided to the satisfaction of the highways authority.</p> <p>b. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside in accordance with policy LP57, including:</p> <ul style="list-style-type: none"> • Extension of the existing footway to the site frontage. • Provision of a new bus shelter at the Coney Western Road stop.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping to soften the development edge and reduce the visual impacts on the surrounding countryside. • Sustainable drainage systems features. • The existing boundary hedgerows and trees, and the woodland to the east are to be retained with appropriate buffers and enhanced. <p>e. The development must mitigate for its recreational effects Breckland (SPA and SAC) on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Sustainable travel</p> <p>A transport statement will be required as part of any application for development on the site.</p> <p>Infrastructure</p> <p>Part of the site lies within the safeguarding boundary of a wastewater treatment facility and any new development must not inhibit its operation.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. An archaeological evaluation will be required in accordance with policy LP55.</p>
MM127	Page 420 and 421	Policy AP63	<p>Policy AP63 Land off Chevington Road, Horringer</p> <p>A site of one hectare between Glebe Close and the A143 Chevington Road, as shown on the policies map, is allocated for around 10 homes. The site should also deliver the following:</p> <p>a. Adequate access should be provided to the satisfaction of the highways authority.</p> <p>b. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside in accordance with policy LP57, including:</p> <ul style="list-style-type: none"> • The provision of a footpath and cycle link onto the A143 Chevington Road. • Improvements to the nearest bus stop. <p>c. Fully accessible informal and formal open space and play space.</p> <p>d. Green and blue infrastructure that will include:</p> <ul style="list-style-type: none"> • Strategic landscaping. • Sustainable drainage systems features. • The existing boundary hedgerows and trees are to be retained with appropriate buffers and enhanced.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>e. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.</p> <p>Sustainable travel</p> <p>A transport statement will be required as part of any application for development on the site.</p> <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p> <p>Biodiversity</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves Site of Special Scientific Interest (SSSI) and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p>
MM128	Page 425 and 426	Policy AP64	<p>Policy AP64 Land north of Griffin Gardens, Ingham</p> <p>A site of 0.47 hectares west of the A134, as shown on the policies map, is allocated for around 10 homes. The site should also deliver the following:</p> <ol style="list-style-type: none"> Adequate and A safe and suitable access for all users should be provided onto the A134. should be provided to the satisfaction of the highways authority. Sustainable travel connections to existing local destinations in accordance with policy LP57, including to the wider village, nearby public rights of way and the countryside. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include: <ul style="list-style-type: none"> Strategic landscaping to soften the development edge and reduce the visual impacts on the surrounding countryside. Sustainable drainage systems features. Retain and enhance the existing hedgerow. The development must mitigate for its recreational effects on Breckland (SPA and SAC) designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required. <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55. Any planning application must be supported by the results of a</p>

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			<p>programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p>
MM129	Page 430 and 431	Policy AP65	<p>5.30.4 General industrial, and storage and distribution and strategic logistics will not be supported at this site due to its rural location.</p> <p>Policy AP65 Land adjacent to Park Farm, Fornham St Genevieve</p> <p>A site of 4.4 hectares on land next to Park Farm, as shown on the policies map, is allocated for employment land.</p> <p>The amount of land available for development, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.</p> <p>The employment uses, mix and scale should reflect that of the neighbouring rural employment area at Park Farm, Fornham St Genevieve (policy SP12a) being low rise, low density and high quality. Suitable uses include:</p> <ul style="list-style-type: none"> • Offices • research and development • light industrial. <p>Provision of start-up units will be supported.</p> <p>General industrial, and storage and distribution and strategic logistics will not be supported at this location due to its rural location.</p> <p>Sustainable travel</p> <p>A transport assessment and travel plan will be required as part of any application for development on the site.</p> <p>Green and blue infrastructure</p> <p>Green and blue infrastructure within the site should include:</p> <ul style="list-style-type: none"> • Strategic landscaping including to reduce the impact of proposals from the surrounding countryside to the south and east, to form a landscape framework and setting for the new development, and to soften the impact of new development on adjacent users and the business park environment. • Sustainable drainage systems features. • Existing woodland and tree belts are to be retained and enhanced with appropriate buffers. <p>Archaeology</p> <p>An archaeological evaluation will be required in accordance with policy LP55.</p>

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p> <p>Biodiversity</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves Site of Special Scientific Interest (SSSI) and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p>
MM130	Page 433 and 434	Policy AP66	<p>Policy AP66 Park Farm (St Genevieve Lakes), Ingham</p> <p>A site of 86 hectares at Park Farm, Ingham, as shown on the policies map, is allocated for leisure, recreation and tourism.</p> <p>The following specific requirements should be met on the site:</p> <ul style="list-style-type: none"> • Up to 100 holiday lodges. • Public footpath and cycleway access within the site and to the nearby villages of Fornham All Saints, Fornham St Genevieve, Ingham and Culford. • Public transport links. • Areas of public open space and recreational open space. • A landscape managed to enhance nature conservation value and provide opportunities for contact with nature. <p>Development will be subject to the necessary planning controls to restrict the use of lodges to holiday accommodation only.</p> <p>Sustainable travel</p> <p>A transport assessment and safety audit will need to be provided as part of any proposal for development on the site.</p> <p>Landscape and biodiversity</p> <p>The area of woodland on the northern boundary of the site is to be retained and enhanced with an appropriate buffer to protect its integrity. All planning proposals should be supported by an up-to-date ecological survey to ensure that the existing habitats and species on the site are protected and enhanced.</p> <p>The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/or Horringer Court Caves SSSI must be assessed as part of any planning application.</p> <p>Archaeology</p> <p>Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.</p>

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MM131		New Appendix A	<div><div>Appendix A: Glossary of Terms</div><div><div>Note: where the term used is defined in the National Planning Policy Framework (NPPF) the definition links directly to the NPPF September 2023.</div><table><tr><th>Acronym</th><th>Term</th><th>Definition</th></tr><tr><td></td><td>Section 106 agreement (s106)</td><td>Section 106 of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally binding agreement with a landowner as part of the granting of planning permission.</td></tr><tr><td></td><td>Accessible communities</td><td>Communities that are inclusive to all people and enable everyone to participate in and access all aspects of society.</td></tr><tr><td></td><td>Active travel and Active Travel England</td><td>Active travel refers to making journeys in physically active ways. <u>Active Travel England</u> is a government executive agency responsible for making walking, wheeling and cycling the preferred choice for people to get around.</td></tr><tr><td></td><td>Adoption</td><td>The final confirmation of a local plan document as having statutory (legal) status for implementation by a local planning authority.</td></tr><tr><td></td><td>Affordable housing</td><td><u>National Planning Policy Framework 2023</u></td></tr><tr><td></td><td>Affordable housing for rent</td><td><u>National Planning Policy Framework 2023</u></td></tr><tr><td></td><td>Agricultural Land Classification System</td><td>The grading system used to assess and compare the quality of agricultural land in England and Wales. See also best and most versatile agricultural land (BMV).</td></tr><tr><td>AQMA</td><td>Air quality management areas</td><td><u>National Planning Policy Framework 2023</u></td></tr><tr><td></td><td>Anaerobic digestion plants</td><td>Anaerobic digestion (AD) plants process plant materials (biomass) into gas for heating, power or transport fuel. The gas is called methane or biogas. It is produced by bacteria, which digests biomass and produces methane as a by-product. Biomass includes anything that is plant-derived: municipal solid waste, manure, crop residues, compost, food waste, paper and wastewater. Crops can be grown specifically for use in AD, as a supplementary feedstock or a stabilising material.</td></tr><tr><td></td><td>Ancient Woodland</td><td>An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).</td></tr><tr><td></td><td>Ancient or veteran tree</td><td>A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.</td></tr><tr><td></td><td>Article 4 direction</td><td><u>National Planning Policy Framework 2023</u></td></tr></table></div></div>	Acronym	Term	Definition		Section 106 agreement (s106)	Section 106 of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally binding agreement with a landowner as part of the granting of planning permission.		Accessible communities	Communities that are inclusive to all people and enable everyone to participate in and access all aspects of society.		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			AMR	Authority monitoring report	Report produced every year on the progress of preparing the local plan and the extent to which policies within it are being achieved.
			ACV	Asset of community value	A local authority is able to designate a building and/or an area of land as an asset of community value to ensure the protection of the use of the building and/or land in the interest of a community.
			BMV	Best and most versatile agricultural land	Classifies agricultural land into five categories according to versatility and suitability for growing crops. The top three grades (Grade 1, 2 and 3a) are referred to by the Ministry of Agriculture Fisheries and Foods as 'best and most versatile agricultural land' and enjoy significant protection from development. Grade 4 and 5 are described as poor quality agricultural land and very poor quality agricultural land.
				Biodiversity	Biodiversity or biological diversity is the variety and variability of life on Earth.
			BNG	Biodiversity net gain	Biodiversity net gain (BNG) is a way of creating and improving natural habitats that has a positive impact on biodiversity.
				Biogenic material	Used as a term in construction means the material is from a biological source or derived from living matter such as timber. The term includes building materials such as glued laminated timber, known as Glulam, straw bale construction and hempcrete.
				Biosecurity	Precautions that aim to prevent the introduction and spread of harmful organisms.
				Brecks Pine Lines	Pine lines are the most familiar and iconic feature of the Brecks landscape. Comprising of long straight lines of contorted Scots and Corsican pines, they march across the landscape. They were originally planted as hedges to provide a windbreak for the crops in adjacent fields, but subsequently grew into twisted mature trees
			BREEAM	Building Research Establishment Environmental Assessment Method	BREEAM sets the standard for best practice in sustainable building design, construction and operation. A BREEAM assessment uses recognised measures of performance, which are set against established benchmarks, to evaluate a building's specification, design, construction and use.
				Brownfield land	(See previously developed land)
				Build to Rent	<u>National Planning Policy Framework 2023</u>
				Cambridge sub-region housing market area	The Cambridge housing sub-region is made up of seven district councils: five in Cambridgeshire and two in Suffolk: <ul style="list-style-type: none"> • Cambridge • East Cambridgeshire • Fenland • Huntingdonshire • South Cambridgeshire • The former Forest Heath (now West Suffolk Council) • The former St Edmundsbury (now West Suffolk Council).
				Car club	Provides residents, visitors or businesses with access to a vehicle as a short-term rental.

