

BURY ST EDMUNDS

VISION 2031



September 2014

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Bury St Edmunds Vision 2031



St Edmundsbury
BOROUGH COUNCIL

Foreword from Cllr John Griffiths, Leader of St Edmundsbury Borough Council

Bury St Edmunds Vision 2031 provides a framework for managing the expected growth in the town over the next two decades. Having this plan in place means that we will be in a stronger position to manage change locally, rather than having to react to pressures from others. It will also provide positive guidance for residents, investors, developers and infrastructure providers in terms of how and where the town develops, grows and continues to prosper, while protecting what we value most, including our rich heritage, environment and quality of life.

This Vision 2031 is the culmination of more than three years of hard work that was concluded through the examination of the document by a government planning inspector in early 2014. A series of consultation roadshows and drop-in sessions, as well as numerous written and online responses, helped to inform the content of the Vision document. As well as Bury St Edmunds Vision 2031, there are separate Visions for Haverhill and the rural areas.

I would like to thank everyone involved in the preparation of this plan and hope there will be a continued engagement as proposals within it are delivered over the coming years.

A handwritten signature in black ink, reading 'John Griffiths', with a long horizontal line underneath.

Councillor John Griffiths

September 2014

Contents

1. Introduction	6
2. Bury St Edmunds in 2013	12
3. Bury St Edmunds in 2031	18
4. Bury St Edmunds objectives	20
5. Homes and communities	21
6. Jobs and economy	39
7. Travel	48
8. Sustainability and climate change	54
9. Crime and community safety	56
10. Infrastructure and services	58
11. Culture and leisure	60
12. Health and wellbeing	64
13. Education and skills	67
14. Historic and natural environment	70
15. Bury St Edmunds town centre	75
Appendix 1. Glossary of terms	77
Appendix 2. Core Strategy Strategic Spatial Objectives	80
Appendix 3. Bury St Edmunds Area of Archaeological Importance	81
Appendix 4. Housing Trajectory	82
Appendix 5. Monitoring and Review Framework	83
Appendix 6. North-west Bury St Edmunds Concept Statement	86
Appendix 7. Moreton Hall Concept Statement	91
Appendix 8. West Bury St Edmunds Concept Statement	96
Appendix 9. North-east Bury St Edmunds Concept Statement	101
Appendix 10. South-east Bury St Edmunds Concept Statement	106
Appendix 11. Replacement of saved St Edmundsbury Local Plan (2016) Policies	112

List of Policies

Policy BV1	Presumption in Favour of Sustainable Development	8
Policy BV2	Housing Development within Bury St Edmunds	23
Policy BV3	Strategic Site – North-west Bury St Edmunds	24
Policy BV4	Strategic Site – Moreton Hall Bury St Edmunds	25
Policy BV5	Strategic Site – West Bury St Edmunds	25
Policy BV6	Strategic Site – North-east Bury St Edmunds	26
Policy BV7	Strategic Site – South-east Bury St Edmunds	26
Policy BV8	Station Hill Development Area – Bury St Edmunds	28
Policy BV9	Tayfen Road – Bury St Edmunds	30
Policy BV10	Housing on Brownfield Sites – Bury St Edmunds	33
Policy BV11	Land at Ram Meadow	34
Policy BV12	New and Existing Local Centres and Community Facilities	37
Policy BV13	Strategic Site – Extension to Suffolk Business Park, Moreton Hall, Bury St Edmunds	42
Policy BV14	General Employment Areas – Bury St Edmunds	43
Policy BV15	Alternative Business Development within General Employment Areas	45
Policy BV16	British Sugar Site – Areas North of Compiègne Way	45
Policy BV17	Out of Centre Retail Proposals	47
Policy BV18	Community Infrastructure Levy and Allowable Solutions	55
Policy BV19	Land West of Rougham Road	61
Policy BV20	Rougham Airfield	62
Policy BV21	Allotments	63
Policy BV22	West Suffolk Hospital and St Nicholas Hospice	65
Policy BV23	West Suffolk College	68
Policy BV24	Safeguarding Educational Establishments	69
Policy BV25	Conserving the Setting and Views from the Historic Core	71
Policy BV26	Green Infrastructure in Bury St Edmunds	72
Policy BV27	Bury St Edmunds Town Centre Masterplan	76

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1. Introduction

1.1 Welcome to Bury St Edmunds Vision 2031, a comprehensive plan to guide the overall direction of future service provision and management of growth in the town for the next 20 years and beyond.

1.2 Bury St Edmunds Vision 2031 has been compiled by St Edmundsbury Borough Council, working with many other partners, and sets out both the council's vision for the future of Bury St Edmunds and is part of the statutory town planning policy for the town. This final draft is a result of work with the local communities and other stakeholders over the last two years.

St Edmundsbury Local Plan

1.3 The Local Plan, formerly known as The Local Development Framework (LDF), consists of a series of different documents as illustrated below. It will eventually replace the existing Local Plan which was adopted in 2006.

Working together

1.4 The Vision 2031 documents were developed by working with neighbouring authorities, partner organisations and local communities. Where there were areas of common interest the council sought to actively engage with its neighbours, to resolve any potential issues and ensure that cross boundary issues were dealt with coherently with strategic priorities aligned as far as possible. This collaboration continues through the local plan preparation process and on specific issues. The community input into the Vision documents helped to develop what is considered to be a shared vision for the future of the area, with the priorities reflecting those of the people that live and work in the borough every day.

Document structure

1.5 Bury St Edmunds Vision 2031 is divided into these sections:

- a profile of Bury St Edmunds giving some key facts and figures about the town;
- a forward look to establish the key challenges for the town over the next 20 years;
- thematic aspirations and actions including town planning policies;
- sections covering defined local areas and larger development areas.

The theme topics are illustrated in the adjacent diagram.

Glossary of terms

1.6 Planning policy documents frequently use jargon and acronyms. To help understand what these mean we have included a glossary of terms in Appendix 1.

Sustainability Appraisal and Habitats Regulations Assessment

1.7 The policies in this document were assessed in a Sustainability Report and a Habitats Regulations Assessment Screening (HRA),

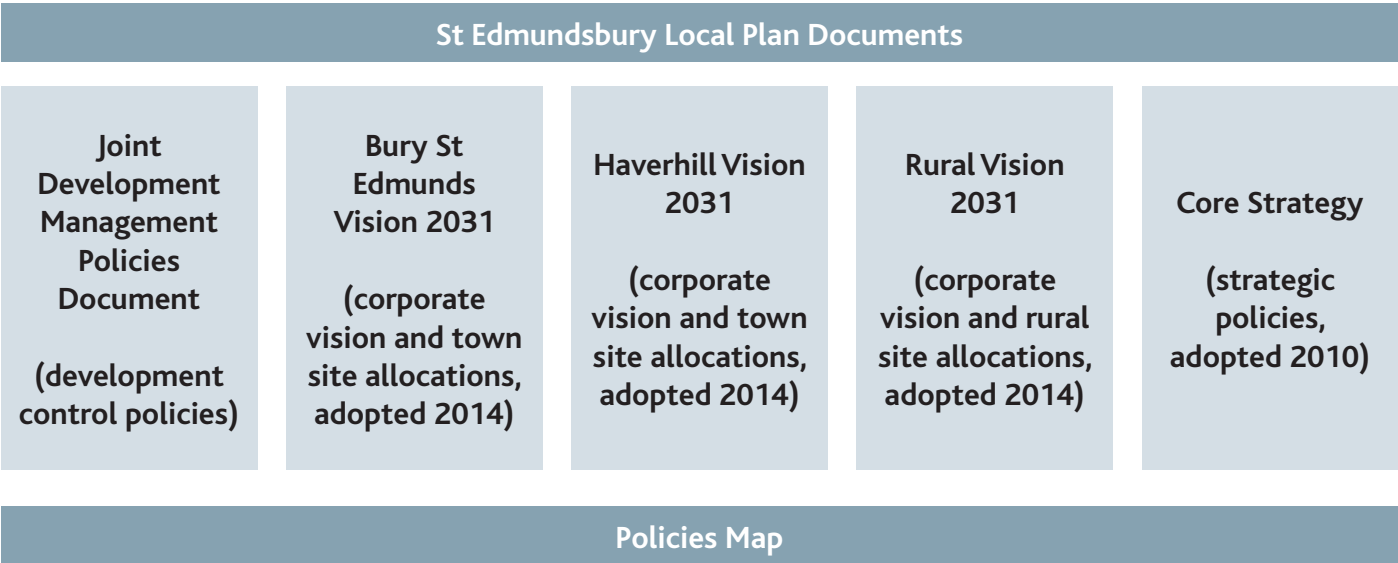
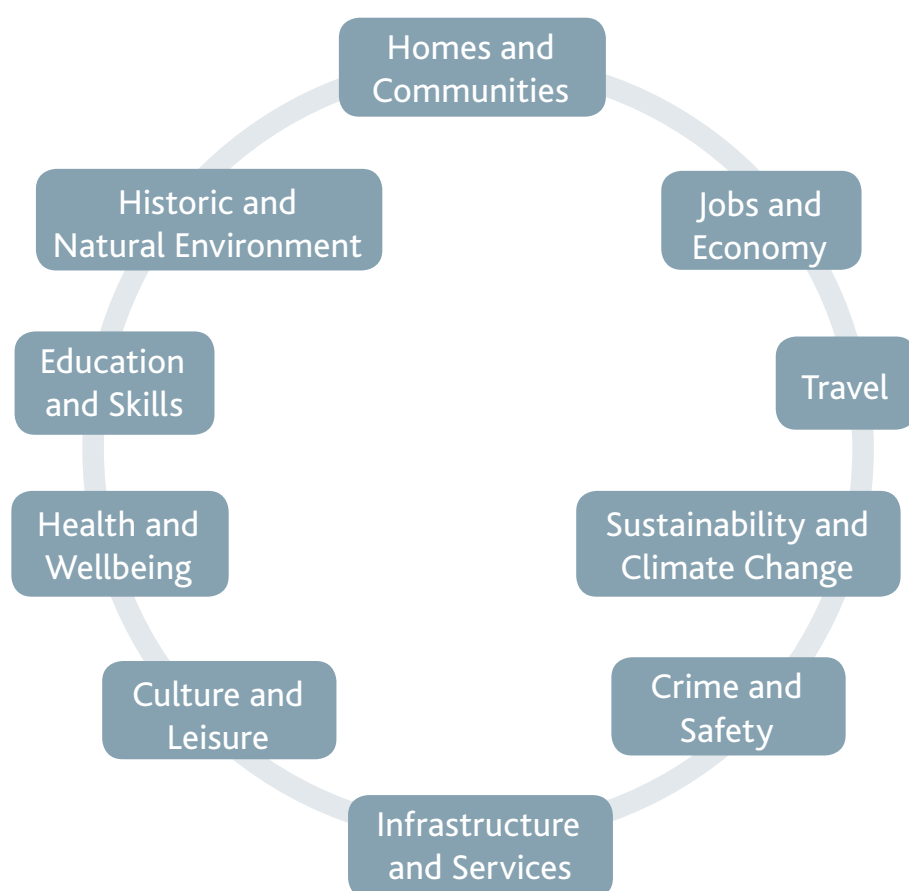


Figure 1 St Edmundsbury Local Plan



A number of policy documents were already in place which provided an important baseline from which to formulate a new plan. The Bury St Edmunds Vision 2031 document does not contradict the content of national planning policy, nor does it seek to repeat it. The Vision document also has regard to other local policy statements and strategies, which helped significantly to inform this holistic vision.

- 1.11 This document is in general conformity with the National Planning Policy Framework (NPPF) and St Edmundsbury's Core Strategy. It supports the objectives of the council's partners such as Suffolk County Council, police, fire and the Suffolk Health and Wellbeing Board.
- 1.12 The context provided by the relevant plans and strategies is provided below.

both of which accompany this document and can be seen on the council's website at www.westsuffolk.gov.uk/vision2031

- 1.8 The Sustainability Appraisal and Habitats Regulations Assessment Screening apply to the planning policy elements of this document as required by the Strategic Environmental Assessment (SEA) directive. The corporate aspirations and actions were not subject to Sustainability Appraisal or HRA as they set the corporate direction for the council up to 2031, are not specifically related to land use planning and therefore did not have to be subject to appraisal.

Infrastructure Delivery Plan

- 1.9 An Infrastructure Delivery Plan (IDP) accompanies the Bury St Edmunds Vision document which sets out the infrastructure requirements for the town, at the time the Vision was prepared, and how these will be funded, to ensure that the vision and allocations in this document can be delivered. The IDP is available on the council's website at www.westsuffolk.gov.uk/vision2031

Relationship with other plans and strategies

- 1.10 The preparation of this document did not start from a blank canvas.

National Planning Policy Framework (March 2012)

- 1.13 In March 2012 the Government published the National Planning Policy Framework (NPPF) which aims to make the planning system less complex, more accessible and which works to promote sustainable growth. The NPPF states that the planning system should be based on national policies, local and neighbourhood plans and positive development management.
- 1.14 It places a presumption in favour of sustainable development which all Local Plans should reflect and be based on, and requires plans to

include policies which guide how this presumption will be reflected locally. There are three dimensions to sustainable growth in the NPPF which the Bury St Edmunds Vision document addresses:

- an economic role – contributing to building a strong, responsive and competitive economy;
 - a social role – supporting strong, vibrant and healthy communities; and
 - an environmental role – contributing to protecting and enhancing our natural, built and historic environment.
- (NPPF, para 7, March 2012)

1.15 The presumption in favour of sustainable development means that meeting the development needs of an area with sufficient flexibility to adapt to change is a key element of the development strategy in the Bury St Edmunds Vision document. During the preparation of the document cross boundary issues were considered and the duty to cooperate with neighbouring authorities was demonstrated.

1.16 The NPPF also gives greater powers to local communities to develop visions for their neighbourhoods to deliver sustainable development. Communities should support the strategic development needs set out in Local Plans, plan positively to support local development and identify opportunities to use neighbourhood development orders to grant planning permission for developments consistent with the neighbourhood plan.

POLICY BV1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

When considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the council will grant permission unless material considerations indicate otherwise – taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- specific policies in that Framework indicate that development should be restricted.

Note: This policy has been published by the Planning Inspectorate and is required to be included in all Local Plans.

1.17 The NPPF explains that factors such as infrastructure requirements, environmental assessment, the historic environment and the health and wellbeing of residents should be considered whilst ensuring viability and deliverability of proposals in line with sustainable objectives.

1.18 Regard has therefore been had to the NPPF and the guidance within it, including the objective of achieving sustainable development. Policy BV1 is therefore an overarching policy that seeks to enshrine at a local level the council's commitment to the presumption in favour of sustainable development.

Regional Spatial Strategy

1.19 The Regional Spatial Strategy was prepared by the former East of England Regional Assembly. It formed part of the Development Plan and established the level of housing growth in each district within the region. In May 2010 the Secretary of State for Communities and Local Government wrote to all local authority Leaders highlighting the Coalition Government's commitment to 'rapidly abolish Regional Strategies and return decision making powers on housing and planning to local councils'. The Regional Strategy for the East of England was formally revoked on 3 January 2013 but the council took early steps in July 2010 to investigate the potential impact of the removal of the Regional Spatial Strategy. This concluded that there is a robust local evidence base in place to justify the housing

numbers in the Core Strategy and there was no reason why these numbers should not be continued with at this time. The Planning Inspector examining the Core Strategy concurred with this view.

Suffolk Community Strategy

- 1.20 The Western Suffolk Sustainable Community Strategy, prepared by the Western Suffolk Local Strategic Partnership (WSLSP), was referred to and used during the preparation of the Core Strategy document. The WSLSP has now been dissolved; its successor, the West Suffolk Partnership, has not produced a community strategy as there is no longer a statutory requirement to do so and the vision element of the three Vision 2031 documents fulfils that purpose.
- 1.21 The Suffolk Strategic Partnership, and the organisations that form it, have worked together to produce the document 'Transforming Suffolk, Suffolk's Community Strategy 2008 to 2028'. This strategy will deliver improvements to the quality of life in Suffolk, for its people and for communities. The overall ambition for the strategy is:

'By 2028 we want Suffolk to be recognised for its outstanding environment and quality of life for all; a place where everyone can realise their potential, benefit from and contribute to Suffolk's economic prosperity, and be actively involved in their community.'

- 1.22 More recently the Suffolk Health and Wellbeing Board has been formed and has produced a Suffolk Health and Wellbeing Strategy with the following vision:

"Our vision is that people in Suffolk live healthier, happier lives. We also want to narrow the differences in healthy life expectancy between those living in our most deprived communities and those who are more affluent through achieving greater improvements in more disadvantaged communities."

- 1.23 We have used these strategies to ensure that where appropriate the spatial elements of the Community Strategy are reflected in this Bury St Edmunds Vision.

St Edmundsbury Vision 2025

- 1.24 The council prepared a vision document for the whole of St Edmundsbury in 2005. Vision 2025 was designed to give a clear and shared vision of 'how we see the beautiful and successful area of St Edmundsbury in 20 years' time – and to help realise the aspirations of our community, be that for local residents or local businesses'.
- 1.25 It was prepared after talking to a range of partner organisations and the local community to identify the main challenges that needed dealing with by 2025. This resulted in the vision and the action plans for delivery contained in the final Vision 2025 document.

- 1.26 Vision 2025 needed reviewing to see what's changed and to extend the period that it covers. The Rural Vision 2031, Bury St Edmunds 2031 and Haverhill 2031 documents do this.

The Replacement St Edmundsbury Borough Local Plan 2016

- 1.27 In 2006 the council adopted a new Local Plan for the borough that set out the planning policies and proposals for the area to 2016. This included the identification of sites for development in the town as well as zoning areas with particular planning constraints. With only two years remaining, there was a need to identify the longer term planning proposals for the town to meet the needs of both current and future residents. Along with the Core Strategy, the Bury St Edmunds Vision 2031 does this.

Core Strategy

- 1.28 This is a high-level strategic planning framework for the whole of St Edmundsbury and was formally adopted by the council in December 2010 following local consultation and examination by an independent Planning Inspector. It sets out how many new homes and jobs are needed in St Edmundsbury, the locations for the main areas of growth and how the environment will be managed. Bury St Edmunds Vision 2031 develops this by looking specifically at planning policies for Bury St Edmunds.
- 1.29 The Core Strategy has already determined the following strategic policies.
- The town will grow by at least 6360 new homes between 2009

- and 2031 (now 5740 between 2012 and 2031).
- b. Most new housing will be located in five strategic areas of growth located around the town.
- c. 68.28 hectares of land east of Suffolk Business Park is allocated for employment.
- d. The town centre will be the main focus for new retail, leisure and office development.

Development Management Policies

- 1.30 The Development Management Policies document will contain those policies that are primarily used on a day-to-day basis to determine planning applications. They are not generally site or location specific. The borough council is preparing this document in partnership with Forest Heath District Council.

Vision 2031

- 1.31 Vision 2031 comprises three documents, Bury St Edmunds Vision 2031, Haverhill Vision 2031 and Rural Vision 2031. These documents are part of the council's Local Plan and provide the vision and planning framework, including site allocations, up to the period 2031.

Prince's Foundation Community Capital visioning

- 1.32 The Prince's Foundation was appointed to engage with borough councillors and staff to help increase understanding about how to create sustainable communities and through this identify key issues, assets and opportunities for the borough.
- 1.33 The Prince's Foundation used its Community Capital Framework

tool which builds upon the area's existing and potential community capital. Based on four dimensions – natural, social, built and financial capital – this provides a framework for achieving sustainable communities.

- 1.34 These five vision statements, below, were identified by the Prince's Foundation work.

1. **'One town made up of many villages'** - Bury will be a town made up of a series of walkable urban villages with local amenities such as a school and shop at their heart. Each of the villages or parishes will be complementary and well connected one to the other.
2. **'Getting active – no sweat'** - active Bury residents will be able to enjoy a fast and safe network of beautiful routes for walkers, cyclists and mobility scooters which link all the local urban village centres together.
3. **'Building tomorrow's heritage'** - the new urban villages will have added a key part of Bury's heritage by having involved good designers, builders and craftspeople in making the buildings and places.
4. **'My place – respecting young people's natural development'** - 10-15 year olds will have a number of respected places and activities suited to their natural development.
5. **'Growing businesses that work for us'** - Bury will have attracted new businesses and growing existing businesses that benefit the local economy, are suited to their environment and maximise the potential for local supply chains.

- 1.35 The outcomes from this work helped identify the key challenges and inform the objectives and vision for Bury St Edmunds, but only formed one part of the information process in Vision 2031. The full report is on the council's website at www.westsuffolk.gov.uk/backgroundpolicyevidence

Town planning context

- 1.36 As explained earlier, planning policies that need to be taken into consideration in Bury St Edmunds are contained in a number of documents both locally and nationally. Plans have been in place to guide and manage development for many years, so in preparing new planning policies for Bury St Edmunds we do not start from a blank canvas. For example, the housing currently being built at Moreton Hall comes from a masterplan published in the 1970s. New plans must therefore have regard to those that already exist as well as development that is in the pipeline.
- 1.37 The most appropriate starting point for Vision 2031 is the adopted St Edmundsbury Core Strategy, which sets out a vision for the borough and Bury St Edmunds, which is shown on page 11.