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				Climate change adaptation	National Planning Policy Framework 2023
				Climate change mitigation	National Planning Policy Framework 2023
				Climate resilience	The ability of an area to respond to and withstand changes brought about by climate change.
				Communities assessment excellent standard	The communities assessment is a BREEAM tool to measure, certify and improve the sustainability of large-scale developments.
				Community facilities	Community facilities and services may include shops (which have a floorspace of less than 280 square metres), pubs, post offices, health care facilities, community centres, village halls, places of worship, cemeteries, schools and other educational establishments.
				Community Land Trust	Democratic, non-profit organisations that own and develop land for the benefit of the community.
				Community-led developments	A development instigated and taken forward by a not-for-profit organisation set up and run primarily for the purpose of meeting the housing needs of its members and the wider local community, rather than being a primarily commercial enterprise. The organisation is created, managed and democratically controlled by its members. It may take any one of various legal forms including a community land trust, housing co-operative and community benefit society. Membership of the organisation is open to all beneficiaries and prospective beneficiaries of that organisation. The organisation should own, manage or steward the homes in a manner consistent with its purpose, for example through a mutually supported arrangement with a Registered Provider of Social Housing. The benefits of the development to the specified community should be clearly defined and consideration given to how these benefits can be protected over time, including in the event of the organisation being wound up.
				Community right to build order	National Planning Policy Framework 2023
				Concept statement	A concept statement is a simple, clear expression of the kind of place that a new development should create. It sets out how the policies and objectives of the local plan will apply to a specific site to deliver the best possible economic, social and environmental benefits. Concept plans prepared by the former St Edmundsbury Council are available on the website.
				County geodiversity site	County Geo Sites are non-statutory designations aimed at highlighting sites of local geological interest in Suffolk.
			CWS	County wildlife site	Non-statutory sites that are designated locally, in this case at the county level. 'County wildlife sites' are areas of substantive nature conservation value and make an important contribution to ecological networks and nature's recovery.
				Custom and self-build	National Planning Policy Framework 2023
				Design and Access Statement	A concise report which explains how a proposed development is suitable for a site and its setting and demonstrates that it can be adequately accessed by prospective users. This is required to be submitted with most types of planning application .
				Development brief	A development brief provides a detailed framework for development of a site where a full masterplan approach is not required. Details of development briefs prepared for the former Forest Heath and St Edmundsbury councils from 2008 to 2019 are on the supplementary planning guidance page of the website.

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				Design code	<u>National Planning Policy Framework 2023</u>
				Design guide	<u>National Planning Policy Framework 2023</u>
				Development management	The term applied to the consideration and determination of planning applications by a local planning authority.
				Development plan	The statutory development plan comprises the development plan documents contained in an authority's adopted local plans and neighbourhood plans and is defined by section 38 of the Planning and Compulsory Purchase Act 2004.
				Discounted market sales housing	<u>National Planning Policy Framework 2023</u>
			ELR	Employment land review	Assessment of the supply of and demand for employment land and floorspace.
				Employment Uses	<p>Employment uses include the following:</p> <p>Offices - Offices to carry out any operational or administrative functions, which can be carried out in a residential area without detriment to its amenity. Use class E(g)(i).</p> <p>Research and development - Research and development of products or processes, which can be carried out in a residential area without detriment to its amenity. Use class E(g)(ii)</p> <p>Light industrial - Industrial processes, which can be carried out in a residential area without detriment to its amenity. Use class E(g)(iii)</p> <p>General industrial - Use for industrial process other than one falling within class E(g)(iii) (excluding incineration purposes, chemical treatment or landfill or hazardous waste). Use class B2</p> <p>Storage and distribution – use for storage and distribution including open air storage. Use class B8</p> <p>Strategic logistics - use for storage and distribution, typically more than 9,000 square metres floorspace per unit, which are of a regional or national significance. Use class B8.</p> <p>Other employment uses - which do not neatly fall within the uses categories described above nor classified by legislation, are referred to as Sui generis uses, the Latin term meaning 'in a class of its own'.</p>
				Energy hierarchy	The energy hierarchy is a classification of energy options which is often illustrated as a pyramid or triangle with the best, most sustainable approach at the base of the diagram, and least sustainable approach at the top of the diagram.
				Environmental constraints study	A study to establish the environmental constraints that are likely to impact on future growth of West Suffolk.