Bury St Edmunds Vision

- 1.38 A town-wide vision, which identifies how Bury St Edmunds will grow and positively respond to changing demands over the plan period to 2031, was established within the adopted Core Strategy (2010) which had close regard to the Western Suffolk Local Strategic Partnership's objectives (in view of the absence of an overall vision in the, now former, Western Suffolk



Sustainable Community Strategy). Since the adoption of that document additional work has been undertaken which includes:

- a. the issues and challenges identified during the preparation of the Bury Vision document;
- b. the aspirations identified in the themes and actions sections of

- this document; and
- c. the work The Prince's Foundation undertook in the autumn of 2011.

1.39 This vision is set out below:

BURY ST EDMUNDS

- The town will respect its nationally important heritage to offer a town rich with employment and retail opportunities, green open spaces and historic and cultural assets.
- The town will capitalise on its status as the sub-regional centre for West Suffolk and its position between Cambridge and Ipswich.
- The town will develop employment opportunities at Suffolk Business Park and other new strategic limited use sites of a scale sufficient to reduce out-commuting.
- Strategies will be developed to increase public transport, walking and cycling and promote a shift to non-car modes of travel.
- Existing surrounding settlements will be protected from coalescence and have green buffer zones developed between them and Bury St Edmunds to maintain their integrity.
- The educational offer of the town will be increased with the expansion of West Suffolk College and the provision of both further education and, crucially, higher education to retain skills and talent within the borough.
- West Suffolk Hospital will be relocated to the west side of town to allow for the development of a modern health campus.
- Development will be encouraged on previously developed land but greenfield urban extensions will take place to the north-west, west, north-east, east and south-east of the town within a framework whereby environmental capacity and respecting the identity of surrounding villages takes priority.
- Existing green spaces along the Lark and Linnet Valley at the Leg of Mutton will be enhanced and new green infrastructure established at Fornham All Saints.
- The historic core of the town will have high quality streets where the pedestrians and other non-car users can move around safely and comfortably.
- Public transport, walking and cycling links will be improved to provide access to the town centre and better connect residents with other local and regional destinations.
- The economy of the town will be carefully managed through the supply of appropriate land to develop a diverse, vibrant and modern economy to increase jobs and enhance prosperity.

St Edmundsbury Core Strategy, 2010.

2. Bury St Edmunds in 2013

2.1 Bury St Edmunds is an ancient market town and much of its attraction lies with its historic buildings and abbey ruins, surrounded by the Abbey Gardens. The town is well known for its national and international floral and environmental successes and the home of the Greene King brewery, located in the town centre. Large and small businesses are located in Bury St Edmunds, including a British Sugar processing factory which, together with the retail and leisure opportunities, have traditionally given the town an affluent economy with low unemployment. The town is the main cultural and retail centre for West Suffolk. Tourism plays a major role in the town which also serves as a local government administration base and a centre for public services such as health and education.

Homes and communities

2.2 In 2011, 67% of homes in Bury St Edmunds were owned by their occupants, either outright or with a mortgage. In 2012, 38% of property sales in the borough took place in Bury St Edmunds, with an average price of over £200,000. Median house prices of 3 to 3.5 times median income are generally considered affordable, but in Bury St Edmunds, the ratio is 6.6, using salaries and properties

that first time buyers would typically be earning and buying, based on 2012 data.

2.3 In 2011, 17% of homes in Bury St Edmunds were privately rented and 17% were rented from social landlords. Housing associations provide approximately 2500 affordable homes in the town, which is just over a third of the total for the borough. The housing register shows that as of March 2013, 760 households living in Bury St Edmunds have registered their need for housing in the town: this is over 36% of the total housing register. Evidence from the housing register and the Strategic Housing Market Assessment show a significant need for further affordable housing.

2.4 The rate of fuel poverty in Bury St Edmunds is 14%¹ compared to the borough average of 16%. However, this is likely to mask neighbourhoods where the rate of deprivation and fuel poverty is much higher.

2.5 The average SAP rating² for Bury is 51, close to the borough average of 52. 30.8% of the town's homes are non-decent³ and 46.7% of vulnerable people live in non-decent homes.

2.6 The council has monitored the delivery of new homes over the long term. Since the mid-1980s just over 6000 new homes have been built across the town,

averaging just over 230 a year. The table below illustrates that there have been peaks and troughs throughout the last 20 years and that, despite the recent economic problems, house building in the town is still close to the long term average.

Years	Completions
1991-1996	1318
1996-2001	930
2001-2006	995
2006-2011	1218
Totals:	4461
Average	223

Jobs and economy

2.7 The largest employment sectors are health (19.5%), retail (14.2%), manufacturing (8.9%) and education (8.6%). (Business Register and Employment Survey, 2011). The public sector is large as the town contains some sub-regional public sector employers, such as West Suffolk Hospital and West Suffolk College. The latter, which became one of the University Campus Suffolk sites in 2007, has a strong focus on employers and works with local businesses to offer students the skills that businesses need.

2.8 As well as Greene King, many of the biggest commercial employers are food and drink related, reflecting the town's rural hinterland. There are some large technological companies, including Sealeys, Vintens, Roper Industries and STL Technologies.

¹ DECC Sub-regional fuel poverty data 2010

² SAP is the Government's Standard Assessment Procedure for energy rating of buildings. Higher ratings are better, so the low rural rating is a cause for concern

³ SEBC Private Sector Housing Stock Condition Survey, June 2008



The supermarkets Asda, Sainsbury's, Tesco and Waitrose are large employers. The retail sector expanded considerably in 2009 with the opening of the arc development and a new superstore and retail is now one of the largest employment sectors. The shop vacancy rate (10.2% in January 2013) is below the regional and national averages, but the council is keen to work with Bid4Bury (the business-led town centre management company) and landlords to reduce this rate.

- 2.9 There are 12 business parks and industrial estates in the town. The newest is Suffolk Business Park, close to the A14. A masterplan for a 68-hectare extension to the business park along the A14 has been approved. The town has a self-contained labour market: in 2001, a high proportion (almost 70%) of Bury St Edmunds residents worked in the town and it was also an employment centre for commuters from the surrounding villages. Data from the 2011 Census is not yet available to compare how this has

changed over the last 10 years. Unemployment is relatively low: 2.45% in June 2011, as measured by the number of Job Seekers allowance claimants.

Travel

- 2.10 The town experiences significant benefits in terms of travel choices due to its location on the A14 and the Ipswich to Cambridge/ Peterborough rail line. Its historic importance as a market town is also demonstrated by the number and quality of radial routes into the town from local towns and villages.
- 2.11 Within the town itself there is some congestion at peak times, especially in the vicinity of the A14 junctions, the Moreton Hall area and along Tayfen Road and Parkway that will limit the ability to accommodate growth unless improvements are carried out. The work that has been completed to identify these improvements is further dealt with in section 7 of this document, 'travel', and in the Infrastructure Delivery

Plan which provides supporting evidence to the Bury St Edmunds Vision document. Experience from elsewhere suggests that increasing road capacity only attracts more traffic and does nothing to ease congestion. The focus therefore has to be upon encouraging people to travel by means other than the car wherever possible. The A14 and railway line also acts as a significant physical barrier to being able to move around the town by whatever means. Excluding the A14 junctions, there are only three roads and one dedicated footpath/ cycle path across the A14. This has implications for how the town functions and the connectivity to services and facilities. However, in April 2014 funding was granted from the Department for Transport towards constructing a cycle bridge across the A14 linking Northgate Avenue and Thingoe Hill.

- 2.12 The Core Strategy sets out that all development proposals should prioritise modes of transport in the following order:

1. walking;
2. cycling;
3. public transport (including taxis);
4. commercial vehicles; and
5. cars.

2.13 The 2011 Census identified that the Moreton Hall ward has the second highest proportion of people across Suffolk driving to work. On average, 44% of Suffolk residents aged between 16 and 74 drive to work, whereas in Moreton Hall the figure is 60%. Encouraging more walking, cycling and better public transport would help manage the congestion caused by existing residents. For example, if Moreton Hall's figures were reduced to the town's average, there would be a reduction of 1,000 trips to work by car every day.

2.14 The historic streets in the town centre were not built to cope with the modern demands of the car. Many of the roads and pavements are narrow and cannot cope with the numbers of people trying to use them. The award winning Historic Core Zone project resulted in pavement widening and reducing the impact of the car through sign and line removal. Angel Hill, a public square of international significance, in particular benefited from this initiative, resulting in the creation of much more user-friendly space for people to walk, stop and talk and appreciate their surroundings. There are currently over 3300 car parking spaces in the town centre which through a careful management strategy of long and short-stay opportunities, generate over 2 million separate car parking "events" each year.

2.15 The town is directly connected by rail to Ipswich, Cambridge

and Peterborough. The station is a fine 19th century building which is now listed and is currently undergoing extensive refurbishment and improvement. Pedestrian links between the station and the town centre are not good and require improvement in order to provide a better initial welcome for train travellers arriving in the town.

Sustainability and climate change

2.16 The town faces serious and pressing global challenges to its quality of life. Increasing demands for resources such as land, food, energy and water necessitate a better balance between our economic and social needs without compromising the needs of others or the state of the environment. The changing climate may also have significant implications, both positive and negative, for residents and businesses in Bury St Edmunds.

2.17 Suffolk's goal of achieving a 60% reduction in carbon emissions has been set against a 2005 baseline as part of its Creating the Greenest County priority within the Suffolk Community Strategy "Transforming Suffolk 2008-2025". To achieve this goal locally, the borough's per capita CO2 emissions in 2025 would therefore need to be approximately 4.5 tonnes. This presents a significant challenge.

2.18 The environmental issues faced by Bury St Edmunds include the following.

- **Coping with growth:** There remains a need to ensure that new growth is constructed in a way that limits the impact on the environment.

- **Dealing with the consequences of climate change:** Well-planned actions to cut carbon emissions and adapt to a changing climate can help save money and lives as well as allowing the town to take advantage of any benefits.
- **Coping with a new era of energy insecurity:** The country is now heavily reliant on oil and gas imports to meet electricity and heating demand and fuel transport. As prices are likely to continue rising, households and businesses will find it increasing hard to afford energy and access to some energy sources may become more difficult.
- **Resource depletion,** and the associated environmental damage caused by their extraction and use, is becoming a critical factor for global and local communities.
- **Water supply and quality:** The eastern region is the driest in the UK and Bury St Edmunds relies on underground water reserves and water transfer. Future water availability and quality will have a significant impact on local economic activity, particularly farming and the food industry.
- The issue of **flood risk** is particularly relevant to Bury St Edmunds given that the town is situated within two river valleys. While the average flow of the watercourses is low, previous experience has demonstrated the potential for extreme weather conditions to cause damage through flooding. Where development is likely to result in increased surface water run-off and flooding, suitable flood mitigation or alleviation measures must be included to overcome this risk.
- **Contamination of land** is an important issue in the use of previously developed land. Removing contamination



through the development process diminishes the threats posed by contamination to health, safety and the environment.

- **Travel** into and around Bury St Edmunds is heavily reliant upon the private car. Although congestion is not a significant problem except at peak times, as the town grows the areas affected are likely to get worse. The construction of more roads to ease congestion is not necessarily a sustainable option and alternative means of access other than the private car will need to be explored.

Crime and safety

- 2.19 Crime and safety are always high on the public agenda. Although Bury St Edmunds is an area with low crime rates, this is no consolation to victims of crime or the communities they live in. A debate is currently underway about where the responsibility for achieving a safe and crime-free environment lies and there is an increasing recognition that communities and individuals need to play an active part.

2.20 Crimes relating to the night-time economy, including violent crime, rowdy and inconsiderate behaviour and criminal damage, account for 40% of all recorded crime in Bury St Edmunds. It has a vibrant café culture, including a busy night-time economy in the town centre which is also a residential area. Local businesses and residents need to be partners in solving these problems.

- 2.21 Bury St Edmunds is on the A14 corridor which can result in easy access for organised crime coming from other areas, such as purse thefts, Class A drugs and distraction burglary where callers use falsehoods to gain access to properties. The town is growing in both population and diversity which may mean that levels and types of crime and disorder change in the future.

Infrastructure and services

- 2.22 Infrastructure is essential to meet the increasing demands of today's population and to accommodate growth. Infrastructure delivery rests with several different

providers. Bury St Edmunds has grown from a medieval core to a market town serving West Suffolk and beyond. Growth was particularly rapid during the second half of the 20th century. Much of this growth has been matched by improvements to infrastructure and services, but elements are reaching the end of their useful lives. For example the gas network is currently being upgraded to enable the system to be able to cope with the required increase in pressure to accommodate the additional growth in the town over the coming decades.

Culture and leisure

- 2.23 Culture and leisure covers a huge range of activities, including arts, entertainments and festivals, heritage and museums, parks and countryside, allotments, children's play areas, sports facilities and tourism and visitor services. Bury St Edmunds has a rich cultural life. It is an attractive medieval and cathedral town and is increasingly a tourist destination. The most popular attraction in the town is

the award-winning Abbey Gardens, and there is also a country park on the town's outskirts, Nowton Park, as well as many sports grounds. The Apex, an award-winning and highly-acclaimed entertainment and conference venue, recently opened in the town centre and offers a programme of events and entertainment. The town also has its own festival every spring and an increasingly popular Christmas Fayre, both of which attract significant numbers of visitors. The town's Guildhall is widely believed to be the oldest complete civic building in England. The 18th century Athenaeum is also still used as a public hall. There is a wide heritage offer, including Moyse's Hall Museum which tells the story of Bury St Edmunds. The leisure centre has recently been refurbished and an athletics arena lies besides it that provides a high class facility for regional and national competition. The town's central location in the region means that it is well positioned to host regionally significant cultural destinations, sporting facilities and events.

- 2.24 There is an equally wide range of leisure providers. Some facilities are both owned and managed by St Edmundsbury Borough Council, which has made a huge investment in leisure and cultural facilities in recent years. Some sporting facilities, owned by the council, are managed by a trust (Abbeycroft Leisure) while the private and charitable sector offers many leisure facilities too, such as private fitness clubs, sports grounds, restaurants and accommodation. Some of the town's most important cultural facilities are managed by voluntary, charitable or religious organisations, such as the

Cathedral, the art gallery (Smiths Row) and the Georgian Theatre Royal. Many voluntary groups are involved in leisure, such as choirs, historical societies and sports clubs, as well as individuals, including artists and craftspeople.

Health and wellbeing

- 2.25 Although Bury St Edmunds is a relatively affluent area, with low unemployment and general good health, it has pockets of health inequality. Life expectancy has risen but there is a significant gap in life expectancy between those from the most affluent areas of the town compared with those from the most deprived. Moreton Hall residents, for example, have an average life expectancy of 86.3 years, compared with Eastgate ward residents with an average of 77.3 years. The main health problems are caused by obesity and smoking and their attendant health problems: in St Edmundsbury about 22% of the adult population smoke and about 24% are obese. The town has a strong voluntary and community sector offering a wealth of activities and support, but not everyone is in a position to take advantage of these.

Education and skills

- 2.26 Education is currently a county council responsibility, although the Government has invited all maintained schools to apply for academy status, which would take them out of local authority control. County Upper School, Horringer Court and Westley middle schools and Barrow Primary School have already merged to become the Bury St Edmunds Academy Trust. School attainment levels across Suffolk at

Key Stage 2 are currently poor and the county council is instigating initiatives, such as "Raising the Bar" to improve performance across all levels of school education.

- 2.27 Bury St Edmunds has three Sure Start Centres, which provide integrated services for children aged 0-5 and their parents. There are 10 primary schools, six middle schools, three upper schools and two special schools, of which three are Catholic schools.
- 2.28 The county council is currently reorganising Suffolk's schools into a two-tier system, with primary and high schools. Consultation on changes to schools' structure in Bury St Edmunds began in September 2013 with the aim of having a decision by spring 2014. If approved the implementation date would be September 2016 at the earliest. The Core Strategy highlights the need for an additional upper school which would be located on the eastern side of the town. Currently the three upper schools in the town are located on the town's north western side which has created an education quarter, along with West Suffolk College.
- 2.29 West Suffolk College is the main skills training and further education provider in the town, and is currently expanding its facilities for training in construction and performing arts. Its masterplan sets out its vision and plans which have been adopted by the council. The college has also become the Bury St Edmunds home of University Campus Suffolk, bringing higher education opportunities into the town.

Historic and natural environment

- 2.30 Bury St Edmunds has two conservation areas and a wealth of fine listed buildings. It has a world class historic core which also benefits from the Abbey Gardens which provides an exceptional combination of heritage assets and green space. It is surrounded by attractive countryside and has some good parks. However, it is recognised that the north does not benefit from the amount of park space that the south does.
- 2.31 One third of the borough's listed buildings are in Bury St Edmunds. The town centre has an extensive conservation area with a high concentration of listed buildings and there is a second conservation area in Victoria Street. Both areas have been designated for some time and they should be reviewed from time to time to ensure that they continue to be accurate. Conservation area appraisals and management plans have been prepared for both conservation areas. These identify the qualities which give the conservation areas the distinctive characters that the council is trying to protect and enhance. Many more historic properties are protected by Article 4 Directions that remove the normal rights to undertake works to buildings without obtaining planning permission, despite recent proposals nationally to increase the amount of development that can take place without requiring planning consent. It is not just the buildings in the historic centre that are of importance. There are many fine spaces that serve an important social role in everyday life, such as the market area and places where people can meet. Street vending and cafes are becoming

more popular in the town centre but need to be regulated to ensure the very character that makes the spaces special is not destroyed.

- 2.32 The natural environment in and around the town are also of local significance, although there is no designated Green Belt. Bury St Edmunds lies at the confluence of the rivers Lark and Linnet. The river corridors are a valuable natural resource which can provide open space and links through the town to Nowton Park, Ickworth Park, West Stow Country Park and the wider countryside, but the river valleys are often hidden and inaccessible in the town. An area to the south of the town is designated as a Special Landscape Area, although this does not place a restriction on development taking place in the designated area.

- 2.33 Within St Edmundsbury borough there are several nature conservation sites of international importance, one of which is the Breckland Special Protection Area (SPA) and Special Area for Conservation (SAC). The Brecks area supports the Stone Curlew, Woodlark and Nightjar species and as an area this has been given additional protection from the potential impact of future development through Policy CS2 of the Core Strategy. Although the SPA does not fall within the area covered by the Bury St Edmunds Vision document, impact on the SPA, in terms of increased recreational pressure resulting from the strategic growth, will need to be carefully considered in appraising the proposals for development on the site. A Habitats Regulations (Screening) Assessment of the strategic site, as part of the Bury St Edmunds

Vision 2031 document process, has concluded that a small increase in visitors to Breckland SPA is likely to be concentrated in areas closer to Bury St Edmunds, although not in sufficient extra numbers to cause any harm to the SPA. Although the SPA does not fall within the area covered by the Bury St Edmunds Vision document, impact on the SPA resulting from the growth of the town will continue to be carefully considered in appraising proposals for new development.



3. Bury St Edmunds in 2031

3.1 This part of Bury St Edmunds Vision 2031 puts forward a comprehensive vision to guide the overall direction of future service provision and investment in the town for the next 20 years. It tries to combine all service and infrastructure requirements in the town into a single holistic vision, so that service providers work together to achieve agreed aims and reduce wastage and duplication. It is orientated towards the future: it thinks about what people would like this historic market town to be in 2031, and how the planned growth can be accommodated, so that the foundations can be laid for it now.

- 3.2 To achieve people's aspirations, in 2031 Bury St Edmunds will be a place which:
- a. has met people's need for new housing;
 - b. respects its nationally important heritage;
 - c. is a sub-regional centre for West Suffolk;
 - d. has reduced out-commuting;
 - e. has seen an increased shift to non-car modes of travel;
 - f. retains skills and talents within the town;
 - g. has a modern health campus;
 - h. has maintained environmental capacity and placed a priority on respecting the identity of surrounding villages;
 - i. has enhanced and new green infrastructure;
 - j. has high quality streets;
 - k. has good access links connecting people with the town centre

- and other local and regional destinations; and
- l. has a diverse, vibrant economy with increased jobs and prosperity.

3.3 Following extensive consultation, Bury St Edmunds Vision 2031 has been compiled by the borough council, working with many others, and it combines strategic and corporate planning with land-use planning so that the council's planning policies follow on from its strategic policies. It is acknowledged that the current economic climate means there is little in the way of investment and development going on, but this will change over the life of this plan and it is important that this Vision is prepared for that. However, the population of Bury St Edmunds continues to grow through people living longer, births and people moving into the area for work or to retire. Therefore, doing nothing is not an option. It is essential that a plan prepared locally is in place to ensure that facilities and services are in place to meet the demands of this change, otherwise there will be little that can be done to resist speculative proposals for new building from developers.

Key challenges for Bury St Edmunds

3.4 Vision 2031 starts by looking at ten different themes which are closely interlinked and their aspirations taken together add up to a vision for the town. The key challenges are identified, and many of these apply to several of the themes.

- a. **Provision of housing:** There is a significant demand for new housing in Bury St Edmunds to meet the needs of existing residents and a growing population. A variety of different house types and tenures will be required to meet needs and address affordability issues.
- b. **Tackling congestion:** Bury St Edmunds is a successful and vibrant town. However, parts of the town currently suffer from congestion at peak times. The A14 cuts the town in half and much of the congestion is centred around the junctions that serve the town. The A14 acts as a barrier to people in the northern and eastern neighbourhoods accessing the town centre as only a few crossing points exist.
- c. **The town centre:** The town centre of Bury St Edmunds is a major asset for the town. In the late 1990s the Angel Hill area and several other nearby historic streets were transformed. Much of this work removed modern highway signage in the historic core and helped give back the streets to pedestrians from motorised transport. In recent years the arc shopping development has been opened which has been a major success and it is now felt that the Buttermarket area needs improvements to remove unnecessary signage and create greater pedestrian areas.
- d. **An ageing population:** Population projections suggest that by 2031 over a quarter of local residents will be aged 65 or over. Older people may need their homes to be improved, adapted and kept warm. They are likely to



need health care services. Many of them would like jobs and they would also like leisure services tailored for them.

- e. **Broadband:** Better broadband is crucial for businesses. It enables people to work from home and the opportunities it offers help to reduce the need for travel. It also has important social benefits by enabling people to keep in touch and supporting other new technologies including tele-healthcare. BT/Openreach is currently upgrading the broadband infrastructure to offer Fibre to the Cabinet (FTTC) technology, which will give much of the town up to 40MB broadband connectivity.
- f. **Dual use of schools:** Maximising the use of facilities is a recurrent theme in this document as it is far more cost-effective to open school facilities to community use than to build new community facilities. The use of these facilities after school hours, at weekends

and during holidays will need to be explored.

- g. **Community facilities:** Several of the themes stress the importance of community facilities not just as places where local people can meet but also as potential hubs for delivering services in the community, as locations for leisure activities and as bases for community and voluntary groups. Community facilities can be spaces as well as buildings and do not have to be purpose-built or solely dedicated to community use.
- h. **Jobs:** The local community is very concerned about whether there will be enough jobs for all sectors of the community in 2031. There are concerns about whether the education system is equipping young people for the likely jobs of the future. The separate worlds of education and employment need to be brought much closer together.

- i. **Responsibility:** Several of the themes identify the need for people and groups to take more responsibility for aspects of their own lives, for example, combating local crime and anti-social behaviour and promoting good health. The education section suggests that educating young people in citizenship would be a good way to start this process. There is also a need to tackle social exclusion which can be done most effectively through good partnership working with other agencies and organisations.
- j. **Managing the environmental impact of future growth:** It will be important to manage any future growth in and around the town to ensure any impact on the built and natural environment, including those areas with landscape and environmental designations, is minimised.

4. Bury St Edmunds objectives

4.1 A set of objectives have been developed which sets the context for delivering the spatial vision and policies in the Bury St Edmunds Vision 2031 document. The objectives also provide a framework for monitoring performance.

4.2 The objectives were developed taking into account the strategic spatial objectives identified in the adopted Core Strategy along with background research, the issues and priorities identified during the preparation of Vision 2031 and the council's vision for Bury St Edmunds. The objectives relate strongly to those in the adopted Core Strategy (the links in brackets below are the Core Strategy objective reference numbers).

Objective 1

To meet the housing needs of Bury St Edmunds with a particular emphasis on the provision of affordable homes and an appropriate mix of house types for local people and of appropriate housing for an ageing population. (CS: A)

Objective 2

To maintain, develop and diversify the economic base through the provision of employment sites to meet the needs of existing and future businesses. (CS: B)

Objective 3

To ensure that the necessary infrastructure required to meet the needs of new development is provided at the appropriate time. (CS: I)

Objective 4

To meet the shopping, cultural and leisure needs of residents of Bury St Edmunds and the wider West Suffolk sub-region. (CS: E)

Objective 5

To ensure that any new development conserves and, where opportunities arise, enhances the natural, built and historic environment, local identity and distinctiveness of Bury St Edmunds and improves access to green space and surrounding countryside. (CS: D, G, H)

Objective 6

To ensure development is accessible to the town centre, employment locations and other services and facilities to help reduce the need to travel by unsustainable means. (CS: F)

Objective 7

To support and encourage all means of sustainable and safe transport, public transport improvements, and cycleway and footway improvements. (CS: F)

Objective 8

To ensure that development is built to high standards of environmental sustainability. Guided by the need to mitigate and adapt to a changing climate paying particular attention to reducing energy and water demand and ensuring their sustainable supply. (CS: D, I)

Objective 9

To ensure residents have access to schools, further and higher educational opportunities, vocational and technical training. (CS: D, I)

5. Homes and communities

5.1 Secure and affordable housing is crucial to most people. People need to be appropriately housed if they are to live meaningful lives and play their part in the community. The borough council and its partners have to ensure that enough housing is delivered in a sustainable way to meet the needs of the whole community. They have to provide an adequate supply of land for housing and maximise the amount of previously developed (brownfield) land used. It is recognised that the delivery of new homes in the current economic climate is challenging, but the population continues to grow and the demand for new homes does not go away. While the town has continued to deliver a respectable amount of new homes through the current recession, the challenge in the short term is to maintain opportunities to provide a mix of new homes to meet need. This will include affordable homes and for those with special needs.

5.2 Housing should not be considered in isolation but in the context of the community in which it is located. It is in everyone's interest that strong communities are formed which can help deliver local services. It is important that there are appropriate community facilities for people to use without travelling far and to offer a base for voluntary groups. Where existing communities are expanded, it is equally important that community needs are

identified and catered for as part of the planning process. This will support the creation of a series of urban villages, as identified in the Prince's Foundation Community Capital visioning which formed part of the preparatory work for this Vision.

5.3 In 2031, Bury St Edmunds will be a place where:

Aspiration 1

Every resident has a sustainable and suitable home.

Aspiration 2

Walkable neighbourhoods enable communities to meet their day-to-day needs without necessarily requiring them to drive.

Aspiration 3

The best use is made of existing homes.

5.4 The steps we need to take to meet these aspirations are set out as actions which will be monitored to ensure we keep track of our achievements and targets.

Aspiration 1

EVERY RESIDENT HAS A SUSTAINABLE AND SUITABLE HOME.

5.5 The main challenge is to maintain delivery of new housing in a sustainable way to meet the needs of the residents of Bury St Edmunds.

5.6 Housing affordability is a key challenge, as also are preventing and tackling homelessness, reducing deprivation and improving health and social exclusion. The main way of

influencing housing affordability is to assist registered housing providers to build and manage homes, as they can offer rents below market levels.

5.7 **The actions to achieve this aspiration are:**

- a. identify and bring forward sufficient sites to provide at least 5740 new open market and affordable homes, as identified in the Core Strategy, at a steady rate throughout the 20 year period;
- b. work with developers and registered housing providers to maximise the delivery of both open market and affordable homes;
- c. promote initiatives to help facilitate self-build as a housing option;
- d. work with developers to provide an appropriate mix of homes which are flexible and adaptable in terms of lifetime changes and needs.
- e. ensure households in housing need receive advice about housing options and improve housing advice and homelessness prevention services;
- f. invest in existing housing areas to maintain and create high quality and safe environments; and
- g. work with the county council and other partners to ensure that the specialist housing needs of older and vulnerable people are planned for and met.

Meeting housing need

5.8 Local planning authorities are

required, under the context of the National Planning Policy Framework, to “ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area.” The planned growth within the Core Strategy was calculated in the context of the projected population and economic growth that was forecast to take place across the borough by 2031. The draft Core Strategy was prepared at a time when it had to comply with the regional spatial strategy but, at the time of examining the Core Strategy (May 2010), the government announced that regional plans were to be abolished and that decisions on housing supply would rest with local planning authorities. In the light of this, the Planning Inspector sought the views of consultees and the council on the implications of the announcement.

5.9 In 2008 the government forecast that the population of St Edmundsbury would grow from an estimated 103,500 in 2009 to 121,700 in 2031. This represented a 17% growth in population over the 22 year period. The council reassessed the growth forecasts as a result of the Planning Inspector’s question and concluded that, based on the published information available, they remained the most appropriate figures given the forecast changes to population and household formation in the borough. Regardless of the status of the regional plan, the forecasts prepared to inform it had been subject to scrutiny through the examination in public of the plan and so have some relevance in predicting future population and

housing growth. The Planning Inspector confirmed the planned growth in the final Core Strategy.

5.10 In terms of the requirements of the NPPF, St Edmundsbury is within the defined Cambridge Sub-Region Housing Market Area. A Strategic Housing Market Area Assessment (SHMAA) was prepared for the area in 2008 and has just been updated. It identifies that the population of St Edmundsbury in 2031 is likely to be around 130,000 and that the number of homes required to satisfy that population’s need will be around 58,000, representing an increase of 11,000 new homes between 2011 and 2031. This rate of growth is in fact the lowest in the sub-region.

5.11 The Core Strategy makes provision to build 12,240 new homes, including affordable homes, between 2009 and 2031. Between 2009 and 2012, 760 more homes had been built leaving 11,480 to be built across the borough by 2031. Given the revised forecast in the SHMAA, it is considered that this planned housing growth remains appropriate in the recognition that forecasts will continue to be produced on a regular basis during the Vision 2031 period and that there is a requirement for local planning authorities to monitor the delivery of plans and plan for at least 15 years supply of housing land.

Delivering St Edmundsbury housing need	
Requirement 2012 - 2031	11,480
Sites with planning permission at 1 April 2012	900
Additional sites required 2012-2031	10,580

5.12 The Core Strategy confirms how the new homes will be distributed across St Edmundsbury, following consultation on options for this growth in 2008. Policy CS1 of the Core Strategy identifies that 52% of the 2001-2031 growth will be in Bury St Edmunds, 34% in Haverhill and the remaining 14% across the rural area. However, taking account of the higher rates of house-building since 2001, the number of new homes to be constructed in Bury St Edmunds in the period 2012 to 2031 will be reduced to 50% of the borough total, or 5740 homes, in order to conform with the Core Strategy. The Vision 2031 documents provide the opportunity to turn a high level strategy into more detailed and site specific proposals using up-to-date information on site availability and deliverability. As at 1 April 2012 there was planning permission for 390 new homes in the town where development had either not commenced or was under construction and not complete. This leaves a need to find sites for a further 5350 homes that can be built by 2031. Vision 2031 allocates sites that are estimated to have the ability to deliver at least 4985 homes. The shortfall of 365 is expected to be made up of new homes that will be built on mixed use developments allocated in the Vision document, where it’s too early in the planning stage to precisely estimate how many might be built. In addition, it is expected that new homes will continue to come forward on small “windfall” and infill sites across the town that occur through conversions and redevelopment opportunities.

5.13 It is expected that the new development will be based upon

achieving key fundamental objectives of creating sustainable development and, in particular, a development that is attractive, safe, sustainable and healthy in accordance with the overall vision for the town.

POLICY BV2: HOUSING DEVELOPMENT WITHIN BURY ST EDMUNDS

Within the housing settlement boundary for Bury St Edmunds (defined on the Policies Map) planning permission for new residential development, residential conversion schemes, residential redevelopment and replacement of existing dwellings with a new dwelling will be granted where it is not contrary to other planning policies

Housing settlement boundaries

- 5.14 Housing settlement boundaries define the extent to which new housing development will be allowed in the town and provide a basis for development control decisions. The development of under-used or developed land within these built areas will be permitted provided that access, density and environmental requirements are satisfied and the proposed development is consistent with other local planning policies.

Strategic growth greenfield sites

- 5.15 The principle of growing the town in five directions has already been tested and agreed in the adopted Core Strategy, where Policy CS11 sets out their locations around the town and the numbers of new homes each strategic site will provide.
- 5.16 Other than outlining the principal uses to be planned for in each growth area, the Core Strategy contains little detail in respect of each site. Policy CS3 of the Core Strategy requires the preparation of a concept statement and

masterplan for each growth area before planning applications will be considered. Effectively, this allows for a stage-by-stage approach to preparing detailed plans for each area, informed by a rolling programme of community engagement.

- 5.17 The Core Strategy identifies directions for strategic growth, but does not define specific boundaries for that growth. The drawing of those boundaries has been defined by local environmental constraints and opportunities as part of the preparation of



concept statements. This was a community-led approach to define the most appropriate boundaries and shape of development. Concept statements have been prepared as a result of close working with local communities and service providers. Policies BV3, BV4, BV5, BV6 and BV7 and their accompanying plans define the site boundaries for each of the strategic sites. The concept statements were adopted by the council in May 2013 and therefore do not form part of the Bury St Edmunds Vision 2031 document, but are contained in Appendices 6, 7, 8, 9 and 10.

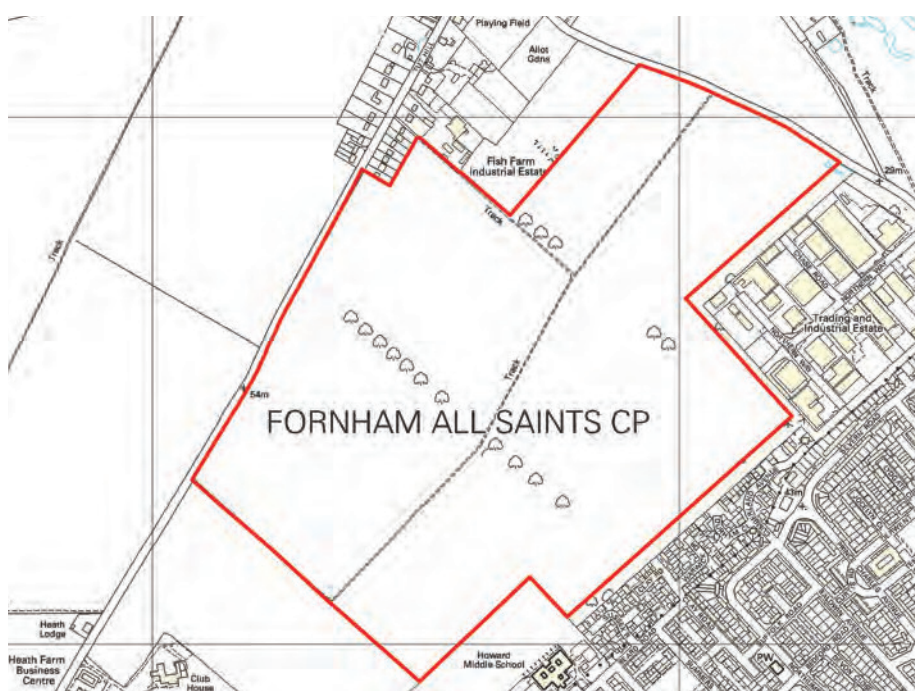
- 5.18 The housing settlement boundary has been defined for these strategic greenfield sites on the Policies Map to show the extent of housing development on these sites. The remaining part of the developable areas of these sites will be outside the housing settlement boundary and will provide various supporting uses, including amenity/recreational open space, agricultural land, landscaping, Sustainable Urban Drainage (SUDS) as indicated on the concept plans for the sites in the appendices outlined above.
- 5.19 Before development can commence, a masterplan will need to be prepared and adopted for each site identifying how an area is to be developed over the longer term. The content of the masterplan will have to accord with the Local Plan and the content of site concept statements.

POLICY BV3: STRATEGIC SITE – NORTH-WEST BURY ST EDMUNDS

76.5 Ha of land at north-west Bury St Edmunds as identified on the Policies Map is allocated for development in accordance with the provisions of Policy CS11 of the Core Strategy.

A buffer is identified on the Policies Map which could provide a variety of supporting uses which may include amenity/recreational open space, agricultural land, landscaping, Sustainable Urban Drainage (SUDS).

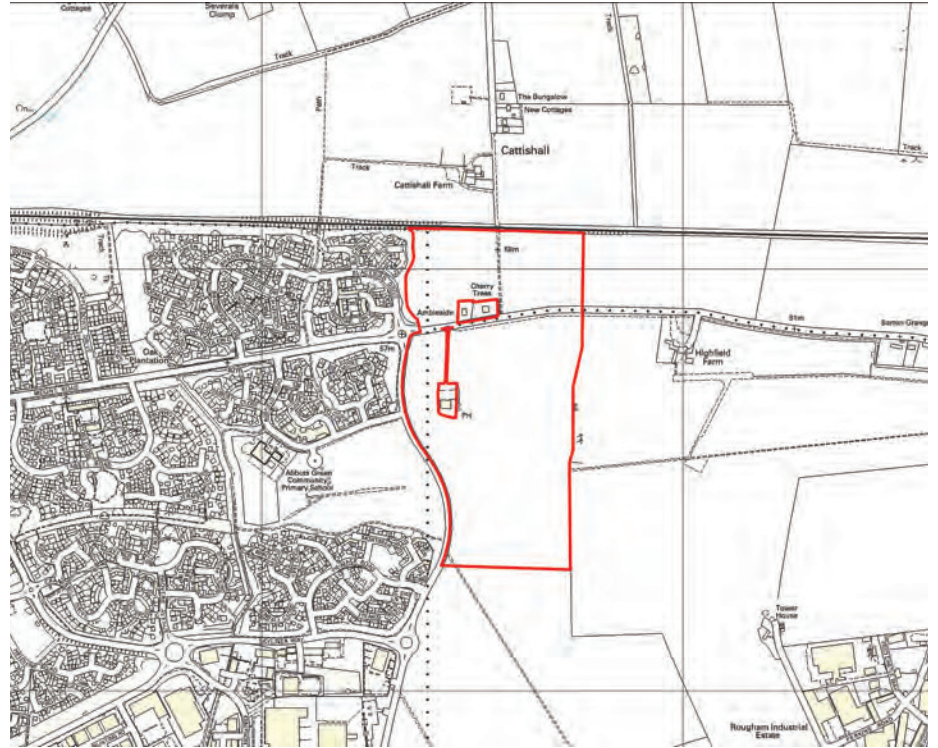
Applications for planning permission will only be determined once the masterplan for the whole site has been adopted by the local planning authority. The masterplan should be prepared in accordance with the content of the adopted concept statement unless a material change in circumstances indicates otherwise.



POLICY BV4: STRATEGIC SITE – MORETON HALL, BURY ST EDMUNDS

34.1 Ha of land at Moreton Hall, Bury St Edmunds as identified on the Policies Map is allocated for development in accordance with the provisions of Policy CS11 of the Core Strategy.

Applications for planning permission will only be determined once the masterplan for the whole site has been adopted by the local planning authority. The masterplan should be prepared in accordance with the content of the adopted concept statement unless a material change in circumstances indicates otherwise.

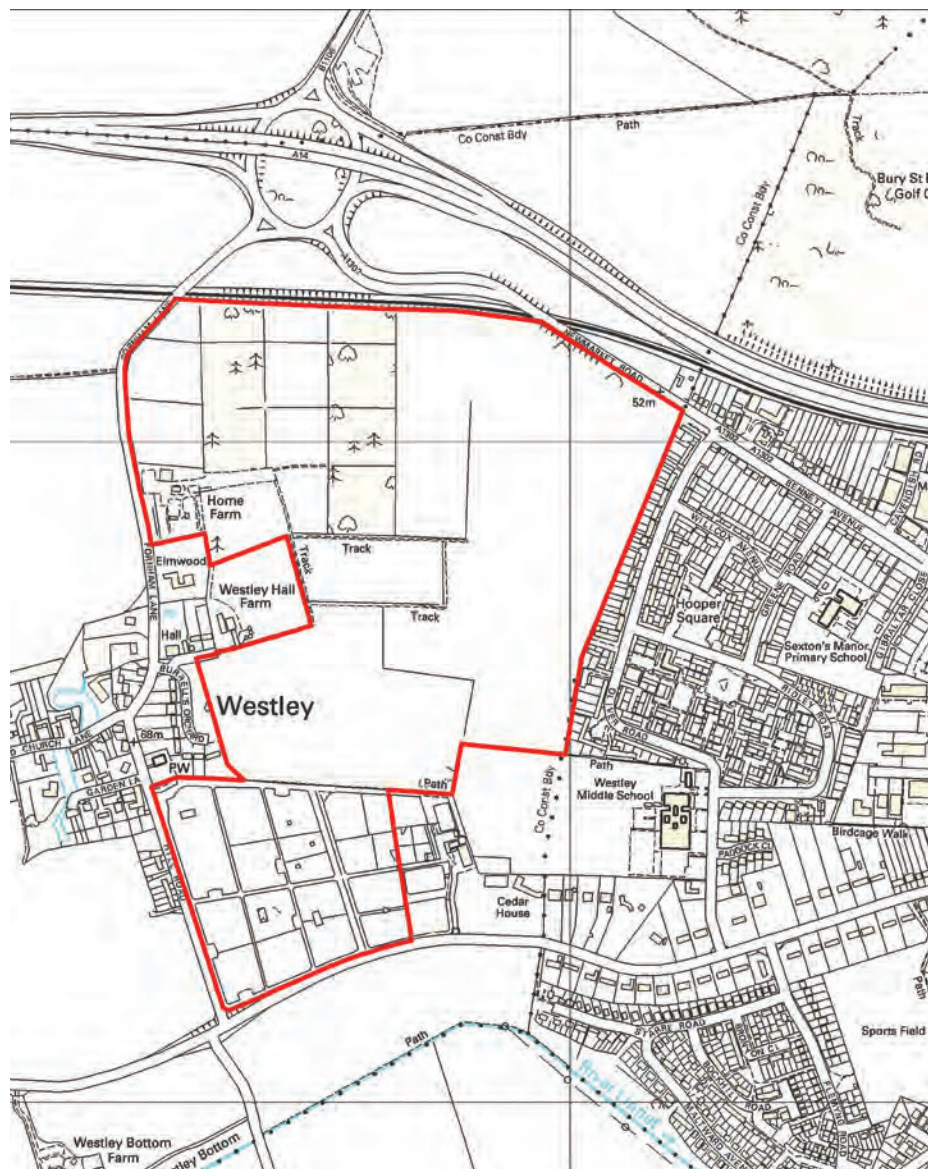


POLICY BV5: STRATEGIC SITE – WEST BURY ST EDMUNDS

54.3 Ha of land at West Bury St Edmunds as identified on the Policies Map is allocated for development in accordance with the provisions of Policy CS11 of the Core Strategy. This allocation includes a site for the provision of a sub-regional health campus (relocation of West Suffolk Hospital).