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				Fabric first approach	Prioritises the energy efficiency of fabric and materials from the outset of a building project rather than considering these elements at a later stage.
				Find my nearest	West Suffolk Council's public mapping system <u>Find my nearest</u>
			FRA	Flood risk assessment	An assessment of the risk of flooding, particularly in relation to residential, commercial and industrial land uses. The Environment Agency requires a flood risk assessment to be submitted alongside planning applications in areas that are known to be at risk of flooding (within flood zones 2 or 3) and/or are greater than one hectare.
				Flood zones	Flood zones refer to the probability of a river or the sea flooding, ignoring the presence of defences. The zones are shown on the Environment Agency's Flood Map available to view via their webpage.
				Former Forest Heath area	The area of land previously under the authority of Forest Heath District Council.
				Former St Edmundsbury area	The area of land previously under the authority of St Edmundsbury Borough Council.
				Geodiversity	The range of rocks, minerals, fossils, soils and landforms.
			GI	Green (and blue) infrastructure	A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.
				Greenfield land	Land (or a defined site) which has never been built on before or where the remains of any structure or activity have blended into the landscape over time (opposite of brownfield).
				Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
			HRA	Habitats regulations assessment	A Habitats Regulations Assessment (HRA) refers to the several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a habitats site before deciding whether to undertake, permit or authorise it.
				Health and wellbeing statements	A statement accompanying a planning application describing how the development has been designed to assist in delivering the elements that contribute to improving the physical and mental wellbeing of people helping them to stay well and age well.
			HIA	Health Impact Assessments	A tool to identify and optimise the health and wellbeing impacts of planning.
				Heritage asset	<u>National Planning Policy Framework 2023</u>
			HER	Historic environment record	<u>National Planning Policy Framework 2023</u>
				Horse crossing/Pegasus crossing	Rider operated traffic light-controlled road crossing
			HRI	Horse racing industry	A term applied to the unique assembly of horse racing related interests concentrated in and around Newmarket.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification		
				Horse walks	The infrastructure that allows the movement of horses through Newmarket.
				Housing settlement boundary	Represents the development limits of residential areas within which housing development proposals would be acceptable subject to complying with other policies contained in the development plan. They seek to prevent development from gradually extending into the surrounding countryside.
				Indicative capacity	An estimate of the number of housing or intensity of economic uses that can be developed in an area.
			IWM	Integrated water management	A collaborative approach to land and water governance that integrates social, environmental, and economic factors to deliver coordinated management of water storage, supply, demand, wastewater, flood risk, water quality and the wider environment.
			IDP	Infrastructure delivery plan	The infrastructure delivery plan is an evidence base study supporting the local plan which sets out baseline information for those categories of settlements which could experience growth in this plan period.
			LDS	Local development scheme	This sets out a programme for the preparation of local plan documents. It is a project management tool that identifies which documents are to be prepared, the various stages required in their production together with a detailed timetable.
				Local green space	A green area of land identified by the community as of particular importance to them and protected through designation.
			LHN	Local housing need	<u>National Planning Policy Framework 2023</u>
			LNRS	Local Nature Recovery Strategy	Strategies that propose how and where to recover nature and improve the wider environment across England.
				Local Nature Reserve	A statutory designation made by local authorities; they are places with wildlife or geological features that are of special interest locally.
			LVL	Locally valued landscape	Locally designated landscapes which are worthy of recognition because of their special landscape qualities.
				Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
				Major development	<u>National Planning Policy Framework 2023</u>
			M4(2)	<u>M4(2): Accessible and adaptable dwellings</u>	Building Regulations standard “when a new dwelling provides reasonable provision for most people to access the dwelling and includes features that make it suitable for a range of potential occupants, including older people, individuals with reduced mobility and some wheelchair users.”

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification		
			M4(3)	<u>M4(3): Wheelchair user dwellings</u>	Building Regulations standard “when a new dwelling provides reasonable provisions for a wheelchair user to live in the dwelling and have the ability to use any outdoor space, parking and communal facilities.”
			NPPF	National Planning Policy Framework	<u>National Planning Policy Framework 2023</u>
			NPPG	National planning practice guidance	Online suite of <u>national planning guidance</u> intended to elucidate on sections of the national planning policy as contained in the National Planning Policy Framework.
			NNR	National Nature Reserve	National Nature Reserves (NNRs) were established to protect some of our most important habitats, species and geology, and to provide ‘outdoor laboratories’ for research.
				Natural assets	The natural wealth of the UK made up from rock, minerals, soil, air, water and all living material
			NbS	Nature-based solutions	Ways of working with natural processes to provide benefits to both people and nature.
				Nature recovery network	An expanding, increasingly connected, network of wildlife-rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats.
				Neighbourhood area	An area designated by the Local Planning Authority following an application by the parish council or a prospective neighbourhood forum as part of the neighbourhood plan process.
			NDO	Neighbourhood Development Order	A neighbourhood development order can grant planning permission for specific types of development in a specific neighbourhood area such as housing or offices. It can be prepared by a town or parish council or a neighbourhood forum.
				Neighbourhood plan	A plan prepared by a parish council or neighbourhood forum for a particular neighbourhood area made under the Planning and Compulsory Purchase Act 2004.
				Neighbouring authorities	The local authorities that are adjacent to West Suffolk Council. Namely: Babergh District Council Braintree District Council Breckland Council East Cambridgeshire District Council King’s Lynn and West Norfolk Borough Council Mid Suffolk District Council South Cambridgeshire District Council
				Net zero	“A person, company or country is carbon neutral if they balance the carbon dioxide they release into the atmosphere through their everyday activities with the amount they absorb or remove from the atmosphere. This is also called net zero carbon emissions or net zero carbon, because overall no carbon dioxide is added to the atmosphere.” Natural History Museum
				Nocturnal character	The sounds, smells and sights that exist at night without pollution or interference of any man-made activity.
				Non-designated heritage assets	A heritage asset that does not meet the definition of a designated heritage asset.
				Omission sites	These are sites which have been discounted and not proposed for allocation in this plan. Further details can be seen in the omission sites report on the council’s <u>background evidence</u> page.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification		
				Passivhaus	Passivhaus adopts a whole-building approach with clear, measured targets, focused on high-quality construction, certified through an exacting quality assurance process.
				Passivhaus principles	Buildings created to rigorous energy efficiency standards so that they maintain an almost constant temperature and require very little heating or cooling no matter what the outside temperature.
				Permitted development rights	<u>The Town and Country Planning (General Permitted Development) (England) Order 2015</u> is a statutory instrument that sets out a range of certain types of development that do not require planning permission, which are known as permitted development rights.
				Placemaking	The shaping of public spaces and buildings through community-based participation, planning, design, delivery and management.
			PPTS	Planning Policy for Traveller Sites	Government planning policy set out in <u>Planning policy for traveller sites - GOV.UK (www.gov.uk)</u>
				Previously developed land	<u>National Planning Policy Framework 2023</u>
				Primary shopping area	<u>National Planning Policy Framework 2023</u>
				RAMSAR site	A wetland habitat of international importance, designated under the 1971 Ramsar convention
				Registered provider	This is a term used for all registered providers of social housing such as housing associations and local authorities.
				Renewable and low carbon energy	<u>National Planning Policy Framework 2023</u>
				Research and development use	See definition of employment uses above
				Rural exception sites	<u>National Planning Policy Framework 2023</u>
				Scheduled monument	A scheduled monument is a 'nationally important' archaeological site or historic building given protection against unauthorised change.
				Sequential test	A comparison of sites in order to identify which development site might be better or worse for a particular use, particularly related to flooding or a sequential test of main town centre uses in accordance with the test set out in the National Planning Policy Framework.
			SANG	Suitable alternative natural greenspace	Suitable alternative natural greenspace' (SANGS) is the name given to green space that is of a quality and type suitable to be used as mitigation to offset the impact of new residential development on European protected sites such as Special Protection Areas (SPAs) and Special Areas of Conservation.
			SSSI	Site of special scientific interest	Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification		
				Smart charging	Smart charging is a safe and convenient way of charging your electric vehicle (EV) at times when demand for electricity is lower, for example at night, or when there is lots of renewable energy on the grid. Charging during these off-peak times not only reduces costs for EV drivers by using cheaper energy rates, but also helps to prevent unwanted intervals of really high demand for electricity from the grid.
			SAC	Special areas of conservation	Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 (as amended) which have been given special protection as important conservation sites.
			SPA	Special protection area	Areas classified under regulation 15 of the Conservation of Habitats Regulations 2017 (as amended) which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.
				Starter homes	<u>National Planning Policy Framework 2023</u>
			SCI	Statement of community involvement	A <u>statement</u> prepared by the local authority setting out how the community will be consulted and engaged with throughout the plan making and decision-making processes.
			SEA	Strategic Environmental Assessment Directive	The <u>European Strategic Environment Assessment Directive (2001/42/EC)</u> (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) requires an assessment of certain plans and programmes including those related to planning and land-use.
			SFRA	Strategic flood risk assessment	A strategic flood risk assessment, assessing sources of flooding, flood risk management, the impact of climate change and the need to address flood risk in new developments within the district.
			SHELAA	Strategic housing and economic land availability assessment	One of the principal documents used in the preparation of the local plan. The <u>SHELAA</u> is produced periodically to help demonstrate that the area has sufficient sites to meet demand and it is a key evidence base for the local plan insofar as it considers the 'status' of all known sites within the area i.e. their availability, suitability, viability and deliverability.
			SHMA	Strategic housing market assessment	A document which provides an objective assessment of the need for all homes, as well as for affordable homes, to inform local plan reviews.
				Strategic logistics	See Employment Uses
			SRN	Strategic road network	The structure of motorways and major trunk or A roads in England that are managed by <u>National Highways</u> .
			SPD	Supplementary planning document	<u>National Planning Policy Framework 2023</u>
			SA	Sustainability appraisal	A sustainability appraisal is a legal requirement and accompanies each stage of the local plan. This continuous appraisal process helps ensure this plan is in line with the aims of sustainable development.
				Sustainable development	<u>National Planning Policy Framework 2023</u>
			SuDS	Sustainable Drainage Systems	Land designed to manage local flood and stormwater by mimicking natural drainage and encouraging water infiltration, attenuation and passive treatment. SuDS provides opportunities to manage flood risk and improve water efficiency, amenity and to enhance biodiversity.
				The standard method(ology)	A standardised system introduced by central government for calculating the local housing need.