A buffer is identified on the Policies Map which could provide a variety of supporting uses which may include amenity/recreational open space, agricultural land, landscaping, Sustainable Urban Drainage (SUDS).

Applications for planning permission will only be determined once the masterplan for the whole site has been adopted by the local planning authority. The masterplan should be prepared in accordance with the content of the adopted concept statement unless a material change in circumstances indicates otherwise.



POLICY BV6: STRATEGIC SITE – NORTH-EAST BURY ST EDMUNDS

89.5 Ha of land at north-east Bury St Edmunds as identified on the Policies Map is allocated for development in accordance with the provisions of Policy CS11 of the Core Strategy.

A buffer is identified on the Policies Map which could provide a variety of supporting uses which may include amenity/recreational open space, agricultural land, landscaping, Sustainable Urban Drainage (SUDS).

Applications for planning permission will only be determined once the masterplan for the whole site has been adopted by the local planning authority. The masterplan should be prepared in accordance with the content of the adopted concept statement unless a material change in circumstances indicates otherwise.

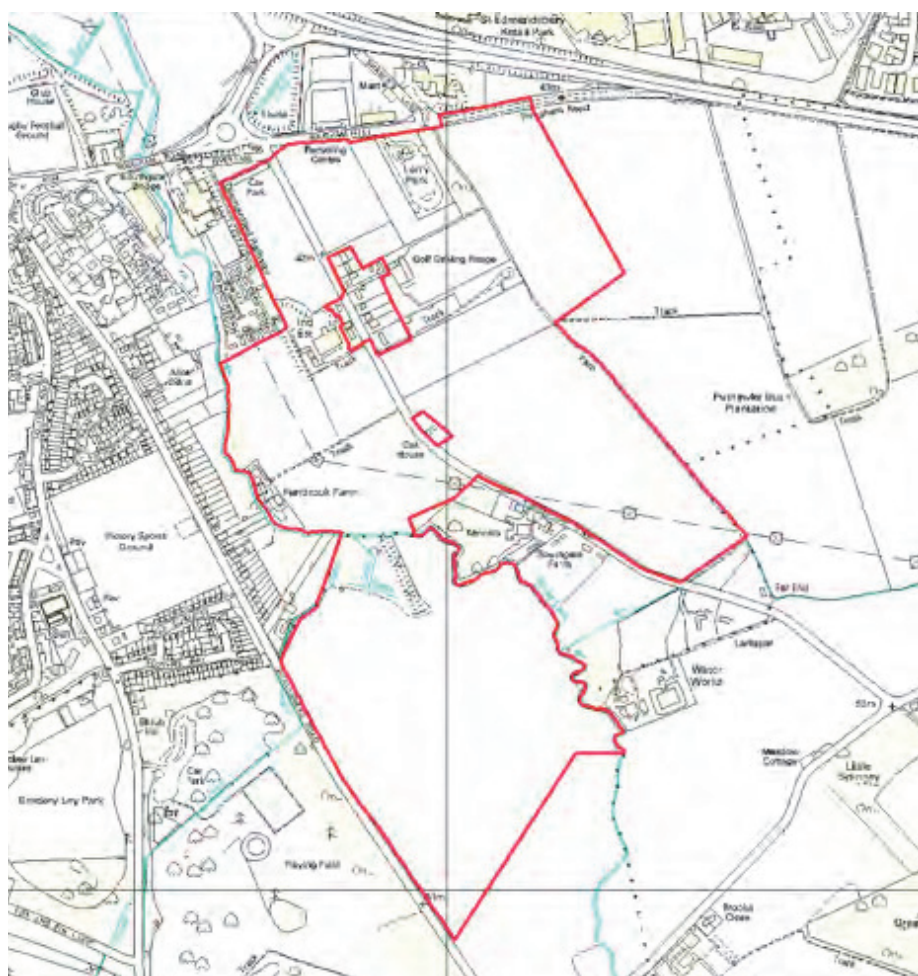


POLICY BV7: STRATEGIC SITE – SOUTH-EAST BURY ST EDMUNDS

74.9 Ha of land at south-east Bury St Edmunds as identified on the Policies Map is allocated for development in accordance with the provisions of Policy CS11 of the Core Strategy.

A buffer is identified on the Policies Map which could provide a variety of supporting uses which may include amenity/recreational open space, agricultural land, landscaping, Sustainable Urban Drainage (SUDS).

Applications for planning permission will only be determined once the masterplan for the whole site has been adopted by the local planning authority. The masterplan should be prepared in accordance with the content of the adopted concept statement unless a material change in circumstances indicates otherwise.



Mixed use redevelopment of brownfield sites

5.20 A number of sites which relate well to the town centre are expected to be available for redevelopment over the lifetime of this plan. It is considered inappropriate for these to be solely redeveloped for housing given their close proximity to the town centre and the mixed use benefits that they could bring to the town as a whole. It is the opinion of the borough council that the sites can be delivered during the lifetime of this Vision 2031 period and they are allocated in Policies BV8 and BV9 and identified on the Policies Map. The development of each site will be expected to accord with a masterplan.

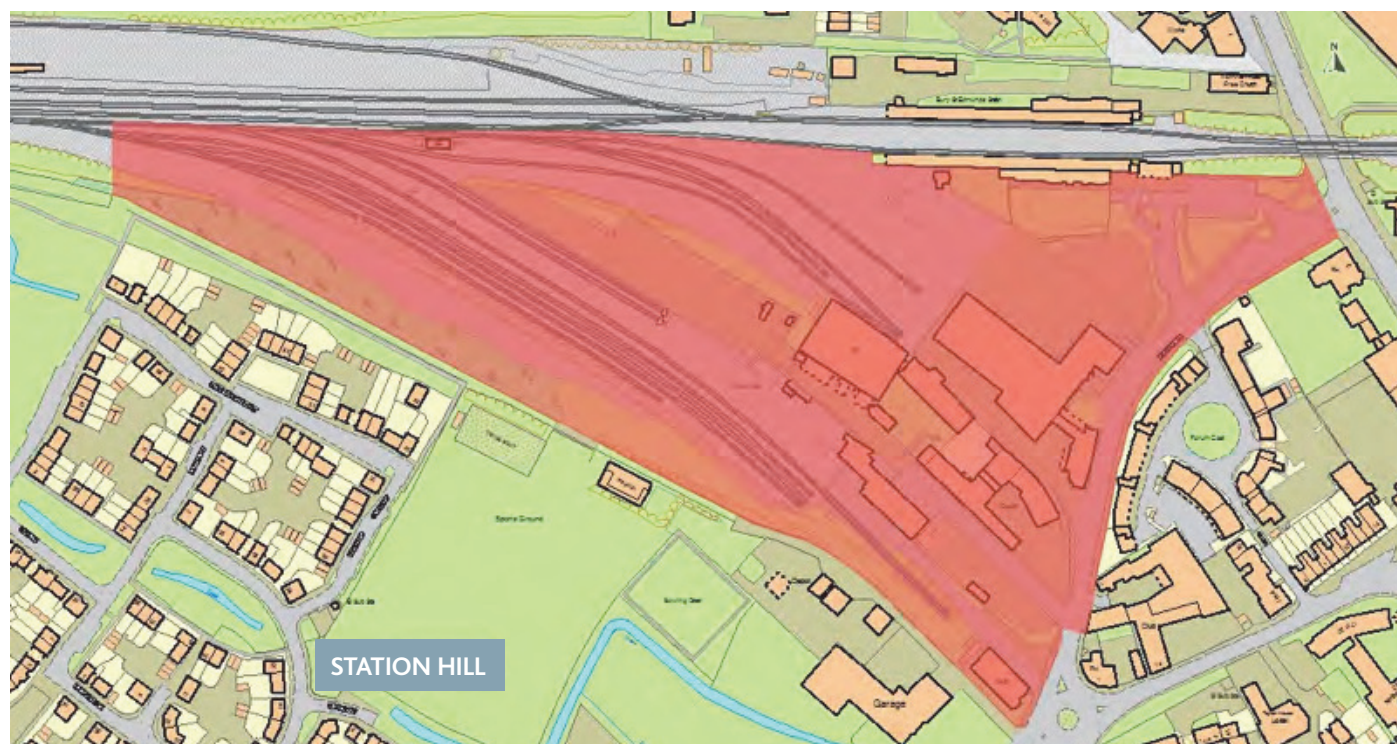
Station Hill

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

distributing aggregates and it will be necessary to provide suitable alternative provision elsewhere before any active sidings can be redeveloped.

5.22 Any redevelopment of Station Hill should enable it to serve as a transport interchange, improving the links between rail and town bus services and other modes of travel. Redevelopment should also allow for the provision of car parking, encouraging the use of trains by people living in villages around the town. Proposals for a phased development of the site should demonstrate that the objectives for achieving the wider redevelopment of the area will not be compromised. The design and development of the site should be sympathetic to any surrounding sensitive environmental and heritage features, and ensure any potential adverse effects are mitigated. To help achieve a comprehensive and high quality redevelopment of this important gateway to the town, the borough council has prepared a concept statement to inform the preparation of a masterplan for the site. Some of the land may be contaminated and should be investigated as appropriate with suitable remedial measures taken if contamination is identified.

5.23 In particular, the borough council will seek co-ordinated development in this area. There are a number of land ownerships involved and, if necessary, compulsory purchase powers will be used to deliver the development.



POLICY BV8: STATION HILL DEVELOPMENT AREA - BURY ST EDMUNDS

The site bounded by Out Northgate, Tayfen Road and the Ipswich-Cambridge railway line is allocated for redevelopment that should seek to deliver the following:

- a. residential (300 units indicative);
- b. offices and other B1 employment;
- c. leisure uses;
- d. small scale retail uses to serve local needs;
- e. parking ancillary to these uses and to supplement the requirements of the railway station;
- f. an improved public transport interchange; and
- g. strategic landscaping and public realm improvements.

Small scale retail development shall be interpreted as units not exceeding 150 sq. metres in net floor area.

The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix and design 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. The developer will be expected to prepare the masterplan which should be prepared in accordance with the content of the adopted concept statement for the site unless a material change in circumstances indicates otherwise.

The rail sidings are identified in the Suffolk Minerals Local Plan as a strategic site for the handling of minerals. Proposals for development which limits the use of the rail sidings will not be granted until satisfactory alternative provision is made or it has been demonstrated that there is no demand for rail sidings in the area.

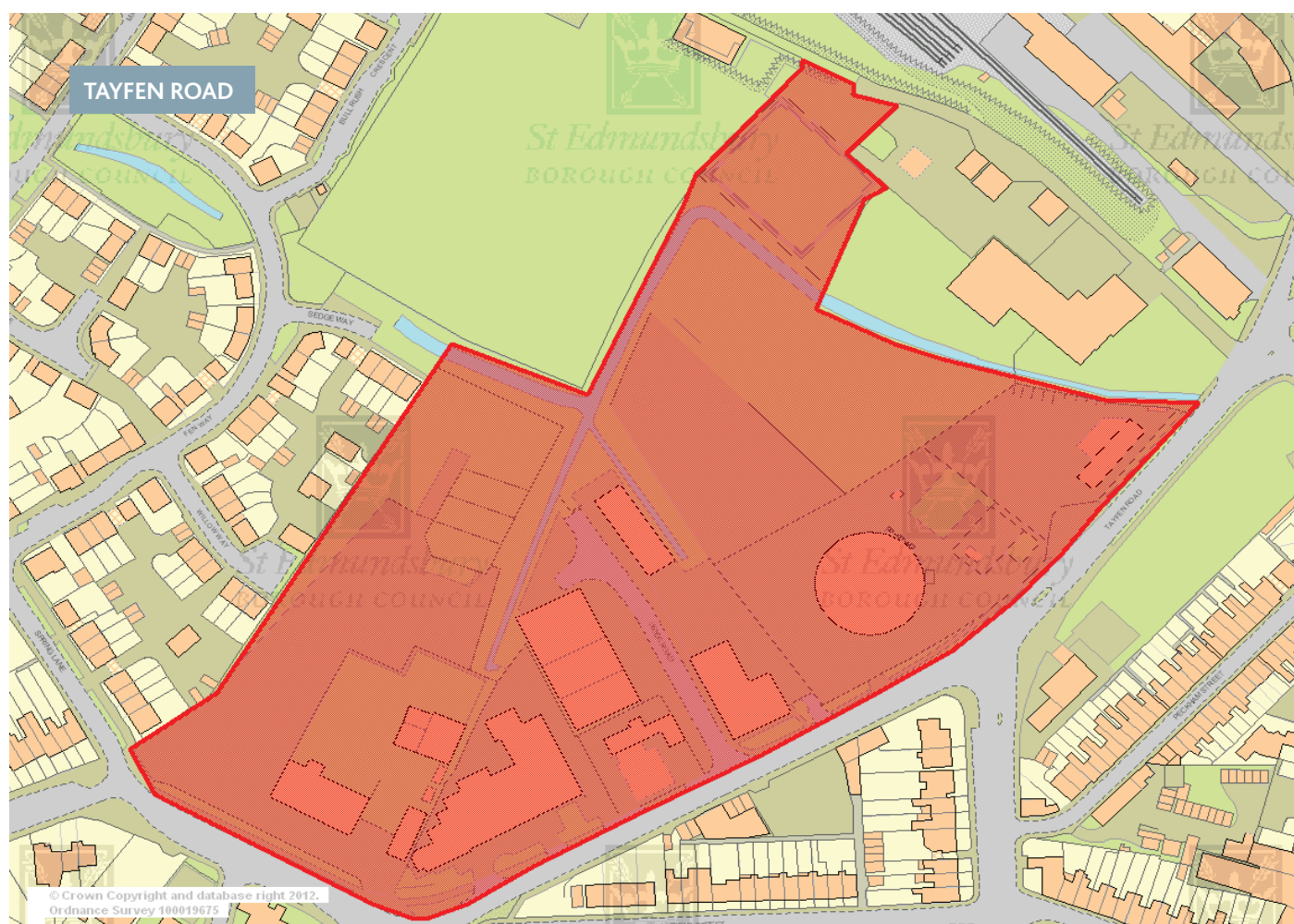
Tayfen Road

5.24 This site is located along the main entrance corridor into the town centre. A mix of commercial uses exists along this frontage, which also includes the potentially contaminated site of the gas holder and National Grid depot. The 2012 retail appraisal, suggested that the environmental quality of this area would benefit significantly from redevelopment and that the site has the potential for retail and leisure uses which could not be accommodated in the town centre. Such uses might include bulky goods retail floorspace and a convenience goods outlet, the floorspace for which should accord with the recommendations in the approved Tayfen Road Masterplan and 2012 Retail Appraisal of 3000sq metres

(gross) of retail warehousing and around 1500sq metres (gross) for a discount foodstore. However, any development proposals will need to respect the amenity of residents in the area, especially adjoining the site to the west.

5.25 The borough council wishes to see a comprehensive approach to the development of this site which employs high quality design and materials to reflect the importance of its location. The design and development of the site should be sympathetic to any surrounding sensitive environmental and heritage features, and ensure any potential adverse effects are mitigated. Developers will also need to include enhancements to the public transport corridor along Tayfen Road and will also be expected to contribute to

the improvement of pedestrian linkages with the nearby town centre. In determining development on this site the borough council will consider the need for the proposal and the way it fits in the wider redevelopment of the area. Proposals which include using the former Railway Club playing field as open space will be welcomed. A masterplan has been adopted to inform the development of the site.



POLICY BV9: TAYFEN ROAD – BURY ST EDMUNDS

Land at Tayfen Road, Bury St Edmunds, identified on the Policies Map, is allocated for redevelopment that should seek to deliver the following:

- a. retail warehousing floorspace;
- b. foodstore (around 1500sq metres (gross));
- c. leisure uses;
- d. residential (100 units indicative); and
- e. strategic landscaping and public realm improvements.

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

Applications for planning permission will only be determined once the masterplan has been adopted by the local planning authority. The developer will be expected to prepare the masterplan which should be prepared in accordance with the content of the adopted concept statement for the site unless a material change in circumstances indicates otherwise.

Previously developed land (brownfield)

5.26 Land is a finite resource and we need to ensure that developing on greenfield sites is a last resort, while making sure that urban areas are not so crammed with development that the quality of life is deficient. In accordance with the NPPF residential gardens are no longer regarded as previously developed land and ‘garden grabbing’ is not generally accepted. However, the council will continue to encourage an appropriate amount of new homes to be built where opportunities exist on previously developed land, as long as the environmental and economic impact of such development is acceptable. The design and development of the sites below should be sympathetic to any surrounding sensitive environmental and heritage features, and ensure any potential adverse effects are mitigated. Where sites are located in areas of potential flood risk flood mitigation measures should be undertaken in advance of the development taking place. Bury St Edmunds does not suffer with having the large amounts of

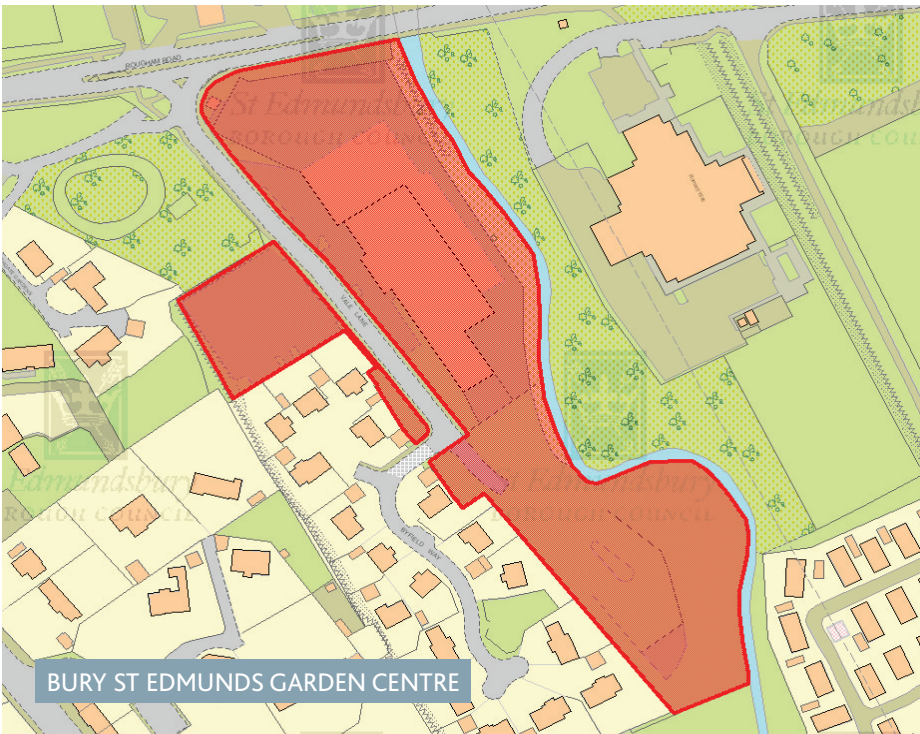
abandoned land that can occur in other towns, but that does not mean that opportunities do not exist for redevelopment. Further opportunities remain for more homes to be provided in this way but care will be needed to ensure that, for example, houses with large gardens are not developed on to the detriment to the overall character of that area.

5.27 A number of sites have been identified that provide a realistic opportunity to be redeveloped

during the course of the next 20 years and these are identified below.

Bury St Edmunds Garden Centre

5.28 This site is located to the south east of the town and will eventually be surrounded by development once the strategic site to the south-east is developed. It is acknowledged that there may be traffic and environmental constraints to overcome before the development



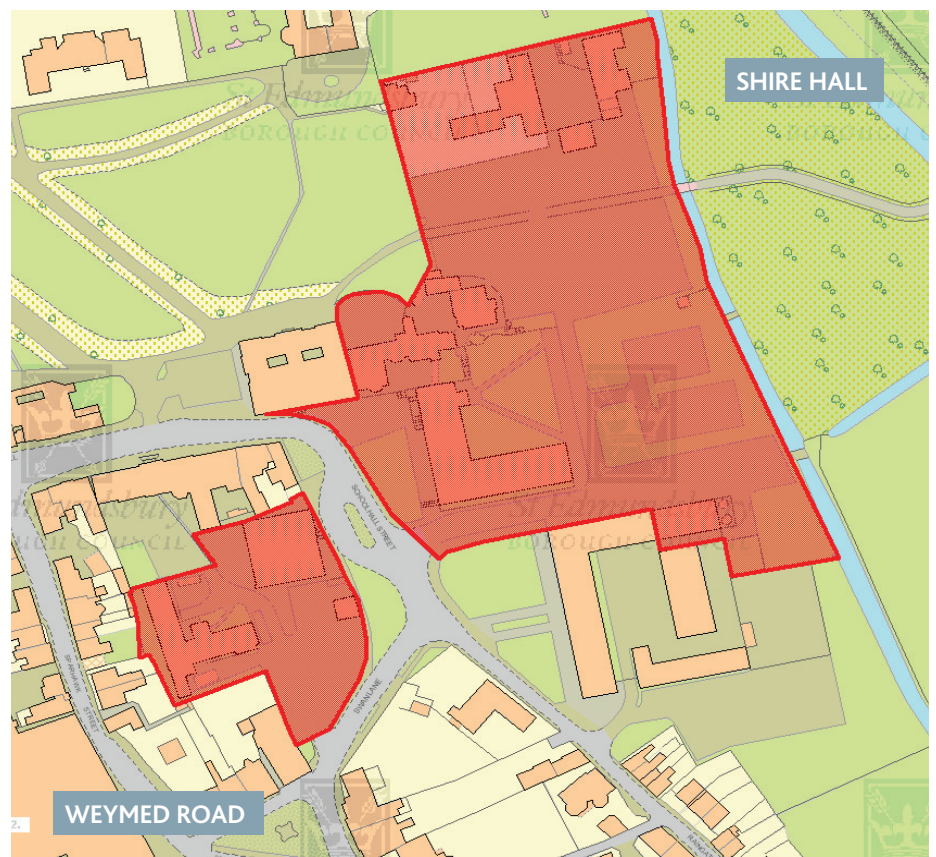
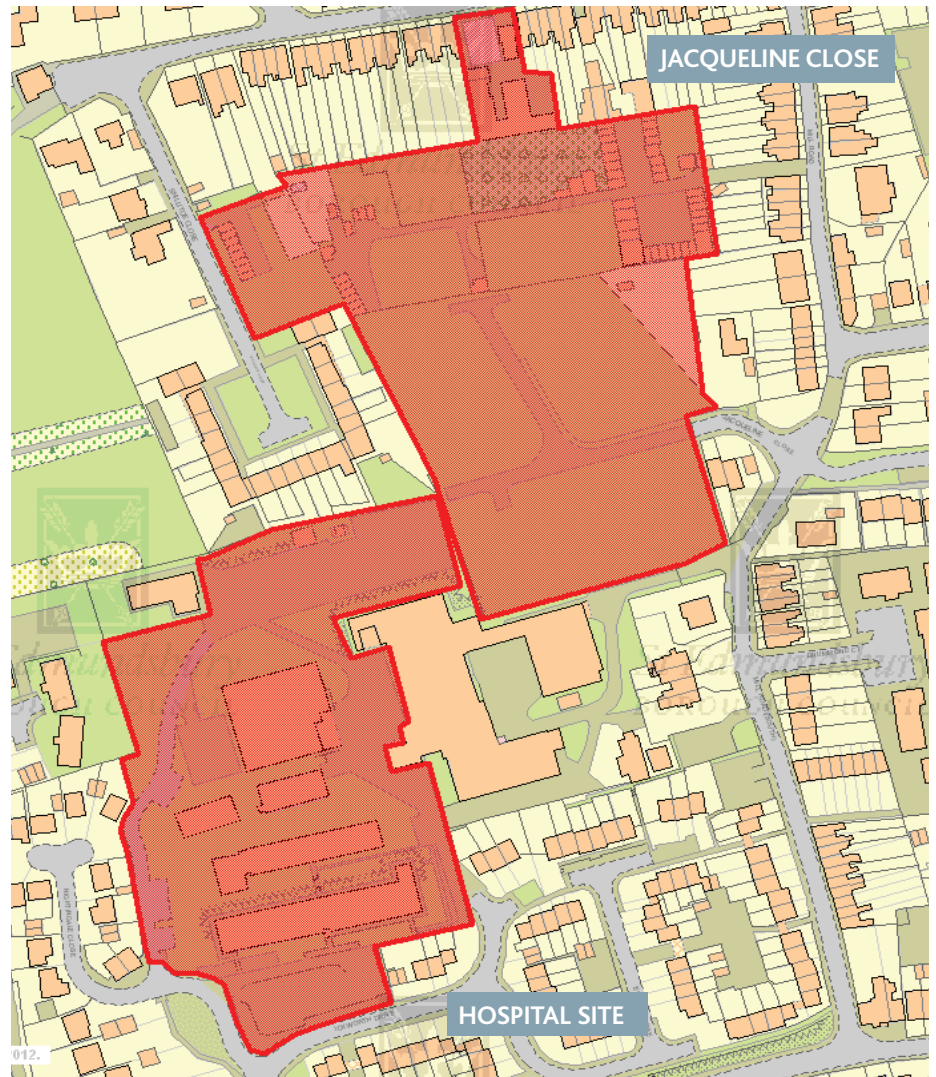
could proceed and these will need to be addressed at the planning application stage.

Land at Jacqueline Close

- 5.29 This site has been identified for many years as having the potential for development. It is a particularly difficult site to bring forward as it contains the remains of former chalk workings. However, although the costs of the development are high, it is considered that constructing new homes on the site will be viable. There are a number of potential access points into the site which would, if they were used, minimise the traffic impact on any one point. It is acknowledged that there may be traffic and environmental constraints to overcome before the development could proceed and these will need to be addressed at the planning application stage. It may be appropriate to combine the development with the adjoining former hospital site. Proposals which do not result in the redevelopment of the whole site will not be welcomed.

Hospital site, Hospital Road

- 5.30 Over the course of a number of years the site of the former hospital in Hospital Road has been redeveloped as premises become surplus to requirements. Part of the site remains in operational use but it is recognised that the opportunity may exist during the lifetime of this plan to redevelop the site for housing. It may be appropriate to combine the development with the neighbouring Jacqueline Close site.



Shire Hall and Weymed site

5.31 The former county council offices are now vacant and a development brief has been adopted for their conversion to homes, including the construction of a small extension.

Land at School Yard

5.32 This site on the corner of Risbygate Street and School Yard is centrally located in the town and provides an opportunity to construct homes to meet the needs of those wanting a town centre location. Adjoining land to the east was developed in recent years. The planning application for that development had a vision for part of the School Yard site which includes retail and office uses which would enhance the vitality of this part of the town centre.

Almoners Barn, Cullum Road

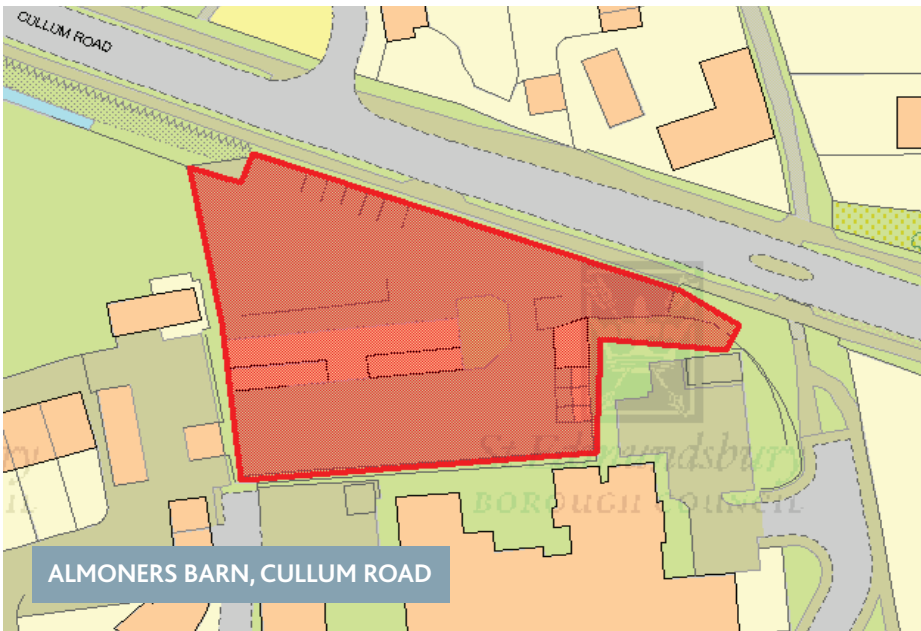
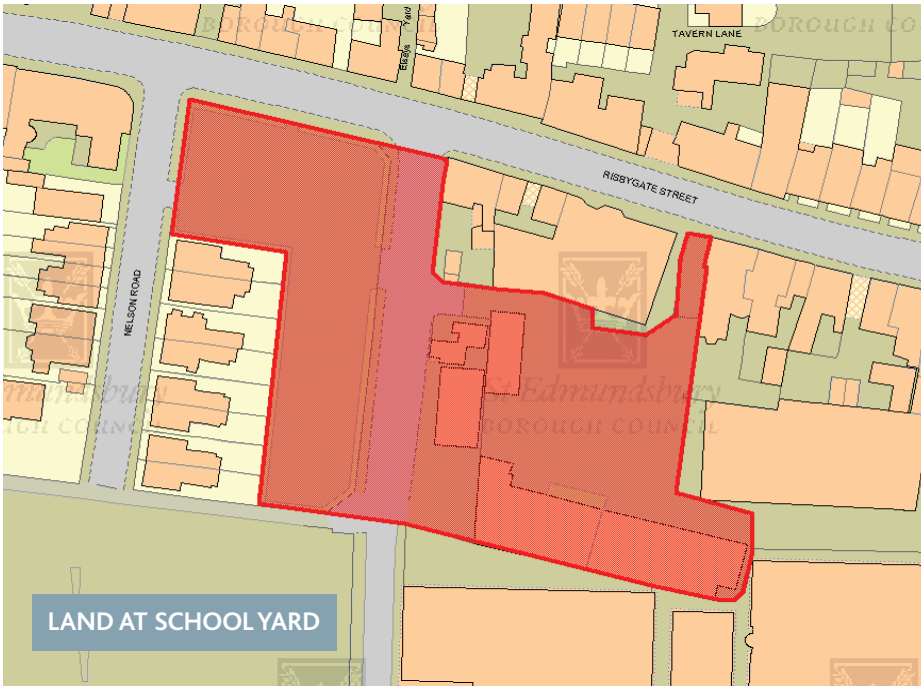
5.33 This small site adjoins an area off Hardwick Lane that is already being redeveloped (the former Hardwick Industrial Estate). The provision of new homes would therefore be the most appropriate future use.

Tayfen Road

5.34 It is anticipated that, as part of a larger mixed use redevelopment of this area, up to 100 new homes could be provided. A separate policy BV9 is set out elsewhere in this section and a masterplan has already been adopted that makes provision for homes within the development.

Station Hill

5.35 This is an important site that is addressed elsewhere in this



section in Policy BV8. Because of the considerable costs in bringing the site forward, it is expected that housing will form the backbone of a mixed use scheme. It is estimated that around 300 new homes of mixed size could be constructed as part of this development.

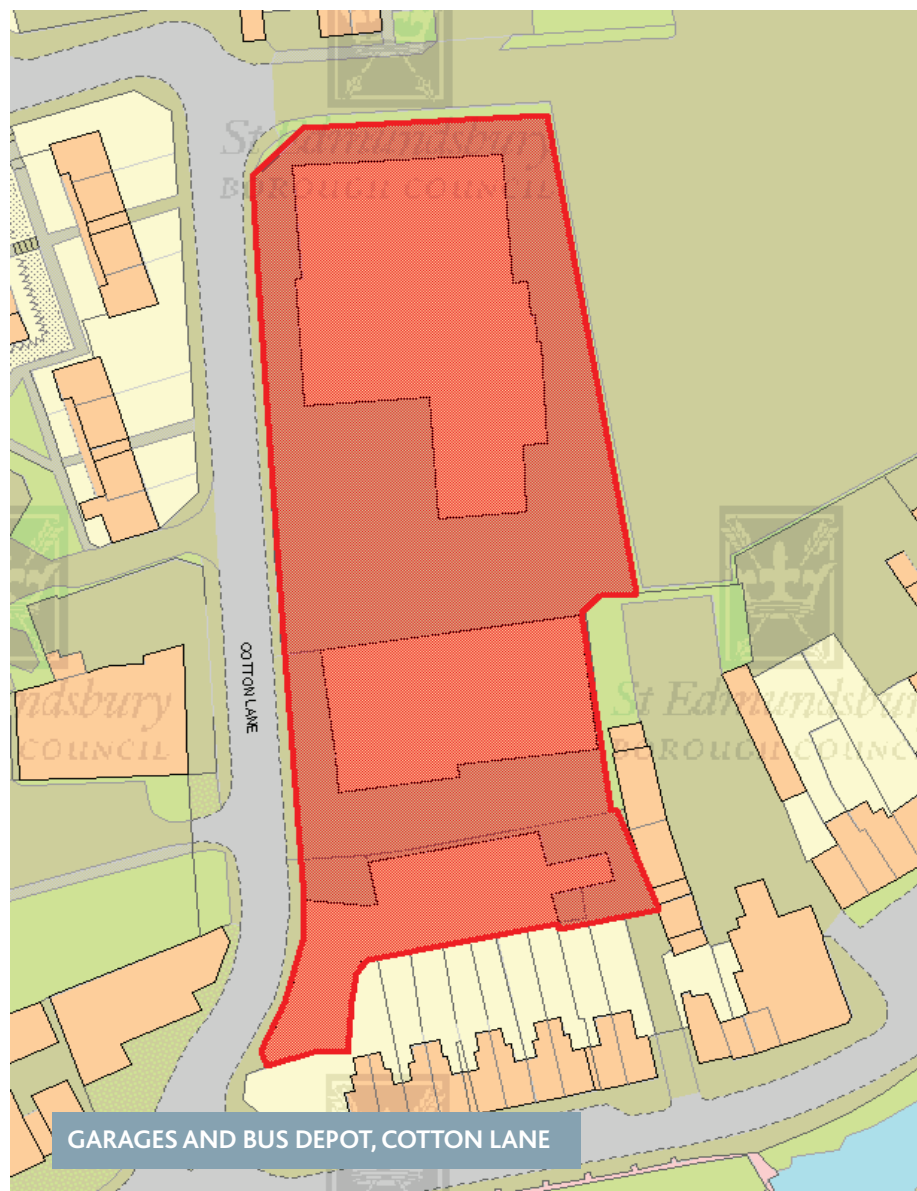
Ram Meadow

5.36 Policy BV11 identifies an opportunity for the redevelopment

of the Ram Meadow area that would include an opportunity to provide new homes. It may be possible to combine the redevelopment of this site with the adjoining garages and bus depot in Cotton Lane.

Garages and Bus Depot, Cotton Lane

5.37 These commercial uses occupy a large area of land close to the town centre. Should, at any point



GARAGES AND BUS DEPOT, COTTON LANE

POLICY BV10: HOUSING ON BROWNFIELD SITES - BURY ST EDMUNDS

The following brownfield sites are allocated for residential development.

		Indicative Capacity	Site Area (ha) Gross
a	Bury St Edmunds Garden Centre	30	1.75
b	Land at Jacqueline Close	30	2.0
c	Hospital Site, Hospital Road	45	1.5
d	Shire Hall	25	1.3
e	Weymed Site	14	0.27
f	Land at School Yard	32	0.64
g	Almoners Barn, Cullum Road	12	0.24
Mixed Use Site (including residential)			
h	Garages and Bus Depot, Cotton Lane	50	0.7

These sites are identified on the Policies Map

Please note, allocations reflect situation as at 1 April 2012

during the lifetime of this plan, the owners consider relocating their businesses then the sites would be suitable for new homes. Given its proximity to the town centre and services, it may be appropriate to include provision within any development for people that do not need to rely on a car to access day to day services and facilities.

- 5.38 Land at Jacqueline Close and the Hospital Site, Hospital Road site will require development briefs due to the nature of the sites, their relationships with each other and the importance of creating permeable sites which open themselves up for pedestrians and cyclists.

Ram Meadow

- 5.39 The forthcoming relocation of Bury Town Football Club from their stadium at Ram Meadow in Cotton Lane presents an opportunity to reconsider how this area is used. The football stadium itself does not meet modern requirements and therefore will become vacant when Bury Town move to their new stadium at Moreton Hall, within a wider community football project. The borough council owns the site and the adjacent car park.
- 5.40 Access to the car park, which is the main visitors' car park for the historic side of the town, is quite difficult and development that generates additional vehicles using Cotton Lane would potentially cause unacceptable traffic impacts. Appropriate access arrangements for the car park will be considered when preparing the development brief for the site. The football club presents an opportunity to be redeveloped for car parking which would allow the existing parking

to be redeveloped for housing. However, the number of public car parking spaces is critical to this part of the town and should not be reduced. It is considered that, under the term 'commercial uses', retail uses on the site would not be appropriate.

should be undertaken in advance of the development taking place. The existing footpaths through the area would be retained and enhanced. It may be appropriate,

should the opportunity arise, to combine the development of this area with the redevelopment of Cotton Lane, identified in Policy BV10(h).

- 5.41 The management of the open area between the football stadium and Compiègne Way should be enhanced in association with any development. This could include restoring the meadow pasture and its watercourses, enhancing areas of tree cover, and making the most of its connection with the river Lark which runs along the eastern boundary. Any necessary flood, water quality or water availability mitigation measures

POLICY BV11: LAND AT RAM MEADOW

3.84 (net) Ha of land at Ram Meadow is allocated for mixed use development which may include residential development and commercial uses, public open space and car parking. Numbers and distribution of uses and access arrangements will be informed by a more detailed development brief for the site.

The following studies should be undertaken prior to the preparation of the site development brief;

- A transport assessment;
- A full site specific ecological survey; and
- A site specific flood risk assessment.

A wildlife management plan should be produced as part of any application for development on the site. This should include details of any required ecological mitigation measures.



Aspiration 2

WALKABLE NEIGHBOURHOODS ENABLE COMMUNITIES TO MEET THEIR DAY-TO-DAY NEEDS WITHOUT NECESSARILY REQUIRING THEM TO DRIVE.

5.42 The town is made up of a number of neighbourhoods, some of which are much more distinctive than others. These neighbourhoods are often served by a local centre which may have a community centre, shop, takeaway facility and post office. Where spaces around the buildings are in good condition and are safe and attractive, they provide good opportunities for meeting people, therefore enabling communities to flourish and provide local services on a day-to-day basis, negating the need to travel elsewhere. These communities should be supported

in providing voluntary and community activities to promote the health and wellbeing of local residents.

5.43 Partnership approaches to providing community facilities need to be pursued, and all publicly funded buildings should be considered for potential community use to maximise the investment. Some form of community space is needed to enable communities to flourish and provide local services. In the St Edmundsbury Infrastructure Delivery Plan, a community centre is defined as any facility that has an area of space available for use by the community and hosts community activities regularly. Community hubs can become the hubs for local service provision.

5.44 A community-led approach to some issues, especially in the new areas of growth (for example, community composting or a district heating system) could both address practical issues and help to bring communities together.

5.45 **The actions to achieve this aspiration are:**

- ensure there are sufficient new facilities within walking distance of homes to meet growth in demand, including the creation of community hubs, where appropriate;
- encourage the multi-purpose use of public sector and other buildings used by the community;
- buildings will be accessible to all age groups and users through good design and access to



- services;
- d. existing facilities will be safeguarded by development management policies; and
- e. work with voluntary and community sector organisations to enable and support local communities.

centres within the development. The design and development of new sites should be sympathetic to any sensitive environmental and heritage features and any potential adverse effects should be mitigated.

combination of fuel prices, low incomes, poorly insulated homes and expensive or inadequate heating systems. Households that fail the decent homes standard do so primarily due to excess cold, so it is important to improve the thermal comfort of these homes.

Aspiration 3

THE BEST USE IS MADE OF EXISTING HOMES.