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification		
				Town centre	<u>National Planning Policy Framework 2023</u>
				Transport assessment	<u>National Planning Policy Framework 2023</u>
				Transport statement	A lighter touch form of a Transport Statement for evaluating the implications of a proposed development.
				Travelling showpeople	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.
				Travel plan	<u>National Planning Policy Framework 2023</u>
				Use class and Use Classes Order	The <u>Town and Country Planning (Use Classes) Order 1987 (as amended)</u> puts uses of land and buildings into various categories known as 'Use Classes' which are detailed below. 'Change of use' can occur within the same Use Class or from one Use Class to another. Depending on the specifics of any proposed change of use, including any building work associated with the proposal, it may require an <u>application for planning permission or prior approval</u> .
				Waste hierarchy	The waste hierarchy is a simple approach that progresses from the most favourable and sustainable approach to the least sustainable. There are five stages: prevention, re-use, recycling, recovery, and finally disposal.
			WCS	Water cycle study	The water cycle study describes the water cycle as the process by which water is transported throughout a region. It considers the potential impact of development on water resources, quality and supply, wastewater, sewage, and flood risk management.
				Water resources management plan	A document produced by Anglian Water to outline their strategy for managing the demand and supply of water in the East of England.
				Water stress	Water stress is a result of water being a scarce resource. This is especially applicable to the east of England as it is the driest region in the country.
				Water supply management statement	A statement that demonstrates that sufficient water capacity will be available to meet the predicted demand from development.
MM132	Page 436 to 450	Appendix A	Appendix A B : Development plan documents and policies that will be replaced by the West Suffolk Local Plan Forest Heath Core Strategy 2010		

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification	
			The former Forest Heath Core Strategy was adopted in 2010. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.	
			Policy heading	Where policy is superseded by the West Suffolk Local Plan
			Policy CS1 Spatial strategy	SP9 The spatial strategy
			Policy CS2 Natural environment	SP4 Green infrastructure SP5 Locally valued landscape SP6 Biodiversity net gain SP7 Breckland Special Protection Area and Special Area of Conservation SP8 Recreational effects of development
			Policy CS3 Landscape character and historic environment	SP4 Green infrastructure SP5 Locally valued landscape SP14 Historic environment
			Policy CS4 Reduce emissions, mitigate and adapt to climate change	SP1 The climate and environment emergency and sustainable development
			Policy CS5 Design quality and local distinctiveness	SP2 Health and wellbeing SP3 Design
			Policy CS6 Sustainable economic and tourism development	SP12 Strategic employment LP39 Tourism development
			Policy CS7 Overall housing provision	SP10 Housing needs
			Policy CS8 Provision for Gypsy and Travellers	SP10 Housing needs LP24 Provision for Gypsies and Travellers and travelling showpeople
			Policy CS9 Affordable housing provision	SP10 Housing needs LP20 Affordable housing
			Policy CS10 Sustainable rural communities	SP9 The spatial strategy LP18 Development in the countryside
			Policy CS11 Retail and town centre strategy	SP13 Retail and other complimentary town centre uses LP40 Town centres LP41 Local Centres
			Policy CS12 Strategic transport improvement and sustainable transport	SP15 Infrastructure LP57 Active and sustainable travel LP58 Rights of way LP59 Transport assessments, transport statements and travel plans
			Policy CS13 Infrastructure and developer contributions	SP15 Infrastructure
			Core Strategy Single Issue Review 2019	

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification	
			The former Forest Heath Core Strategy Single Issue Review was adopted in 2019. The following saved policies are superseded or-deleted on adoption of the West Suffolk Local Plan.	
			Policy heading	Where policy is superseded by the West Suffolk Local Plan
			Policy CS7 Overall housing provision and distribution	SP9 The spatial strategy SP10 Housing needs
			Site Allocations Local Plan 2019	
			The former Forest Heath Site Allocations Local Plan was adopted in 2019. The following saved policies are superseded or-deleted on adoption of the West Suffolk Local Plan.	
			Policy heading	Where policy is superseded by the West Suffolk Local Plan
			Policy SA1 Settlement boundaries	LP17 Housing settlement boundaries SP9 The Spatial Strategy
			Policy SA2 Housing allocations in Brandon	
			Site SA2(a) Land at Warren Close Site SA2(b) Land off Gas House Drove	AP1 Land at Warren Close, Brandon Deleted SP9 The Spatial Strategy
			Policy SA3 Brandon Cemetery	AP2 Brandon Cemetery
			Policy SA4 Focus of growth – Land West of Mildenhall	AP16 Land west of Mildenhall
			Policy SA5 Housing allocations in Mildenhall	
			Site SA5(a) Land at 54 Kingsway Site SA5(b) Council Offices, College Heath Road	Deleted SP9 The Spatial Strategy AP17 Land at College Heath Road, Mildenhall
			Policy SA6 Housing and mixed-use allocations Newmarket	
			Site SA6(a) Brickfield Stud, Exning Road Site SA6(b) Land at Black Bear Lane and Rowley Drive	Deleted SP9 The Spatial Strategy AP21 Land off High Street, Black Bear Lane and Rowley Drive (Queensbury Lodge)
			Site SA6(c) Land at Phillips Close Site SA6(d) Former St Felix Middle School Site SA6(e) Land adjacent to Jim Joel Court Site SA6(f) Land at 146a High Street Site SA6(g) Hatchfield Farm	Deleted SP9 The Spatial Strategy AP22 Former St Felix Middle School Deleted SP9 The Spatial Strategy Deleted SP9 The Spatial Strategy AP19 Hatchfield Farm, Fordham Road
			Policy SA7 Housing and mixed-use allocations Lakenheath	
			Site SA7(a) Matthews Nursery Site SA7(b) Land west of Eriswell Road	AP32 Matthews Nursery, High Street AP33 Land west of Eriswell Road
			Policy SA8 Focus of growth – North of Lakenheath	

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification	
			Site SA8(a) Rabbit Hill Covert, Station Road Site SA8(b) Land north of Station Road Site SA8(c) Land off Briscoe Way	AP34 Land at Rabbithill Covert, Station Road AP35 Land north of Station Road AP36 Land off Briscoe Way, Lakenheath
			Policy SA9 Housing allocations in Red Lodge Site SA9(a) Land off Turnpike Road and Coopers Yard Site SA9(b) Land east of Red Lodge (north) Site SA9(c) Land east of Red Lodge (south) Site SA9(d) Land west of Newmarket Road and north of Elms Road	Deleted SP9 The Spatial Strategy AP39 Land east of Warren Road Deleted SP9 The Spatial Strategy Deleted SP9 The Spatial Strategy
			Policy SA10 Focus of growth – North of Red Lodge	AP38 Land north of Acorn Way, Red Lodge
			Policy SA11 Housing allocations in Beck Row Site SA11(a) Land adjacent to St Johns Street Site SA11(b) Land adjacent to and south of the caravan park, Aspal Lane Site SA11(c) Land east of Aspal Lane Site SA11(d) Land adjacent to Beck Lodge Farm	AP44 Land at Lamble Close, Beck Row Deleted SP9 The Spatial Strategy Deleted SP9 The Spatial Strategy Deleted SP9 The Spatial Strategy
			Policy SA12 Housing allocation in Exning	Deleted SP9 The Spatial Strategy
			Policy SA13 Housing and mixed-use allocations Kentford Site SA13(a) Land to the rear of The Kentford Site SA13(b) Land at Meddler Stud	Deleted SP9 The Spatial Strategy Deleted SP9 The Spatial Strategy
			Policy SA14 Housing allocation and school expansion in West Row	AP51 Land east of Beeches Road AP52 Land west of West Row Primary School
			Policy SA15 Moulton Primary School	AP49 Land north of Moulton Primary School
			Policy SA16 Existing employment areas	SP12 Strategic employment
			Policy SA17 Employment allocations SA17(b)St Ledger	SP12 Strategic employment Deleted AP18 Mildenhall Dome AP19 Hatchfield Farm, Fordham Road AP38 Land north of Acorn Way, Red Lodge AP16 Land west of Mildenhall
			Policy SA18 Retail allocations	Deleted SP13 Retail and other complimentary town centre uses
			Policy SA19 Town centre masterplans	Deleted LP11 Masterplans