5.46 A number of existing local centres have been identified around the town and it is felt that they should be safeguarded to ensure the long term provision of facilities in local neighbourhoods. Where appropriate, new and existing community centres will be owned and run by that community. The development of new housing around the town will be expected, where appropriate, to provide safe and attractive links to the nearby centres and/or provide new

5.47 A further key challenge is to make best use of existing homes and extend housing options by improving housing conditions, updating sheltered housing and bringing empty homes back into use. Fuel poverty is a key issue and occurs when households cannot afford to heat their home to the level required for health and comfort. It arises from a

5.48 Increasing age brings with it a greater number of residents potentially with mobility difficulties and disabilities, who will need appropriate housing and local services and support from public bodies, their families and their local communities, particularly where there are clusters of elderly residents living on estates designed for families. There are many opportunities for retired people to undertake voluntary and charitable work



which is recognised as making an important contribution to society, as well as the health and wellbeing of those participating.

- 5.49 There continues to be a trend of households becoming smaller, resulting primarily from people living longer and families separating. This can have a significant impact on the need for homes. For example, in a population of 35,000 if the average household size were to drop from 2.4 people to 2.3 people there would be a need for an additional 6634 homes just to accommodate the same population. If this trend continues there may be a need to consider how we make a more efficient use of existing homes.

POLICY BV12: NEW AND EXISTING LOCAL CENTRES AND COMMUNITY FACILITIES

Existing local centres are identified at:

- a) Barton Road
- b) Cadogan Road
- c) Glastonbury Road
- d) Hardwick Precinct
- e) Lake Avenue Parade
- f) Moreton Hall
- g) The Parade, Ridley Road
- h) St Olaves Precinct
- i) Stamford Court

Sites for new local centres will be provided at:

- j) North-west Bury St Edmunds strategic site
- k) Moreton Hall strategic site
- l) North-east Bury St Edmunds strategic site
- m) South-east Bury St Edmunds strategic site

The locations of the new local centres will be identified through the masterplan process.

5.50 The actions to achieve this aspiration are:

- a. ensure that homes needing improvement are identified and occupants given the opportunity and support to bring their properties up to standard;
- b. encourage the reporting of empty homes and buildings and offer advice or assistance in bringing them back into use;
- c. help older and vulnerable people to stay in their own homes by helping them to keep their homes safe, warm and in good repair, and to adapt them if necessary;
- d. help improve the thermal comfort of homes and reduce fuel poverty; and
- e. work with groups and residents to determine changing housing aspirations and their preferences for the future.

Gypsy and Traveller sites

- 5.51 At the time of the Examination into the Core Strategy document (2010) the East of England Regional Plan was still in place which set the required number of authorised Gypsy and Traveller pitches in each authority area.
- 5.52 National guidance 'Planning Policy for Traveller Sites' was published in March 2012, at the same time as the National Planning Policy Framework (NPPF). The guidance requires local planning authorities to make their own assessment of the need for Gypsy and Traveller sites which is locally determined, but has regard to the duty to cooperate and cross boundary issues.
- 5.53 The East of England Plan was formally revoked on 3 January 2013 and the most up to date evidence now, in terms of future requirements, is

the West Suffolk Gypsy and Traveller Accommodation Needs Assessment (GTANA) published in October 2011 and update published in April 2012.

- 5.54 This document assessed the need for permanent pitches up to 2021 and provides guidance on the projected need for the permanent pitches from 2021 to 2031. Whereas the October 2011 document rounded figures upward, the updated April 2012 document rounded figures down. Consequently, the two versions of the document provide a broad range of figures. The figures set out in the document are intended to form the evidence base for the authority in reaching its own figures, rather than providing a target.
- 5.55 The revised figures equate to a need of 4 to 6 additional pitches to 2021 and a further 3 to 6 pitches to 2031. This total of 7 to

12 pitches is significantly lower than that previously required under the East of England Plan.

- 5.56 The need for pitches for Travelling Showpeople up to 2016 remains at 1, the same as set out in the joint authority Cambridge sub-region Gypsy and Traveller Needs Assessment (GTNA) which was reviewed and published in October 2011. It is not feasible to assess longer term need for Travelling Showpeople beyond 2016 because of the small numbers involved.



6. Jobs and economy

6.1 Bury St Edmunds remains generally prosperous and is coming through the recession reasonably well. For businesses, the town has two major selling points: its location on the A14 close to Cambridge and its quality of life. Investors do not just consider economic factors when making investment decisions, but like to go to places that have an identity and can offer a good quality of life. Bury St Edmunds scores highly on both counts.

6.2 St Edmundsbury has been identified as a growth area and government funding has been allocated to help develop infrastructure. In planning for growth, it is important to get the right balance between employment, housing and infrastructure. It is also important to ensure that economic growth does not spoil the environment, especially in Bury St Edmunds where the historic environment is of such high quality and is in itself a major attraction for businesses and for visitors.

6.3 There continues to be a need to make provision for a wide range of jobs in the town to ensure that the local economy is able to expand. The increase in the local population will also require jobs in order to discourage the town being a dormitory for other employment locations. The town centre is a key economic driver and acts as a preferred shopping destination for a wide catchment area. A section dedicated to the town centre is included towards the end of the Vision 2031 document.

6.4 In 2031, Bury St Edmunds will be a place where:

Aspiration 4

The local economy is prosperous and dynamic.

Aspiration 5

People have access to the skills and training required to meet the needs of the local job market.

Aspiration 6

Inward investment has been maximised through the provision of a suitable range of business premises to meet the needs of both small and large employers.

6.5 The steps we need to take to meet these aspirations are set out as actions which will be monitored to ensure we keep track of our achievements and targets.

Aspiration 4

THE LOCAL ECONOMY IS PROSPEROUS AND DYNAMIC.

6.6 It is impossible to predict what the economic climate will be like in 2031. The country is still emerging from a recession which proved very unpredictable. Recovery is slow and fragile and further economic shocks and further periods of recession are still possible. In particular, demand for labour is likely to be low for some time. Any economic policy has to be flexible enough to be applicable in times of both recession and recovery.

6.7 The role of local authorities is limited: they can strongly influence the local economy but not change it. The commercial

sector is responsible for generating economic activity and national Government for the national economic climate. The principal role of the council will be to deploy its resources to best effect, make maximum use of the levers in its control and work in partnership with other organisations, including Local Enterprise Partnerships (LEPs). It is now the public sector which is under pressure, with public spending being tightly constrained and funds for investment increasingly scarce, and Bury St Edmunds, with its high level of public sector employment, is particularly vulnerable.

6.8 The actions to achieve this aspiration are:

- a. ensure adequate land is made available to enable the economy to grow;
- b. encourage the regeneration and improvement of older employment areas;
- c. lobby and enlist help from Government and economic agencies;
- d. market the town as a sub-regional centre;
- e. continue to manage and improve the town centre;
- f. improve public sector procurement opportunities for business;
- g. support existing businesses to navigate barriers to growth;
- h. help local businesses access finance by researching its availability and promoting it;
- i. work with business interest groups, including the Chamber of Commerce and Bid4Bury to understand their concerns;



- j. support existing businesses and help them use resources more efficiently; and
- k. ensure that growth is not at the expense of the historic and natural environment.

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

6.10 The amount of land potentially required has been informed by the preparation of an Employment Land Review for West Suffolk, jointly commissioned by the council working with Forest Heath and Mid Suffolk district councils and Suffolk County Council. This fed directly into the preparation of the Core Strategy and has resulted in the identification of a strategic employment site to the east of Moreton Hall. There will be a need to support existing employment areas around the town to ensure that there is a balance of opportunities and jobs are provided close to homes, thereby contributing towards making the

town more sustainable. It is also important to recognise that only a proportion of jobs are located on industrial estates. Some of the larger employers in the town are located on stand-alone sites and it is important to safeguard these to ensure a balanced economy and sustainable town.

6.11 Bury St Edmunds is in a highly advantageous position to expand and add to its business and industrial parks. Sites will be needed to accommodate a range of uses including a high quality research park, an industrial park for general manufacturing, distribution and office uses, and a site for industrial uses which require low value land. Provision for further expansion of the Suffolk Business Park is made in Core Strategy Policy CS9 and this will be expected to accommodate companies seeking a high profile location for Class B1 and B8 planning uses.

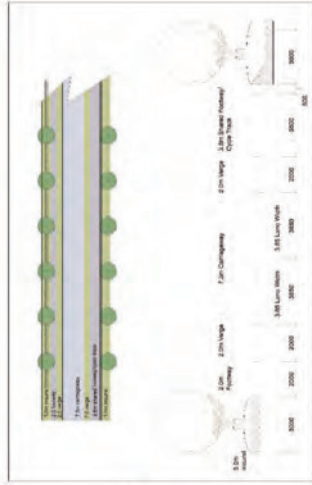
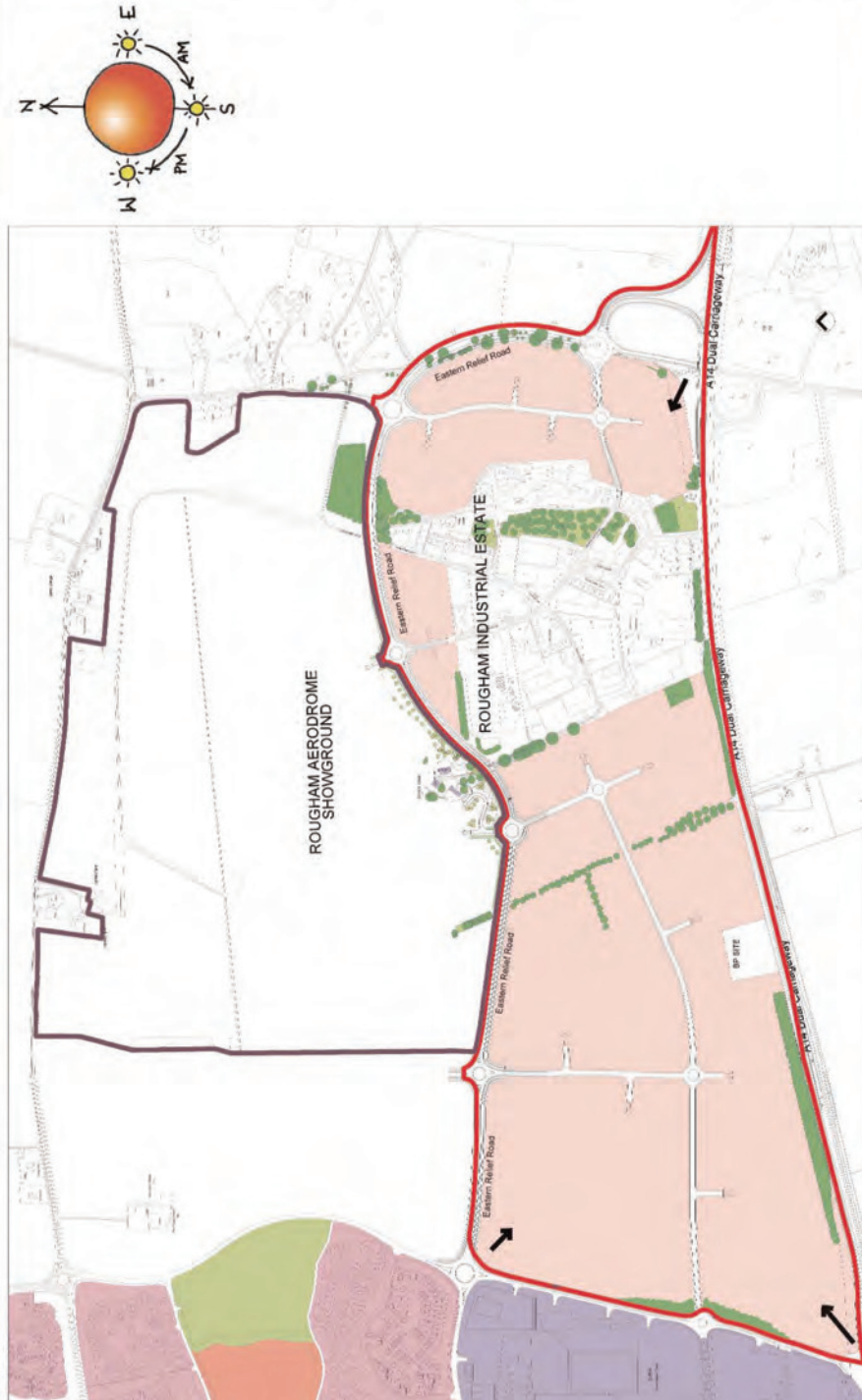
Land east of Moreton Hall, Bury St Edmunds

6.12 A strategic release of land at Moreton Hall for employment use would have to provide the Bury St Edmunds eastern relief road linking both the existing and proposed development at Moreton Hall with the A14

Rookery Crossroads (Junction 45) at Rougham. In allocating the site at Suffolk Business Park, the borough council recognises that development could extend beyond this plan period. This is justified by the early provision of important infrastructure and the supply of quality, well-serviced sites well-located within the borough and the region. This strategic site allocation will provide long-term certainty and enable the town to respond to changes in demand. It will also allow the opportunity and flexibility for older, inappropriately located, and/or poor quality employment sites within the town to be regenerated and/or re-used for other purposes.

6.13 It will not be in the interests of developers to propose a low standard of development or inappropriate uses. High technology firms require buildings which exhibit high standards of design and materials set in a well landscaped site. A masterplan has been prepared covering site layout, building form and materials, landscaping and environmental protection. There will be some flexibility of office, storage and manufacturing uses within each site, but developers of individual plots will be required to show that proposals conform to the masterplan. Achieving adequate

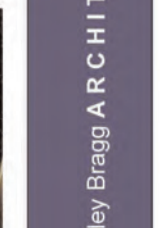
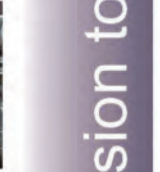
Masterplan Proposals



Eastern Relief Road - Typical Section

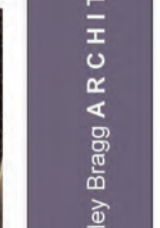
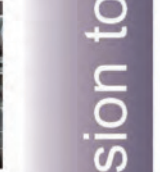
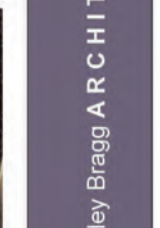
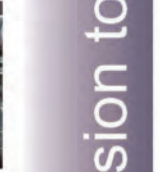
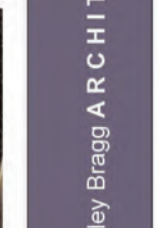
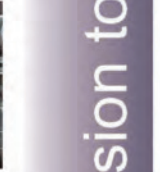
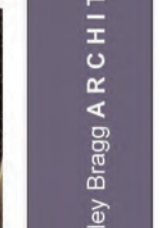
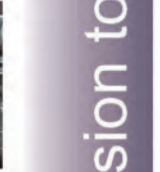
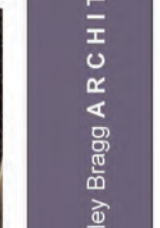
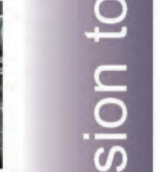
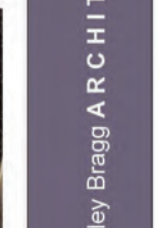
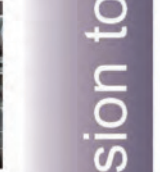
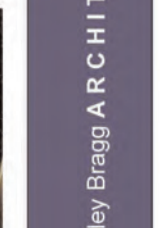
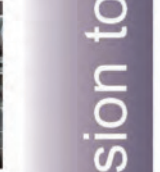
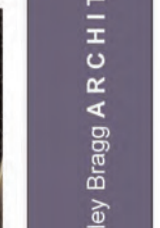
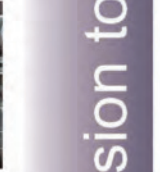
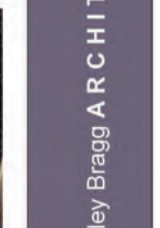
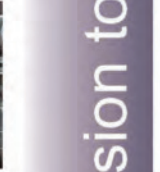
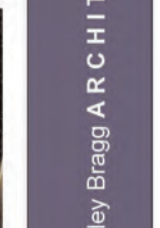
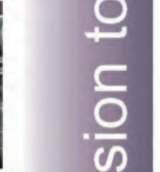
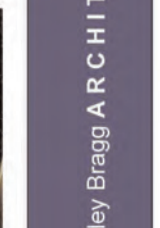
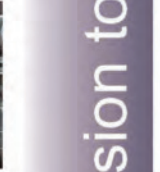
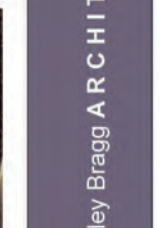
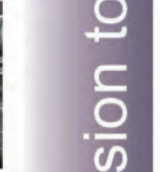
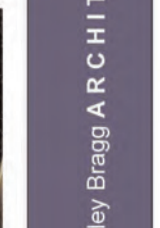
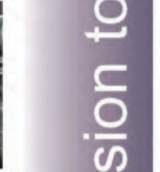
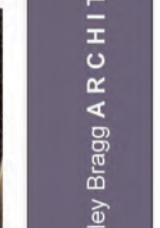
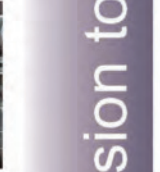
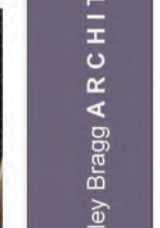
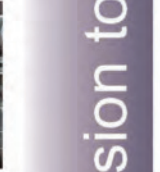
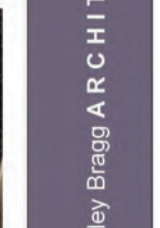
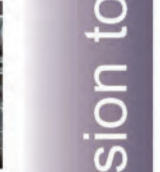
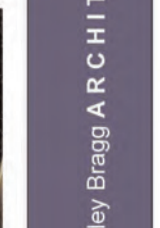
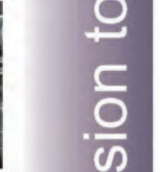
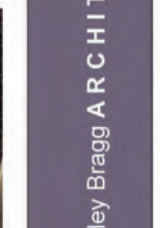
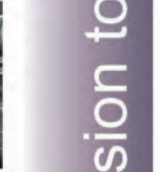
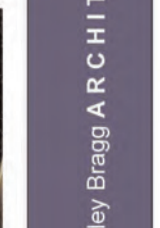
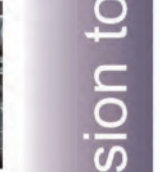
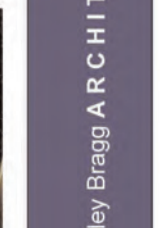
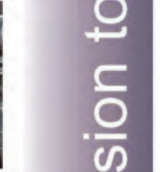
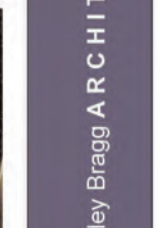
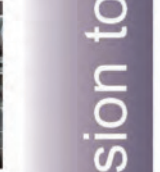
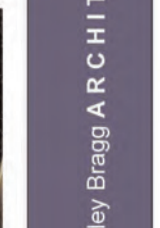
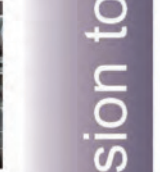
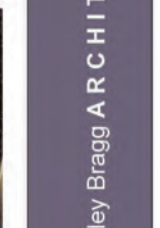
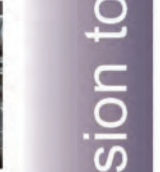
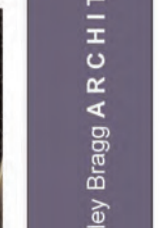
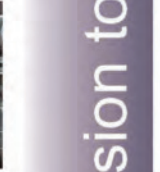
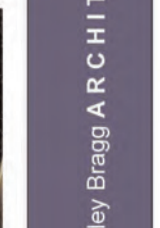
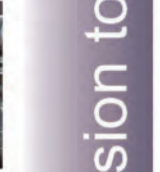
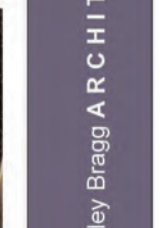
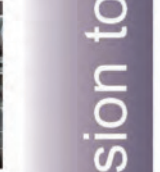


Tower House - Proposed Site Layout



Extension to Suffolk Park

ley Bragg ARCHITECTS



**POLICY BV13: STRATEGIC SITE
– EXTENSION TO SUFFOLK
BUSINESS PARK, MORETON
HALL, BURY ST EDMUNDS**

68.28 ha of land east of Suffolk Business Park, Bury St Edmunds (but excluding the Rougham Industrial Estate General Employment Area) is allocated for Employment Uses (Use Classes B1 and B8).

This is a long-term allocation, development of which is likely to extend beyond this plan period. Prior to the commencement of development, a relief road linking Bedingfeld Way with the A14 Rookery Crossroads must be completed and available for use in accordance with Core Strategy Policies CS11 and CS14.

The amount of land available for development, location of uses, access arrangements, phasing of development, linkages to the airfield site, design and landscaping have been informed by a masterplan for the site.

A travel plan should be prepared and implemented to reduce dependency on access to the business park by the private car.

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

public transport connections to the site and an agreement with the developer will be sought to divert urban bus services to guarantee good access from Bury St Edmunds town centre.

- 6.14 The adjoining former Rougham Airfield to the east of Moreton Hall is used occasionally for recreational and leisure events. Policy BV20 sets out a strategy for its future use in the Culture and leisure section.
- 6.15 The proposed eastern relief road for Bury St Edmunds could improve access to the former airfield and land next to the existing Rougham general

employment area. A modest amount of land has been identified in policy BV13 for employment uses between the proposed relief road and the existing northern boundary of the Rougham general employment area. This land could accommodate businesses associated with activities on the airfield. The development of this land will not be allowed until the eastern relief road linking the site to the A14 at Junction 45 has been completed. The design and development of the site should be sympathetic to any sensitive heritage features and any potential adverse effects should be mitigated.



General employment areas

- 6.16 There are a number of established centres of employment in the town, some of which have opportunities for the further development and intensification of use. In particular the occupation or redevelopment of vacant premises and land will be encouraged in advance of allowing development on new sites. The design of new development within these sites should be sympathetic to any sensitive environmental and heritage features and any potential adverse effects should be mitigated. The location of these sites is indicated on the map below.

Alternative uses in employment areas

- 6.17 The allocation of 62.28 hectares of employment land to the east of Suffolk Business Park provides the opportunity and flexibility for older inappropriately located and/or poor quality employment sites within the town to be regenerated and/or re-used for other purposes (that is, businesses that may not fit neatly into B use classes). However, such flexibility of use should not preclude the potential for development of the remaining employment sites for general industrial (Use Class B2) businesses where appropriate. The design and redevelopment of employment sites should be sympathetic to sensitive environmental features and any potential adverse effects mitigated. Any necessary water quality or water availability mitigation measures should be undertaken in advance of the development taking place.

POLICY BV14: GENERAL EMPLOYMENT AREAS – BURY ST EDMUNDS

The following areas are designated as General Employment Areas

		Use class
a	Anglian Lane	(B1,B8)
b	Barton Road	(B1,B8)
c	Blenheim Park	(B1,B2,B8)
d	British Sugar, Hollow Road	(B1,B2,B8)
e	Suffolk Business Park	(B1,B8)
f	Chapel Pond Hill	(B1,B2,B8)
g	Eastern Way	(B1,B2,B8)
h	Enterprise Park, Etna Road	(B1,B8)
i	Mildenhall Road	(B1,B2,B8)
j	Moreton Hall	(B1,B2,B8)
k	Northern Way	(B1,B2,B8)
l	Western Way	(B1,B2,B8)
m	Greene King, Friars Lane	(B1,B2,B8)
n	Rougham	(B1,B2,B8)

Within the General Employment Areas, the following land is available for development as of 1 April 2012:

	Developable site area (hectares)
Anglian Lane	0.40
Blenheim Park	0.77
Suffolk Business Park*	5.51
Chapel Pond Hill	0.88
Eastern Way	0.20
Mildenhall Road	4.29
Northern Way	0.34
TOTAL AREA AVAILABLE	12.39

*Development at Suffolk Business Park will comprise the following:

- light industrial, research and office use;
- units for new and small firms involved in high technology and related activities; and
- extensive landscaping, particularly around the perimeter of the site.

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

Proposals for industrial and business development within the use classes identified for each of the General Employment Areas in the table above will be permitted providing that parking, access, travel and general environmental considerations can be met.



6.18 An area of land at the eastern end of Western Way, centred on West Suffolk House, has been identified as suitable for the development of a Public Service Village, bringing together a linked cluster of public service users on a single site. A masterplan for the development of the area was adopted in January 2007 and the first phase of development was completed in 2009. In considering proposals for public buildings on this site, careful consideration will need to be given to the potential to maximise the potential for links between new building uses with those at West Suffolk House, West Suffolk College and/or Bury St Edmunds Leisure Centre.

space to residential use. Some existing employment premises may not be suitable for instant conversion due to the need to upgrade external features, such as windows and cladding, which may require a planning application.



6.19 The Government is expected to shortly introduce legislation to allow the conversion of B1 office

POLICY BV15: ALTERNATIVE BUSINESS DEVELOPMENT WITHIN GENERAL EMPLOYMENT AREAS

Within the following General Employment Areas, opportunities for the redevelopment or re-use of sites and buildings for alternative commercial business/mixed activities which do not necessarily fit neatly into B Use Classes will be considered favourably where they;

- a) do not conflict with policies elsewhere within the Development Plan;
- b) seek to maximise the sites' potential for economic growth and/or support the continued operation of the existing businesses and industrial activities; and
- c) do not generate potential conflict with existing or proposed general industrial (Use Class B2) activities.

a	Barton Road
b	Blenheim Park
c	British Sugar, Hollow Road
d	Eastern Way
e	Mildenhall Road
f	Northern Way
g	Western Way

British Sugar

- 6.20 The British Sugar factory is a major employer in the town that makes a significant contribution to the local economy, both directly and indirectly through taking crops of sugar beet from farms in the wider area.
- 6.21 The council recognises British Sugar's continued operation and the importance of the factory site to the borough and the wider area, and will support its continued operation and future growth.

POLICY BV16: BRITISH SUGAR SITE – AREAS NORTH OF COMPIEGNE WAY

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/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.

The River Lark corridor and the adjoining fishing pond and meadow, identified on the Policies Map as a Local Wildlife Site, form an important link in the creation of the 'Lark Valley Green Corridor' (identified in the Green Infrastructure Strategy). This area will be safeguarded for appropriate management in the long term.

- 6.22 Beyond the General Employment Area covered by BV14(d) and BV15(c), the British Sugar operation extends to the northeast and the northwest of the A134 Compiegne Way, comprising the soakaway and soil conditioning areas which form a critical and integral part of the factory's operation. In order to safeguard the factory's on-going operation and future growth, Policy BV16 affords protection of the sites.
- 6.23 Development arising from changes in the factory's operational requirements or future growth will be supported, subject to an assessment and mitigation of any potential effects.
- 6.24 The River lark corridor has been designated as a Local Wildlife Site in the Green Infrastructure Strategy and forms an important link in the creation of the Lark Valley Green Corridor in Bury St Edmunds. The implementation of the creation of such corridor is the council's long-term aspiration. As such, the River Lark corridor and adjoining environs (i.e. the fishing pond and the meadow) are safeguarded for an appropriate provision and management of nature conservation and recreational uses in the future.



Shopping

6.25 The 2012 St Edmundsbury Retail Appraisal stated that: "With three large foodstores outside the town centre, and Waitrose on the edge of the town centre, the town is now well provided with large foodstore facilities, and there is unlikely to be any demonstrable need for further facilities of this type before 2021. Although, as a result of implementation of the Asda store, there is no overall quantitative need for new convenience floorspace in the town at the present time, there is scope to widen the foodstore offer in qualitative terms." It also stated that "Implementation of the Arc has satisfied town centre comparison goods shopping floorspace needs for the first part of the plan period, particularly in making provision for retailers requiring larger units. We believe that the strategy for the first part of the plan period should be

one of consolidation of the town centre, and that any emerging potential for new floorspace should be steered towards the existing centre as a first priority."

- 6.26 The Retail Appraisal concluded that in the short term (to 2021) there is likely to be little quantitative need for additional foodstores around the town, a limited need for out of town retail warehouses and some additional need for town centre stores. The potential to accommodate this additional town centre floorspace will be addressed in the town centre masterplan.
- 6.27 Shopping provision will be focused on the town centre with local provision within neighbourhood centres. Proposals for retail floorspace in out of centre locations will need to satisfy the requirements of the National Planning Policy Framework (NPPF) including sequential and impact

test. In accordance with paragraph 24 of the NPPF, demonstration that the sequential test has been applied to the selection of a site will need to be provided to ensure that all other suitable, available and viable sites have been evaluated. All proposals over 1,000sqm gross additional retail floorspace will be required to undertake a retail impact assessment. This threshold is set in accordance with the recommendations of the Retail Appraisal and paragraph 26 of the NPPF. For the purpose of this policy out of centre applies to all locations outside the defined primary shopping area and local centres. It is not always possible to locate bulky goods retailers in a central location and, therefore, additional floorspace provision may be appropriate at Bury St Edmunds Retail Park to meet the needs as identified in the 2012 Retail Appraisal, subject to satisfactorily demonstrating acceptability in terms of the NPPF sequential and impact tests and complying with criteria (a) and (b) of policy BV17. The requirement to demonstrate accessibility by a choice of means of transport for St Edmundsbury Retail Park does not apply, in view of its existing accessibility and the concentration of stores already there. The future design and development of the Bury St Edmunds Retail Park should be sympathetic to any sensitive heritage features and any potential adverse effects should be mitigated. Any necessary water quality or water availability mitigation measures should be undertaken in advance of the development taking place.



Aspiration 5

PEOPLE HAVE ACCESS TO THE SKILLS AND TRAINING REQUIRED TO MEET THE NEEDS OF THE LOCAL JOB MARKET.

6.28 Skills are important because there is considerable evidence of the link between skills development and productivity. Bury St Edmunds' skills levels have improved recently but improving skill levels is not in itself enough: skills need to be focused on jobs and likely future job opportunities. Businesses are asking for more vocational education, better basic skills training, more workplace-based training and more stability in the education system.

6.29 Policy BV23 seeks to safeguard West Suffolk College.

6.30 **The actions to achieve this aspiration are:**

- a. support the county council to develop young people with the skills for work, to ensure that young people have a good grounding in basic skills, have a good work ethic and are as flexible as possible;
- b. articulate the skills needs of businesses and bring employers and skills providers together to encourage the development of skills that local employers need;
- c. enhance the training offer and increase the number of apprenticeships; and
- d. work with schools and the college to inspire young people to consider business careers.

POLICY BV17: OUT OF CENTRE RETAIL PROPOSALS

Proposals for retail floorspace outside defined centres will only be permitted where they comply with the following criteria:

- a that a sequential approach has been adopted in selecting the site demonstrating that there are no suitable, viable and available sites in defined centres or edge-of-centre locations;
- b proposals for additional floorspace in excess of 1,000 square metres gross will be required to demonstrate that the proposal will not have a significant adverse impact on the vitality and viability of Bury St Edmunds Primary Shopping Area and local centres, taking into account the cumulative impact of recently completed developments and unimplemented planning permissions, the results of a retail impact assessment and where appropriate an environmental assessment; and
- c that the site is accessible by a choice of means of transport.

A retail site is identified on the Policies Map bounded by Bedingfield Way and the A14 and including Greyfriars Road (known as the St Edmundsbury Retail Park). Proposals for additional floorspace on this site will be judged against criteria (a) and (b) of this policy.



Aspiration 6

INWARD INVESTMENT HAS BEEN MAXIMISED THROUGH THE PROVISION OF A SUITABLE RANGE OF BUSINESS PREMISES TO MEET THE NEEDS OF BOTH SMALL AND LARGE EMPLOYERS.

6.31 The development of Suffolk Business Park offers a tremendous opportunity to improve the town's attractiveness for inward investment. However, further opportunities for investment will need to be examined throughout the lifetime of this Vision to ensure that the town is in a strong

position to respond to changes in the economy.

6.32 **The actions to achieve this aspiration are:**

- a. support the development of Suffolk Business Park and the eastern relief road;
- b. promote the development of a new incubation centre on Suffolk Business Park; and
- c. ensure the planning process provides an adequate range of employment sites within the town.

7. Travel

7.1 People need to travel to reach their homes, places of work, schools, health services and leisure facilities. Travel is particularly important for businesses, which have identified the cost of transport, congestion and the condition of roads as issues. The A14 is extremely important to them, but it has only two lanes for most of its length and it is liable to become congested or to seize up after an incident. Three junctions give access to Bury St Edmunds, but two are very congested at peak times.

7.2 5740 homes are planned in Bury St Edmunds over the lifetime of this plan and a large area of strategic employment will be completed. Leisure and retail provision will also grow and put pressure on the capacity of the road network. Although many people and businesses have asked for improvements to the road network to relieve congestion, experience from elsewhere suggests that improving roads within the town attracts more traffic and does nothing to ease congestion. The focus should be upon encouraging people to travel by means other than the car wherever possible. The Core Strategy sets out that all development proposals should prioritise modes of transport in the following order:

- walking;
- cycling;
- public transport (including taxis);
- commercial vehicles; and
- cars.

7.3 Peak hour congestion is listed as a key challenge for the town. It is an ongoing problem that is more difficult to resolve in historic towns such as Bury St Edmunds and one that this plan alone will not resolve. One aim stated in the Core Strategy (policy CS8) is that the borough council will work with the county council and the Highways Agency to relieve the adverse impacts of traffic in Bury St Edmunds. The Core Strategy also identifies actions to achieve this aim such as:

- the Eastern Relief Road to junction 45 of the A14;
- improving public transport, foot and cycle linkages, and
- better links north of the railway line.

7.4 The Vision document provides more detail on how spatial planning and design will reduce the need to travel – the walkable neighbourhood approach. Through its Local Transport Plan, the county council is making improvements what will help to relieve congestion, such as the new bridge over the A14 to link Northgate Avenue and Thingoe Hill. Improvements to the efficiency of the transport network, such as Intelligent Transport Systems, are inherent to relieving adverse impacts and developers are expected to contribute towards funding such improvements.

7.5 The new developments around the town will also need to support improvements to the cycle network, improvements to the public transport system (such as Real Time Passenger Information),

and measures to influence the choice that people make about how to travel – known as “smarter choices” programmes.

7.6 Another important measure in assessing the detailed transport implications from development around Bury St Edmunds is ensuring that each proposal takes full account of the others and government guidance requires this. However, the separate assessments will also need to relate to each other and use, or incorporate, the same methods if the precise impacts and necessary mitigation measures are to be readily considered.

Local Transport Plan

7.7 The Suffolk Local Transport Plan 2011-2031 produced by Suffolk County Council identifies three priorities to support sustainable development of the town:

- reducing demand for travel;
- efficient use of transport networks; and
- improving infrastructure.

7.8 Under each priority it lists a number of key initiatives, which are endorsed in Vision 2031.

Reducing demand for travel

- Ensure that future developments for housing and employment include adequate facilities so people can travel more easily on foot, by bicycle or by bus.
- All new developments to implement travel plans to achieve some shift from the dominance of car driver trips in the peak periods.

- Work with the borough council and the train operating company to develop a station travel plan to improve access to the railway station.
- Work with the borough council to establish appropriate policies for on and off street parking provision and charges to reduce long stay parking, while recognising the importance of short and medium stay parking for the town's retail economy.

Efficient use of transport networks

- Seek to maintain key transport links within the town, in particular those between the town centre and West Suffolk Hospital, West Suffolk College, key employment areas and all existing and/or proposed housing developments.
- Directing any developer contributions through contractual arrangements towards the expansion and underpinning of the commercial network. Future

services could include town centre routes that complement the existing network.

- Real time passenger information will be considered for implementation when funding permits.

Improving infrastructure

- Further walking and cycling facilities are required to enhance and complete the existing network, particularly to connect the railway station with the town centre.
- Work with the borough council to ensure that infrastructure, in particular at the bus station in St Andrews Street North, is improved and expanded where necessary. Increased capacity and accommodation for larger buses may need to be considered in the medium term.
- The road improvement schemes associated with future development will alleviate

congestion at particular locations and provide access to new developments. Specific efforts are also needed to improve traffic circulation, access and public transport integration in the central area.

- We will work with the Highways Agency, borough council and other partners to find solutions to lorry parking issues, particularly associated with Tayfen Road, Western Way and Moreton Hall.

Bury St Edmunds junction assessment

- 7.9 In September 2012, Suffolk County Council and St Edmundsbury Borough Council jointly commissioned an independent assessment of 11 key junctions in and around Bury St Edmunds likely to be under pressure as a result of the town's future growth. This work confirmed that it is possible to undertake improvements to key junctions around the town



that will ensure that the planned growth in this Vision document can be accommodated. The assessment looked at current highway capacity with the addition of forecast background traffic growth and traffic associated with the five major developments around the town planned for the period to 2031.

7.10 In assessing the impact of development up to 2031, the assessment concluded that improvements:

- can be made to the junctions, where required;
- can be made to the management of traffic in the town;
- can be made to facilities for pedestrians and cyclists; and
- can be facilitated through the development of travel plans for the new developments to help promote sustainable travel.

7.11 All of the above measures will allow the level of growth in the Bury St Edmunds Vision document to be accommodated by improving movement around the town without necessarily encouraging people to travel by unsustainable means.

7.12 The junctions' assessment study is a supporting document to Vision 2031 and can be viewed on the council's website at www.westsuffolk.gov.uk/backgroundpolicyevidence

7.13 In 2031 Bury St Edmunds will be a place where:

Aspiration 7

Public transport around the town and to other destinations is reliable and affordable.

Aspiration 8

Walking and cycling links are improved in and around the town, linking the town centre, residential areas, schools and the employment areas, minimising congestion and the need for car use.

Aspiration 9

The town can be accessed by a well-maintained transport and road network.

7.14 The steps we need to take to meet these aspirations are set out as actions which will be monitored to ensure we keep track of our achievements and targets.

Aspiration 7

PUBLIC TRANSPORT AROUND THE TOWN AND TO OTHER DESTINATIONS IS RELIABLE AND AFFORDABLE.

7.15 Bus services across the town have recently been reduced because of funding cuts, but the remaining services could be made more attractive and easier to use. Many cross-town journeys require a change at the bus station which is both inconvenient and not conducive to transferring trips from car to bus. For example, to travel by bus from Moreton Hall to the West Suffolk Hospital requires such a change. It may be feasible to introduce a circular route that would make such journeys more attractive to customers. The town and surrounding villages are also served by community transport – minibuses, dial-a-ride and a personalised, assisted door to door service.

7.16 The train station is a major gateway into, and introduction to, Bury St Edmunds, but the area outside the station is both

unsightly and dysfunctional.

The station is on the Ipswich to Peterborough and Cambridge lines. The rail link to Cambridge is single-track and there is no direct link to London. The current rail operator franchise has recently been extended to 2016 and Network Rail have recently published a Route Strategy for the Anglia franchise area which recommends that further work is undertaken in the future to consider the benefits from electrifying the Stowmarket to Peterborough line. Meanwhile New Anglia LEP has published a "Once in a generation – A rail prospectus for East Anglia" which seeks the provision of an hourly service on the Ipswich to Peterborough service via Bury St Edmunds in the short term and the longer term electrification of the Ipswich to Peterborough and Cambridge lines.

7.17 **The actions to achieve this aspiration are:**

- introduce real-time information and improve the availability and usability of bus timetables and how they relate to other bus and rail services;
- enhance, where possible, bus shelters around the town;
- improve the size and facilities of the bus station and make it a more integrated transport hub to encourage people to combine different methods of transport;
- improve the cycling facilities at the railway station by introducing secure, covered and illuminated bicycle shelters to encourage people to travel to the station by bicycle;
- improve the public spaces outside the railway station to enhance visitors' perception of the town;
- work more closely with the



- rail providers to improve infrastructure and services; and
- g. lobby for improvement of the rail link to Cambridge and London.

Bury St Edmunds Bus Station

- 7.18 It is likely that there will be a need to extend the bus station in St Andrews Street North during the next 20 years. The most obvious location for this expansion is to extend into the public car park at the rear, but this would need to be part of the consideration as to how the whole of this area functions.

Aspiration 8

WALKING AND CYCLING LINKS ARE IMPROVED IN AND AROUND THE TOWN, LINKING THE TOWN CENTRE RESIDENTIAL AREAS, SCHOOLS AND THE EMPLOYMENT AREAS, MINIMISING CONGESTION AND THE NEED FOR CAR USE.

- 7.19 If the town is to cope with the increasing demands that growth will bring, more trips need to be made by walking and by bicycle instead of by car. Increasing the number of children who cycle

or walk to school would both improve their health and benefit the town. It would help to combat childhood obesity, which has reached record levels, and congestion at peak times, much of which is attributable to the school run. Safety is the key issue because parents will not allow their children to cycle unless they think the roads are safe. The town is relatively flat and so lends itself to the potential for high levels of cycle journeys, but improvements to the network will be required in order to encourage more trips to work and school to be made by cycle. The Government recently announced a grant towards the construction of a new cycle bridge across the A14 which will link Northgate Avenue with Thingoe Hill, providing more direct and safe cycle routes between north-west Bury St Edmunds, the station and the town centre.

- 7.20 **The actions to achieve this aspiration are:**

- a. ensure new and existing neighbourhoods are safe, well-integrated places with streets

giving priority to pedestrians and cyclists;

- b. increase the number and length of pedestrian and cycle routes around the town;
- c. create safe routes from villages close to the town to promote cycling and walking;
- d. increase the number of pedestrian and cycle routes across the A14 and other main roads;
- e. introduce conveniently located, secure, covered and illuminated bicycle shelters;
- f. introduce safe routes to schools where possible;
- g. provide facilities at schools to encourage students and staff to walk or cycle;
- h. introduce more spaces for low emission cars and electric car charging points to encourage more low emission vehicles in the town centre;
- i. reduce the need to travel by car, by improving local service provision and communications; and
- j. improve cycling and walking opportunities when developing redundant or unused school sites.