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification																																														
			<p>Joint Development Management Policies Document 2015</p> <p>The Joint Development Management Policies Document was adopted in 2015. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.</p> <table><tr><th>Policy heading</th><th>Where policy is superseded by the West Suffolk Local Plan</th></tr><tr><td>Policy DM1 Presumption in favour of sustainable development</td><td>Deleted <i>This policy was published by the Planning Inspectorate and was required to be included in all Local Plans. There is no longer a requirement to include this policy and no policy to supersede it.</i></td></tr><tr><td>Policy DM2 Creating places – development principles and local distinctiveness</td><td>LP9 Designing for health and wellbeing and impacts of new development LP10 Well-designed spaces LP12 Design codes</td></tr><tr><td>Policy DM3 Masterplans</td><td>LP11 Masterplans</td></tr><tr><td>Policy DM4 Development briefs</td><td>Deleted LP11 Masterplans</td></tr><tr><td>Policy DM5 Development in the countryside</td><td>LP18 Development in the countryside</td></tr><tr><td>Policy DM6 Flooding and sustainable drainage</td><td>LP5 Flood risk and sustainable drainage</td></tr><tr><td>Policy DM7 Sustainable design and construction</td><td>LP1 Sustainable design and construction</td></tr><tr><td>Policy DM8 Low and zero carbon energy generation</td><td>LP7 Renewable and low carbon energy</td></tr><tr><td>Policy DM9 Infrastructure services and telecommunications</td><td>LP61 Digital infrastructure</td></tr><tr><td>Policy DM10 Sites of biodiversity and geo-diversity</td><td>LP15 protected sites, habitats and features</td></tr><tr><td>Policy DM11 Protected species</td><td>LP16 Protected species</td></tr><tr><td>Policy DM12 Mitigation, enhancement and management of biodiversity</td><td>SP6 Biodiversity net gain LP15 protected sites, habitats and features</td></tr><tr><td>Policy DM13 Landscape features</td><td>LP13 Trees LP14 Landscape</td></tr><tr><td>Policy DM14 Protecting and enhancing natural resources, pollution and hazards</td><td>LP8 Protecting and enhancing natural resources, minimising pollution and safeguarding from hazards</td></tr><tr><td>Policy DM15 Listed buildings</td><td>LP50 Listed buildings</td></tr><tr><td>Policy DM16 Local heritage assets and article 4 directions</td><td>LP51 Built non-designated heritage assets</td></tr><tr><td>Policy DM17 Conservation areas</td><td>LP53 Conservation areas</td></tr><tr><td>Policy DM18 New uses for historic buildings</td><td>LP52 New uses for historic buildings</td></tr><tr><td>Policy DM19 Development affecting parks and gardens</td><td>LP54 Development affecting parks and gardens of special historic or design interest</td></tr><tr><td>Policy DM20 Archaeology</td><td>LP55 Archaeology</td></tr><tr><td>Policy DM21 Enabling development</td><td>Deleted LP50 Listed buildings</td></tr><tr><td>Policy DM22 Residential design</td><td>LP9 Designing for health and wellbeing and impacts of new development</td></tr></table>	Policy heading	Where policy is superseded by the West Suffolk Local Plan	Policy DM1 Presumption in favour of sustainable development	Deleted <i>This policy was published by the Planning Inspectorate and was required to be included in all Local Plans. There is no longer a requirement to include this policy and no policy to supersede it.</i>	Policy DM2 Creating places – development principles and local distinctiveness	LP9 Designing for health and wellbeing and impacts of new development LP10 Well-designed spaces LP12 Design codes	Policy DM3 Masterplans	LP11 Masterplans	Policy DM4 Development briefs	Deleted LP11 Masterplans	Policy DM5 Development in the countryside	LP18 Development in the countryside	Policy DM6 Flooding and sustainable drainage	LP5 Flood risk and sustainable drainage	Policy DM7 Sustainable design and construction	LP1 Sustainable design and construction	Policy DM8 Low and zero carbon energy generation	LP7 Renewable and low carbon energy	Policy DM9 Infrastructure services and telecommunications	LP61 Digital infrastructure	Policy DM10 Sites of biodiversity and geo-diversity	LP15 protected sites, habitats and features	Policy DM11 Protected species	LP16 Protected species	Policy DM12 Mitigation, enhancement and management of biodiversity	SP6 Biodiversity net gain LP15 protected sites, habitats and features	Policy DM13 Landscape features	LP13 Trees LP14 Landscape	Policy DM14 Protecting and enhancing natural resources, pollution and hazards	LP8 Protecting and enhancing natural resources, minimising pollution and safeguarding from hazards	Policy DM15 Listed buildings	LP50 Listed buildings	Policy DM16 Local heritage assets and article 4 directions	LP51 Built non-designated heritage assets	Policy DM17 Conservation areas	LP53 Conservation areas	Policy DM18 New uses for historic buildings	LP52 New uses for historic buildings	Policy DM19 Development affecting parks and gardens	LP54 Development affecting parks and gardens of special historic or design interest	Policy DM20 Archaeology	LP55 Archaeology	Policy DM21 Enabling development	Deleted LP50 Listed buildings	Policy DM22 Residential design	LP9 Designing for health and wellbeing and impacts of new development
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Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification	
				LP10 Well-designed spaces LP12 Design codes
			Policy DM23 Special housing needs	LP23 Housing needs for specific groups
			Policy DM24 Alterations or extensions to dwellings and annexes	LP29 Alterations and extensions to dwellings and residential annexes
			Policy DM25 Extensions to domestic gardens in countryside	LP30 Extensions to domestic gardens in the countryside
			Policy DM26 Agricultural and essential workers dwelling	LP27 Agricultural and essential workers dwelling
			Policy DM27 Housing in the countryside	LP26 Housing in the countryside
			Policy DM28 Residential use of redundant buildings countryside	LP28 Residential use of redundant buildings in the countryside
			Policy DM29 Rural housing exception sites	LP22 Rural exception sites
			Policy DM30 Appropriate employment uses and protection of employment land and businesses	LP36 Safeguarding employment
			Policy DM31 Farm diversification	LP37 Farm diversification
			Policy DM32 Business and domestic equine	LP19 Business and domestic equine
			Policy DM33 Re-use or replacement of buildings in the countryside	LP38 Re-use or replacement of buildings in countryside
			Policy DM34 Tourism development	LP39 Tourism development
			Policy DM35 Proposals for main town centre uses	SP13 Retail and other complimentary town centre uses LP40 Town centres
			Policy DM36 Local centres	LP41 Local centres
			Policy DM37 Public realm improvements	LP43 Public realm improvements
			Policy DM38 Shopfronts and advertisements	LP44 Shop fronts and advertisements
			Policy DM39 Street trading and street cafes	LP42 Street trading and street cafes
			Policy DM40 Ancillary retail uses	LP45 Ancillary retail uses
			Policy DM41 Community facilities and services	LP31 Community facilities and services
			Policy DM42 Open space, sport and recreation facilities	LP33 Open space, sport, play and recreation facilities
			Policy DM43 Leisure and cultural facilities	LP32 Leisure and cultural facilities
			Policy DM44 Rights of way	LP58 Rights of way
			Policy DM45 Transport assessments and travel plans	LP59 Transport assessments, transport statements and travel plans
			Policy DM46 Parking standards	LP60 Parking standards
			Policy DM47 Development relating to the horse racing industry	LP46 Horse racing industry development
			Policy DM48 Development affecting the horse racing industry	LP47 Development affecting the horse racing industry
			Policy DM49 Re-development of existing sites relating to the horse racing industry	LP48 Change of use and development of horse racing industry sites

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification	
			Policy DM50 Horse walks	LP49 Safeguarding horse walks and crossings
			St Edmundsbury Core Strategy 2010	
			The former St Edmundsbury Core Strategy was adopted in 2010. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.	
			Policy heading	Where policy is superseded by the West Suffolk Local Plan
			Policy CS1 Spatial strategy	SP9 The spatial strategy
			Policy CS2 Sustainable development	SP1 The climate and environment emergency and sustainable development SP2 Health and wellbeing SP3 Design LP9 Designing for health and wellbeing and impacts of new development LP10 Well-designed spaces LP12 Design codes
			Policy CS3 Design and local distinctiveness	SP2 Health and wellbeing SP3 Design
			Policy CS4 Settlement hierarchy and identity	SP9 The spatial strategy SP10 Housing needs
			Policy CS5 Affordable housing	SP10 Housing needs LP20 Affordable housing
			Policy CS6 Gypsies, Travellers and travelling show people	SP10 Housing needs LP24 Provision for Gypsies and Travellers and travelling showpeople
			Policy CS7 Sustainable transport	SP15 Infrastructure LP57 Active and sustainable travel LP58 Rights of way LP59 Transport assessments, transport statements and travel plans
			Policy CS8 Strategic transport improvements	SP15 Infrastructure LP57 Active and sustainable travel LP58 Rights of way LP59 Transport assessments, transport statements and travel plans
			Policy CS9 Employment and local economy	SP12 Strategic employment LP36 Safeguarding employment
			Policy CS10 Retail, leisure and cultural office provision	SP13 Retail and other complimentary town centre uses LP40 Town centres LP31 Community facilities and services LP32 Leisure and cultural facilities
			Policy CS11 Bury St Edmunds strategic growth	AP3 Land north of Rougham Tower Avenue, Bury St Edmunds (strategic) AP4 West Bury St Edmunds (strategic)

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification	
				AP5 North-east Bury St Edmunds (strategic) AP6 South-east Bury St Edmunds (strategic)
			Policy CS12 Haverhill strategic growth	AP13 North-west Haverhill (strategic) AP14 North-east Haverhill (strategic)
			Policy CS13 Rural areas	SP9 The spatial strategy LP18 Development in the countryside
			Policy CS14 Community infrastructure capacity and tariffs	LP31 Community facilities and services
			Policy CS15 Plan, monitor and manage	Deleted Paragraphs 1.57-1.59
			Bury Vision 2031	
			The former St Edmundsbury Bury Vision was adopted in 2014. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.	
			Policy heading	Where policy is superseded by the West Suffolk Local Plan
			Policy BV1 Presumption in favour of sustainable development	Deleted <i>This policy was published by the Planning Inspectorate and was required to be included in all Local Plans. There is no longer a requirement to include this policy and no policy to supersede it.</i>
			Policy BV2 Housing development in Bury St Edmunds	LP17 Housing settlement boundaries SP9 The Spatial Strategy
			Policy BV3 Strategic site – North West	Deleted SP9 The Spatial Strategy
			Policy BV4 Strategic site – Moreton Hall	Deleted SP9 The Spatial Strategy
			Policy BV5 Strategic site – West	AP4 West Bury St Edmunds (strategic)
			Policy BV6 Strategic site – North East	AP5 North-east Bury St Edmunds (strategic)
			Policy BV7 Strategic site – South East	AP6 South-east Bury St Edmunds (strategic)
			Policy BV8 Station Hill development area	Deleted SP9 The Spatial Strategy
			Policy BV9 Tayfen Road	Deleted SP9 The Spatial Strategy
			Policy BV10 Housing on brownfield sites	Deleted SP9 The Spatial Strategy
			Policy BV11 Land at Ram Meadow	Deleted SP9 The Spatial Strategy
			Policy BV12 New and existing local centres and community facilities	LP41 Local centres LP31 Community facilities and services

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification	
			Policy BV13 Strategic site – extension to Suffolk Business Park	AP12 Suffolk Business Park extension
			Policy BV14 General employment areas	SP12 Strategic employment
			Policy BV15 Alternative business development	SP12 Strategic employment
			Policy BV16 British Sugar site	SP12 Strategic employment
			Policy BV17 Out of centre retail proposals	SP13 Retail and other complimentary town centre uses
			Policy BV18 Community infrastructure levy and allowable solutions	Deleted SP15 Infrastructure
			Policy BV19 Land west of Rougham Road	AP9 Land west of Rougham Road, Bury St Edmunds
			Policy BV20 Rougham Airfield	Deleted AP3 Land north of Rougham Tower Avenue, Bury St Edmunds
			Policy BV21 Allotments	LP34 Allotments
			Policy BV22 West Suffolk Hospital	AP10 West Suffolk Hospital
			Policy BV23 West Suffolk College	Deleted—protected under SP15 Infrastructure
			Policy BV24 Safeguarding educational establishments	Deleted—protected under SP15 Infrastructure
			Policy BV25 Conserving the setting and views from the historic core	LP56 Conserving the setting and views from the historic core
			Policy BV26 Green infrastructure	SP4 Green infrastructure
			Policy BV27 Town Centre masterplan	Deleted LP11 Masterplans
			Haverhill Vision 2031	
			The former St Edmundsbury Haverhill Vision was adopted in 2014. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.	
			Policy heading	Where policy is superseded by the West Suffolk Local Plan
			Policy HV1 Presumption in favour of sustainable development	Deleted <i>This policy was published by the Planning Inspectorate and was required to be included in all Local Plans. There is no longer a requirement to include this policy and no policy to supersede it.</i>
			Policy HV2 Housing development in Haverhill	Deleted SP9 The Spatial Strategy
			Policy HV3 Strategic site – North West	AP13 North-west Haverhill (strategic)
			Policy HV4 Strategic site – North East	AP14 North-east Haverhill (strategic)
			Policy HV5 Housing on greenfield sites	Deleted SP9 The Spatial Strategy

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification	
			Policy HV6 Housing on brownfield sites	Deleted SP9 The Spatial Strategy AP15 Wisdom Toothbrush Factory, Colne Valley Road, Haverhill
			Policy HV7 Mixed use redevelopment brownfield sites a Wisdom Factory, Duddery Hill b Chantry Mill, High Street c Rear of Argos/Post Office d Cleales/Town Hall Car Park e Brook Service Road/Car Park	AP15 Wisdom Toothbrush Factory, Colne Valley Road, Haverhill Deleted Deleted Deleted Deleted
			Policy HV8 New and existing local centres and community facilities	LP41 Local centres LP31 Community facilities and services
			Policy HV9 General employment areas	SP12 Strategic employment
			Policy HV10 Strategic employment site – Hanchett End	Deleted SP9 The Spatial Strategy
			Policy HV11 Out of centre retail proposals	SP13 Retail and other complimentary town centre uses
			Policy HV12 Haverhill North West relief road	AP13 North-west Haverhill (strategic)
			Policy HV13 Community infrastructure levy and allowable solutions	Deleted SP15 Infrastructure
			Policy HV14 Allotments	LP34 Allotments
			Policy HV15 Safeguarding educational establishments	Deleted—protected under SP15 Infrastructure
			Policy HV16 Castle Manor Academy	Deleted—protected under SP15 Infrastructure
			Policy HV17 Further education facility	Deleted—protected under SP15 Infrastructure
			Policy HV18 Green infrastructure	SP4 Green infrastructure
			Policy HV19 Town Centre masterplan	Deleted LP11 Masterplans
			Rural Vision 2031	
			The former St Edmundsbury Rural Vision was adopted in 2014. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.	
			Policy heading	Where policy is superseded by the West Suffolk Local Plan
			Policy RV1 Presumption in favour of sustainable development	Deleted <i>This policy was published by the Planning Inspectorate and was required to be included in all Local Plans. There is no longer a requirement to include this policy and no policy to supersede it.</i>
			Policy RV2 Neighbourhood plans and development orders	SP11 Neighbourhood plans

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification	
				SP9 The Spatial strategy
			Policy RV3 Housing settlement boundaries	LP17 Housing settlement boundaries SP9 The Spatial Strategy
			Policy RV4 Rural employment areas	SP12 Strategic employment
			Policy RV5 Protection of special uses	SP16 Existing special operational uses
			Policy RV6 Park Farm Ingham	AP66 Park Farm (St Genevieve Lakes), Ingham
			Policy RV7 Allotments	LP34 Allotments
			Policy RV8 Safeguarding educational establishments	Deleted—protected under SP15 Infrastructure
			Policy RV9 Green infrastructure in rural areas	SP4 Green infrastructure
			Policy RV10 Barrow	Deleted SP9 The Spatial Strategy
			Policy RV11 Clare a Land east of The Granary b Land off Cavendish Road	Deleted SP9 The Spatial Strategy AP27 Land north of Cavendish Road, Clare
			Policy RV12 Ixworth a Reeves Farm, Stow Road b Land off Crown Lane c Land west of A143 and south of A1088	Deleted SP9 The Spatial Strategy Deleted-AP30 Land off Crown Lane and west of A143 AP29 Land at Bardwell Road, Ixworth-AP30 Land off Crown Lane and west of A143
			Policy RV13 Kedington a Stourmead complex b Land at Limes Cottage and adjoining land	Deleted SP9 The Spatial Strategy AP31 Land at junction of Hall Road and Mill Road, Kedington
			Policy RV14 Stanton	Deleted—existing site allocation policies- SP9 The Spatial Strategy
			Policy RV15 Barningham	Deleted—existing site allocation policies- SP9 The Spatial Strategy
			Policy RV16 Cavendish	Deleted—existing site allocation policies- SP9 The Spatial Strategy
			Policy RV17 Chedburgh a Queens Lane	AP56 Land at Queens Lane, Chedburgh
			Policy RV18 Great Barton	Deleted—existing site allocation policies- SP9 The Spatial Strategy
			Policy RV19 Great Thurlow	Deleted—existing site allocation policies- SP9 The Spatial Strategy
			Policy RV20 Great and Little Whelnetham	Deleted—existing site allocation policies- SP9 The Spatial Strategy
			Policy RV21 Hopton	AP46 Land off Bury Road, Hopton

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification	
			Policy RV22 Ingham	Deleted—existing site allocation policies- SP9 The Spatial Strategy
			Policy RV23 Risby	Deleted—existing site allocation policies- SP9 The Spatial Strategy
			Policy RV24 Rougham	AP50 Land west of Kingshall Street, Rougham
			Policy RV25 Wickhambrook	Deleted—site allocation policies- SP9 The Spatial Strategy
			Policies Map Book Policies map books dated 2015 and 2019 have been superseded by the policies map 2024. For changes to housing settlement boundaries, please refer to the housing settlement boundary review report.	
MM133	Page 451 to 457	Appendix B	Appendix B C : Schedule of strategic and non-strategic residential, employment and mixed-use allocations <i>Delete column five ‘strategic and non-strategic’</i>	
MM134	Page 458 to 459	Appendix C	Appendix C D: Masterplans Community engagement During the preparation of a masterplan, early community involvement will be required to ensure local residents, business owners and other stakeholders are involved in design development through a set programme of design workshops, site visits and wider engagement events. The approaches to community engagement should be set out in the masterplan to demonstrate design development in line with community involvement. Document format and detail A masterplan should consist of a host document which provides the vision, principles and design development of a site. The masterplan document should include a series of parameter plans and an illustrative masterplan; which, where appropriate conveys the requirements set out below. Vision and principles <ul style="list-style-type: none">A masterplan should be accompanied by a clear and definitive vision for the site. This can be portrayed as a clear vision statement outlining what the masterplan will set out to achieve for the site and surrounding community.A series of principles should be presented as part of the masterplan approach. The principles should provide definitive topic-based approaches which can be carried through the design process ensuring core values and approaches are maintained and delivered. These can be focused on sustainability targets, environmental goals, or design quality aspirations. Land use and layout e. Provide a balanced mix of residential, commercial, recreational, and green spaces to reflect local needs and policy requirements. <ul style="list-style-type: none">Logical transitions between different land uses, ensuring coordination and coherence.Diverse housing types to accommodate various income levels and demographics.	

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification
			<ul style="list-style-type: none"> Spaces for community facilities and services to reflect local needs and policy requirements. <p>Movement and accessibility</p> <ul style="list-style-type: none"> Prioritise pedestrian and cycle routes, ensuring safe and convenient movement for all users and ensuring appropriate walking distances to public transport infrastructure. Promotion of sustainable transportation options, such as pedestrian pathways, cycling paths, and public transit connectivity. Provide efficient public transport solutions, integrated with the wider transport network. Ensure vehicular access without compromising pedestrian safety and comfort. <p>Green and blue infrastructure</p> <ul style="list-style-type: none"> Designate areas for public spaces, open spaces, play, and other communal spaces in line with local need and policy. Green infrastructure approach to steer site arrangement, ensuring existing corridors and habitats steer layout. Opportunities for wider connectivity should be demonstrated as part of the design process. Water conservation and sustainable urban drainage systems to be integrated and fully considered at masterplan stage. <p>Context and character</p> <ul style="list-style-type: none"> Identify and integrate local heritage assets and historically significant sites. Reflect the local settlement pattern, architectural style, materials, and cultural elements in the design. <p>Sustainability, resilience and climate change</p> <ul style="list-style-type: none"> Consideration and integration of green and renewable energy sources. Design principles and measures to be taken to minimise climate change risks. <p>Infrastructure and facilities</p> <ul style="list-style-type: none"> Adequate provision for essential facilities such as schools, healthcare, and community centres to be considered as part of the local need and policy requirements. Clear planning for utilities, including water, electricity, fibreoptic, and waste management. <p>Phasing and implementation</p> <p>Plans to provide a clear phasing proposal for development taking into consideration landownership and buildability. Periodic review mechanisms to assess the effectiveness of the masterplan and make necessary adjustments. Ensure that the masterplan can adapt to future changes, including technological advancements, demographic shifts, and unforeseen challenges.</p>
MM135	Page 462 to 464	Appendix E	Appendix E F : Housing commitments sites with planning permission (for 10 or more homes) at 1 April 202 43

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification				
			Planning application references	Site and location	Total homes permitted	Remaining homes to be built at 1 April 2024 3	Status
			DC/18/1993/OUT and DC/21/2212/RM	Land adjacent 1 St John's Street (also known as Lamble Close), Beck Row	60	60 49	Commenced
			DC/19/1939/OUT	Bird in Hand Hotel, The Street, Beck Row	16	16	
			DC/19/1616/OUT and DC/22/1608/RM	Land at Gas House Drove, Brandon	9	9	
			SE/06/2414 and DC/20/0907/FUL	Hardwick Industrial Estate, Bury St Edmunds	123	66	Commenced
			DC/14/1881/HYB and DC/17/1006/RM	Moreton Hall (Lark Grange), Bury St Edmunds	500	169 125	Commenced
			DC/15/1520/FUL and DC/22/0207/VAR	Burlington Mill, Station Hill, Bury St Edmunds	42	42	Commenced
			DC/19/1712/FUL	28-34 Risbygate Street, Bury St Edmunds	49	49 8	Completed after 1 April 2024 Commenced
			DC/13/0932/HYB and DC/17/0595/RM	Bury St Edmunds (north-west) (Marham Park), Bury St Edmunds	1137	227 104	Commenced
			SE/12/0451/FULCA, DC/17/1645/CLE and DC/19/1588/VAR	Land at Suffolk Records Office, Raingate Street, Bury St Edmunds	14	14	
			DC/15/2483/OUT and DC/22/1804/RM	South-east Bury St Edmunds	1250	1250	Commenced
			DC/19/2456/HYB and APP/F3545/W/22/3297751	North-east Bury St Edmunds	1375	1375	
			DC/22/1267/FUL (granted after 1 April 2023)	Former gasworks, Tayfen road, Bury St Edmunds	171	171	
			DC/17/1252/FUL	Land off Cavendish Road, Clare	53	53	Commenced
			DC/21/2094/OUT	Townsend nursery, Snow Hill, Clare	20	20	
			F/12/0552/OUT and DC/14/0942/RM	Land at Burwell Road, Exning	120	10	Commenced
			DC/21/0152/FUL	Land south of Burwell Road, Exning	205	169 102	Commenced
			DC/17/2539/FUL	5 High Street, Haverhill	14	14	Commenced
			DC/16/1252/OUT and DC/21/1383/FUL	Social Services, Camps Road, Haverhill	34	34	Commenced
			SE/09/1283, and DC/16/2836/RM, DC/20/0615/RM and DC/21/0110/RM	North-west Haverhill	circa 980	894 607	Commenced
			DC/16/0473/OUT and DC/22/1398/RM	Brickfields Drive, Haverhill	30	30	
			DC/15/2151/OUT and DC/19/0834/RM	North-east Haverhill (Great Wilsey Park)	2500	2417 2354	Commenced
			APP/F3545/W/20/3256979, DC/19/1711/OUT and DC/22/0469/RM	Land west of Three Counties Way, Haverhill	145	145	Commenced
			DC/15/2298/FUL and DC/22/1257/VAR	Land east of Bury Road, Hopton (Village Hall)	37	37	Commenced
			DC/14/1751/OUT and DC/21/2490/RM	Land at junction of Hall Road and Mill Road, Kedington	40	40	
			DC/14/0585/OUT and DC/17/2476/RM	Meddler Stud, Bury Road, Kentford	63	7 4	Commenced
			DC/13/0660/FUL, DC/19/1392/VAR and DC/22/1480/VAR	Land off Briscoe Way, Lakenheath	67	67	Commenced

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification				
			F/13/0394/OUT, and NMA(1)/13/0394 and DC/21/1294/RM	Land west of Eriswell Road, Lakenheath	139 140	139 140	Commenced
			F/13/0345/OUT and DC/20/2066/RM	Rabbithill Covert, Station Road, Lakenheath	81	81	
			DC/14/2096/HYB	Land north of Station Road, Lakenheath	375	375	
			DC/18/1492/HYB	Matthews nursery, Dumpling Bridge Lane, Lakenheath	27 29	27 29	
			DC/19/0507/FUL	Garage areas Emmanuel Close, Mildenhall	11	11	
			DC/15/0754/FUL and DC/17/0973/VAR	146a High Street, Newmarket	46	8	Commenced
			DC/17/1614/FUL	Oakfield Surgery, Vicarage Road, Newmarket	10	3	Completed after 1 April 2023
			DC/20/1025/FUL	Former Police Station, Vicarage Road, Newmarket	15	15	
			DC/13/0408/OUT and DC/22/0420/RM	Land at Hatchfield Farm, Newmarket	400	400	Commenced
			DC/21/1242/OUT and APP/F3545/W/22/3303347	Land off High Street, Black Bear Lane and Rowley Drive, Newmarket	123	123	
			DC/19/2128/FUL	Land off Turnpike Road, Red Lodge	25	25	Commenced
			DC/19/2347/FUL	Land east of Warren Road, Red Lodge	141	141	Commenced
			DC/19/1405/OUT	Land to the west Kingshall Street, Rougham	13	13	
			DC/18/0614/FUL	Land east of Beeches Road, West Row	46	46 41	Commenced
			DC/21/2337/OUT	Beeches Road, West Row	106 100	106 100	
			DC/22/2228/FUL	Land off Friday Street, West Row	7	7	
MM136	Page 465 to 467	Appendix F	Appendix F G: West Suffolk Local Plan housing trajectory 2020 to 2040 2024 to 2041 <i>Replace trajectory with updated version</i>				

Modification reference number	Page number in submission draft document	Policy number or paragraph reference	Proposed modification																																																																																																												
			<table><tr><th></th><th>2024 to 2025</th><th>2025 to 2026</th><th>2026 to 2027</th><th>2027 to 2028</th><th>2028 to 2029</th><th>2029 to 2030</th><th>2030 to 2031</th><th>2031 to 2032</th><th>2032 to 2033</th><th>2033 to 2034</th><th>2034 to 2035</th><th>2035 to 2036</th><th>2036 to 2037</th><th>2037 to 2038</th><th>2038 to 2039</th><th>2039 to 2040</th><th>2040 to 2041</th></tr><tr><td>Projected completions from commitments at 31 March 2024 (with planning permission, not allocated in the development plan)</td><td>457</td><td>479</td><td>292</td><td>118</td><td>52</td><td>30</td><td>0</td><td>25</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Projected completions from allocations in the development plan with planning permission</td><td>276</td><td>460</td><td>627</td><td>651</td><td>514</td><td>576</td><td>526</td><td>550</td><td>533</td><td>472</td><td>368</td><td>368</td><td>303</td><td>280</td><td>280</td><td>264</td><td>211</td></tr><tr><td>Projected commitments from allocations in the development plan without planning permission</td><td>0</td><td>0</td><td>50</td><td>135</td><td>422</td><td>478</td><td>541</td><td>412</td><td>383</td><td>290</td><td>260</td><td>260</td><td>325</td><td>360</td><td>385</td><td>365</td><td>297</td></tr><tr><td>Windfall allowance</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td></tr><tr><td>Annual housing requirement</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td><td>765</td></tr></table> <div><p>Housing trajectory</p></div>		2024 to 2025	2025 to 2026	2026 to 2027	2027 to 2028	2028 to 2029	2029 to 2030	2030 to 2031	2031 to 2032	2032 to 2033	2033 to 2034	2034 to 2035	2035 to 2036	2036 to 2037	2037 to 2038	2038 to 2039	2039 to 2040	2040 to 2041	Projected completions from commitments at 31 March 2024 (with planning permission, not allocated in the development plan)	457	479	292	118	52	30	0	25	0	0	0	0	0	0	0	0	0	Projected completions from allocations in the development plan with planning permission	276	460	627	651	514	576	526	550	533	472	368	368	303	280	280	264	211	Projected commitments from allocations in the development plan without planning permission	0	0	50	135	422	478	541	412	383	290	260	260	325	360	385	365	297	Windfall allowance	0	0	0	0	0	100	100	100	100	100	100	100	100	100	100	100	100	Annual housing requirement	765	765	765	765	765	765	765	765	765	765	765	765	765	765	765	765	765
	2024 to 2025	2025 to 2026	2026 to 2027	2027 to 2028	2028 to 2029	2029 to 2030	2030 to 2031	2031 to 2032	2032 to 2033	2033 to 2034	2034 to 2035	2035 to 2036	2036 to 2037	2037 to 2038	2038 to 2039	2039 to 2040	2040 to 2041																																																																																														
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MM137	Page 468	Appendix G	<p>Appendix G H: Neighbourhood plan housing requirements for designated neighbourhood areas</p> <p>Where a neighbourhood plan plans to meet its housing need, the minimum housing requirement for the period 1 April 20234 to 31 March 20401 for each designated neighbourhood area is set out below. The neighbourhood housing requirement figures summarise the housing land supply identified from site allocations in this plan. There is no requirement for neighbourhood plans to allocate additional sites, but they may choose to do so in accordance with policy SP11.</p> <p>Barningham 37 homes Barrow cum Denham 165 homes Barton Mills 4012 homes Freckenham 10 homes</p>																																																																																																												

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			<p>Horringer cum Ickworth 10 homes Ixworth and Ixworth Thorpe 290 homes Lakenheath-792789 homes Mildenhall 1,353 homes Newmarket 988 homes West Row-161155 homes Wickhambrook 40 homes</p> <p>For Hargrave, Withersfield and Worlington neighbourhood plan areas there is no housing requirement for the period 1 April 20234 to 31 March 20401.</p>