Town centre streets

7.21 Investment has been made over the years to improve the amount of space for pedestrians in the historic streets of the town centre. However, there remain areas where there is conflict between motor vehicles, pedestrians and other users and this is to the detriment of the town centre environment as a whole. As referred to elsewhere, the population of the town and surrounding area is to continue to grow and it is to be hoped that similar proportions of the population will be attracted to visit the town centre for shopping, financial, cultural and leisure reasons. In order to accommodate this growth, it will be necessary to consider increasing the amount

of space available for pedestrians. This could be achieved through physical works, such as pavement widening and/or legal measures such as part or permanent pedestrianisation of streets.

7.22 The Cornhill/Buttermarket is one area in particular where it is considered there is a need to increase the space for pedestrians and reduce the pedestrian/vehicle conflict. For pedestrians to walk from one side of the area to the other it is often necessary to walk between parked cars and cross wide areas of road.

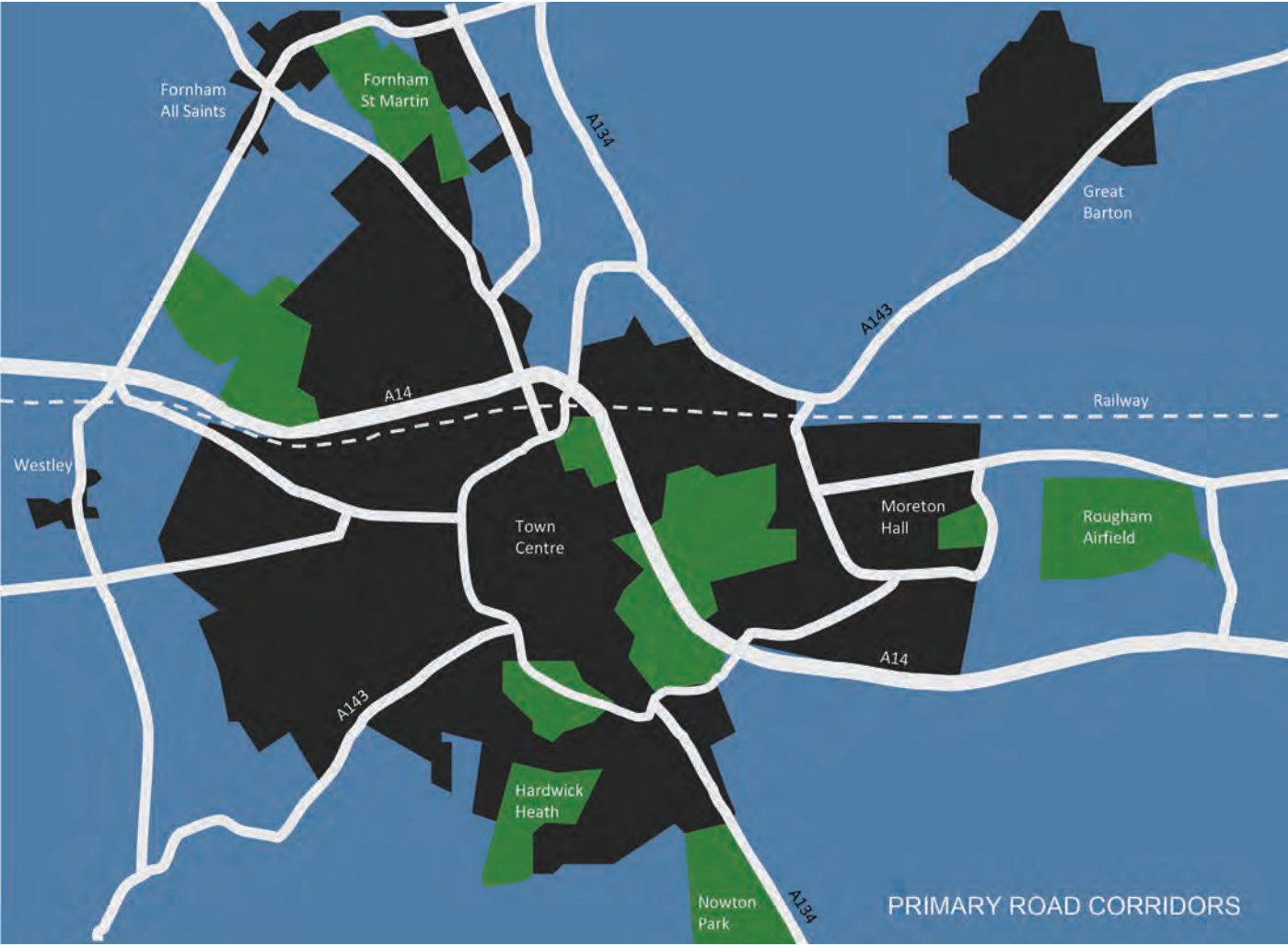
7.23 In other streets, such as Abbeygate Street, it may be appropriate to consider increasing the time it is closed to traffic. Other town centre shopping streets might be suitable for pedestrian priority

measures, such as closing the road to vehicles at certain times in the day or certain days of the week. The town centre masterplan referred to in Policy BV27 will address in more detail the need for further pedestrian improvements and traffic management across the town centre.

Aspiration 9

THE TOWN CAN BE ACCESSED BY A WELL-MAINTAINED TRANSPORT AND ROAD NETWORK.

7.24 The A14 is the major route into the town from the east and west. It is liable to become congested and the junctions giving access to the town are prone to congestion at peak times. There will be a need to resolve the capacity issues of the central and eastern (Moreton Hall) interchanges in order to



accommodate traffic generated by additional development. There are potentially long term issues for the A14 in that any proposals for widening it to three lanes along its route from Felixstowe to the M1/M6 would be difficult to achieve as it passes through the town.

7.25 Within the town there are a number of roads that are vital to the free flow of traffic around the town. Widening these roads to increase capacity will not necessarily resolve traffic congestion, as experience elsewhere demonstrates that often when roads are built or widened additional trips are generated. For example, widening Tayfen Road would not necessarily improve the flow of traffic as the capacity of the roundabouts along the route is constrained. However, it would be appropriate to introduce measures that would help manage the flow of traffic along these routes.

7.26 Strategic development areas around the town, as identified in the Core Strategy, will need to ensure that an appropriate road infrastructure is provided in response to managing the impact on the town's transport network as a result of the development. In some instances this will include

the construction of relief roads that will have wider benefits for the town as a whole. In particular, the construction of the Eastern Relief Road between Moreton Hall and the A14 at Rougham is essential before development in the area identified in the Bury St Edmunds Vision 2031 can be occupied.

7.27 All developers of strategic sites are encouraged to work together, and with the highway authorities, to assess the potential impact on the road network of these proposals and to identify acceptable solutions that will need to be funded by them to accommodate the planned growth. This work is in addition to the junction assessment work jointly commissioned by the borough council and Suffolk County Council which is referred to earlier in this section. Some of the developers have already jointly commissioned survey work and it would be appropriate for the others to join in so that a common approach to managing the impact can be used.

7.28 The use of trains for journeys to and from the town continues to increase. The number of people using Bury St Edmunds station more than doubled between

2001/2 and 2011/12 moving up from the 917th busiest station in the UK to the 827th. Although additional capacity on trains has been provided, there is evidence of overcrowding on trains at peak times and the lack of availability of diesel trains across the UK means that this is unlikely to be resolved in the short term. The frequency and quality of services remains a concern for users and, if the town is to accommodate further economic growth sustainably, there will be a need to plan for further investment in the rail infrastructure and services to support it. In particular, the line to Cambridge has capacity issues, being only single track between Kennet and Cambridge. A new long term operator's franchise will be let in the coming years and the borough council will use this appointment as an opportunity to lobby for service improvements.

7.29 **The actions to achieve this aspiration are:**

- a. lobby for improvement of the A14 and the access routes from it to the town; and
- b. safeguard primary road corridors in the town to ensure that congestion on these routes is minimised.

8. Sustainability and climate change

8.1 There are many global challenges facing us over the next 20 years that will have an impact at a local level. One particular challenge is combating the effects of climate change and, in turn, sustaining the environment.

8.2 This section addresses what we can do at a local level in terms of sustainability and climate change.

8.3 We have endeavoured to tackle the challenges of sustainability and climate change where they arise in the Vision 2031 for Bury St Edmunds. Set out below are some of the key unifying concerns that Bury St Edmunds faces which are not covered elsewhere.

8.4 Increasing demands for resources such as land, food, energy and water necessitate a better balance between our economic and social needs without compromising the needs of others or the state of the environment. The changing climate may also have significant implications, both positive and negative, for residents and businesses in Bury St Edmunds.

8.5 In 2031, Bury St Edmunds will be a place where:

Aspiration 10

Both new and existing development have high environmental standards of resource efficiency, are making a minimal contribution to climate change and are resilient to a changing climate.

Aspiration 11

Everyone benefits from secure,

low/zero carbon energy supplies and local renewable energy generation.

8.6 The steps we need to take to meet our aspirations are set out as actions which will be monitored to ensure we keep track of our achievements and targets.

Aspiration 10

BOTH NEW AND EXISTING DEVELOPMENT HAVE HIGH ENVIRONMENTAL STANDARDS OF RESOURCE EFFICIENCY, ARE MAKING A MINIMAL CONTRIBUTION TO CLIMATE CHANGE AND ARE RESILIENT TO A CHANGING CLIMATE.

8.7 The energy and water efficiency of new development and existing buildings needs to be improved to cut the use of resources and make savings in running costs.

8.8 There are policies in the emerging Joint Development Management Policies document which require proposals for new development to demonstrate how it will minimise energy and resource consumption and use sustainable construction methods to minimise the impact on the surrounding environment and community.

8.9 The actions to achieve this aspiration are:

- a. where appropriate, set standards for sustainable construction and water efficiency through the application of any relevant development plan policies;
- b. where appropriate, set CO₂ emission and carbon footprint standards for major development during the construction and

use of the building, through the application of any relevant development plan policies;

- c. provide services which help residents, communities and businesses improve their environmental performance and adopt more resourceful and resilient practices; and
- d. manage waste from all development (construction and operation) in accordance with waste hierarchy principles and the Joint Municipal Waste Management Strategy for Suffolk, 2003-2020, to minimise landfill.

Aspiration 11

EVERYONE BENEFITS FROM SECURE, LOW/ZERO CARBON ENERGY SUPPLIES AND LOCAL RENEWABLE ENERGY GENERATION.

8.10 The actions to achieve this aspiration are:

- a. where appropriate promote onsite/local renewable/low carbon energy generation in new development through the application of any relevant development plan policies.

Links with other themes

8.11 Sustainability and climate change issues need to be considered in conjunction with most if not all of the other themes in Vision 2031. Many of the options put forward in those sections are responses which are sustainable; for example, improving the resource efficiency of homes and businesses, moving away from dependence upon the car and preserving the natural environment.



POLICY BV18 – COMMUNITY INFRASTRUCTURE LEVY AND ALLOWABLE SOLUTIONS

Money raised through the CIL and, in future, from Allowable Solutions may be required to contribute towards energy efficiency and carbon dioxide reduction projects identified by the council in future. It may also contribute towards the development of the strategic district heating networks. Further details will be set out in the forthcoming CIL Charging Protocol and a future Allowable Solutions SPD.

Opportunities for district heating network

8.12 District heating could, in the long term, play a strategic part in delivering secure energy supplies. Research commissioned by the council with partners has identified opportunity areas where district heating could be developed. Implementation of any identified opportunities for district heating will be achieved through the application of any relevant development plan policies.

Community Infrastructure Levy

8.13 The new financial arrangements created by recent changes introducing the Community Infrastructure Levy (CIL), creates opportunities to support renewable and low carbon energy in the town.

8.14 Other documents which are relevant to local energy generation and resource efficiency within the Local Plan are:

- joint St Edmundsbury Borough Council and Forest Heath District Council Development Management Policies Document;
- the Bury St Edmunds District Heating Feasibility Study; and
- the East of England Renewable and Low Carbon Energy Capacity Study.

9. Crime and community safety

9.1 This section looks at our aspirations for how Bury St Edmunds will look and feel in 2031 in terms of crime and safety.

9.2 Fortunately Suffolk experiences low rates of crime and anti-social behaviour by national standards, and Bury St Edmunds is a safe place to live with a low incidence of crime. Crime and safety are always high on the public agenda, however, and being in an area with low crime rates is no consolation to victims of crime or the communities they live in. A debate is currently underway about where the responsibility for achieving a safe and crime-free environment lies and there is an increasing recognition that communities and individuals need to play an active part.

9.3 From November 2012 Suffolk has had a directly elected Police and Crime Commissioner (PCC) who is responsible for ensuring

policing in the county is efficient and effective. The council will work with Suffolk Constabulary, the PCC and other partners to implement the plan. It is known that the Police are also seeking the efficient use of their buildings and are looking to share with partners where possible.

9.4 In 2031 Bury St Edmunds will be a place where:

Aspiration 12

Levels of crime and disorder remain low compared to national averages.

Aspiration 13

Residents and visitors both are, and feel, safe.

9.5 The steps we need to take to meet these aspirations are set out as actions which will be monitored to ensure we keep track of our achievements and targets.

Aspiration 12

LEVELS OF CRIME AND DISORDER REMAIN LOW COMPARED TO NATIONAL AVERAGES.

9.6 Currently, most people see community safety as an issue primarily for the police and they want policing to be more visible. The funding for community safety partnerships has been greatly reduced, however, increasingly the community is being asked to identify and provide some of the solutions to issues which give rise to crime or threaten the safety of local people. Other ways to provide some uniformed presence in the community are being sought, such as special constables.

9.7 Anti-social behaviour related to alcohol consumption during the evening is frequently raised by the community as a concern. In conjunction with other partners, the council, as licensing authority, strives to maintain a balance between supporting the night time economy and regulating the premises where alcohol is sold, to ensure that people feel safe in the town at any time. Litter, graffiti and vandalism can also create localised problems that impact on both the quality of life and the environment. The council invests heavily in cleansing but there remains a need to continue initiatives to reduce incidences of such activities.

9.8 **The actions to achieve this aspiration are:**

- a. working with, and supported by statutory partners, involve local groups in combating crime and



finding solutions to issues of local concern. For example, if speeding is seen as an issue, local people can form a Community Speed Watch group;

- b. offer advice and support to local people to engage with young people, making sure that the type of engagement meets the needs of young people. For example, asking young people what provision they want, and, if the resources are not available to provide it, getting them involved in making grant applications;
- c. encourage both school and community projects that teach and promote good citizenship addressing issues such as vandalism and littering and encouraging neighbourliness;
- d. look at crime prevention in its widest sense, starting with good design to remove the opportunities for crime. (Secure by Design – a police initiative which encourages the building industry to adopt crime prevention measures in the design of developments);
- e. encourage community input into issues associated with the night-time economy, for example, the Town Pastors scheme; and
- f. ensure that Suffolk Family Focus is a priority, so that identified families received a premium service.

Aspiration 13

RESIDENTS AND VISITORS BOTH ARE, AND FEEL, SAFE.

- 9.9 The fear of crime far outstrips the reality of crime levels, although in a low crime area a single serious crime can have a far greater impact on the perception of the



safety of the area than several serious crimes in a higher crime area would have.

- 9.10 Safety at work and home can also be assisted by addressing potential life threatening events such as fire. All new domestic properties are required to provide smoke detection devices and means of escape, and commercial premises are required to provide safe means of escape and fire fighting equipment. However, opportunities exist to prevent the spread of fire at an early stage and reduce the potential risk to life and property.

9.11 The actions to achieve this aspiration are:

- a. work with partners and communities to dispel myths, and promote greater understanding between the generations;
- b. encourage the local media, community groups and partners

to put out positive community safety messages; and

- c. promote the installation of sprinkler systems in all new buildings including homes.

10. Infrastructure and services

10.1 Infrastructure is essential to meet the increasing demands of today's population and to accommodate growth while maintaining a good quality of life. Infrastructure delivery rests with several different providers. Bury St Edmunds has grown from a medieval core to a market town serving West Suffolk and beyond. Growth was particularly rapid during the second half of the 20th century. Much of this growth has been matched by improvements to infrastructure and services, but elements are reaching the end of their useful lives.

10.2 The Government is introducing a new method of collecting contributions towards infrastructure required for new development. This is called the Community Infrastructure Levy (CIL). Authorities that wish to charge a levy will need to develop and adopt a CIL charging schedule. Councils must spend any income raised from the CIL on infrastructure to support the development of the area but they can decide what infrastructure to spend it on. St Edmundsbury has decided to become a CIL charging authority and is intending to implement the proposals by 2014, although it is envisaged that the use of Section 106 agreements on certain sites will still serve a useful role in securing infrastructure investment resulting from development.

10.3 An Infrastructure Delivery Plan (IDP) was produced for the Core Strategy (adopted 2010)

to set out how infrastructure requirements would be met. A more detailed IDP has been produced to support this document and is available on the council's website at www.westsuffolk.gov.uk/vision2031

10.4 For the purposes of this section of the document, infrastructure includes external services, provided by third parties, required directly to service existing and proposed development. It does not include roads, travel networks or education, which are considered separately.

10.5 In 2031, Bury St Edmunds will be a place where:

Aspiration 14

The provision of infrastructure and services helps to facilitate and meet the growing needs of the town, and, where applicable, the surrounding hinterland.

Aspiration 14

THE PROVISION OF INFRASTRUCTURE AND SERVICES HELPS TO FACILITATE AND MEET THE GROWING NEEDS OF THE TOWN, AND, WHERE APPLICABLE, THE SURROUNDING HINTERLAND.

10.6 Bury St Edmunds is located in the driest region of the country and obtains its water from boreholes. Responsibility for supply rests with Anglian Water who say that, subject to supply development schemes and demand management, there is sufficient capacity to accommodate growth to 2031.

10.7 The town's principal sewage treatment works is at Fornham

and can cope with proposed growth levels, but the existing sewerage system for transferring waste water to the treatment works has limited capacity particularly in the town centre. Development to the north and west of the town can connect to the treatment works, but development to the south and east is limited by the town centre restriction.

10.8 National Grid is responsible for supplying gas to the town, and a programme of gas main replacement is currently underway. Gas is supplied from a large gasholder at Tayfen Road, which is a major hazard and restricts development opportunities in the vicinity. It is also within an area of former gasworks land which is now largely redundant, but is heavily contaminated. Policy BV9 identifies land at Tayfen Road that includes the gasholder for redevelopment, but there will be a need to provide a gas pressure reduction facility on site when the development takes place.

10.9 The town's broadband infrastructure is currently being upgraded with high speed fibre-optics, which will improve connections for both business and domestic users.

10.10 Bury St Edmunds lies at the confluence of two rivers, the Lark and Linnet. Flood risk mapping has identified areas at risk, including existing sites and property. Increased water run-off from hard surfaces can increase the risk of flooding.

- 10.11 The borough council collects waste from households whilst the county council treats and disposes of it. Domestic users can dispose of, or recycle, bulky waste at the household waste site at Rougham Hill. The county council plans that by 2026 untreated waste will no longer go to landfill and residual waste will be managed to recover value from that which cannot practicably be recycled or composted. At the end of 2014 the Great Blakenham Energy from Waste Plant is due to become operational, from which point no municipal waste should go to landfill. At present, much effort goes into reducing landfill by sorting waste and removing material for recycling or composting. It is most efficient to achieve this at source, but it relies upon co-operation from all users.
- 10.12 UK Power Networks is responsible for supplying electricity. No major projects are required to meet planned growth to 2031, but local sub-stations will have to be upgraded to increase capacity. Unsightly overhead power lines bring power from the east to a major sub-station at Raingate Street. Development to the east of Bury St Edmunds could enable these to be relocated underground. The developer could probably be persuaded to do this within the development area, but not the line between the development area and Raingate Street sub-station.
- 10.13 The location of certain types of infrastructure, such as overhead power lines, telephone lines and mobile phone masts, can have an impact on visual amenity.
- 10.14 It is important that such impacts are managed to ensure that required infrastructure is sited in the best location for the provider with the least visual impact. The need to protect archaeological remains when providing new infrastructure should be recognised as there are many areas of archaeological interest in and around the town. The area of archaeological importance in Bury St Edmunds is identified in Appendix 3.
- 10.15 It is noted that early in the plan period, it will be necessary to make land available for a new cemetery. The borough council will continue to investigate identifying the most appropriate location for a cemetery.
- 10.16 **The actions to achieve this aspiration are:**
- a. ensure new infrastructure is visually unobtrusive and does not adversely affect amenities of adjacent areas by reason of noise, smell, overshadowing or other forms of pollution;
 - b. support Anglian Water's programme of managing water and reducing mains leakage;
 - c. ensure water recycling (e.g. rainwater harvesting and greywater recycling) and run-off of water management such as Sustainable Urban Drainage Systems (SUDS) or other natural drainage system are used on new development;
 - d. upgrade the town centre sewerage system, including the provision of new trunk sewers where appropriate, and manage the associated disruption;
 - e. replace the existing gas holder by a gas pressure reduction system, which would both remove a major hazard and enable redevelopment;
 - f. ensure that high speed broadband connections are extended to new development;
 - g. locate all new development away from areas at greatest risk from flooding;
 - h. address existing areas of flood risk, including the provision of advice to owners of current properties that are at an increased risk of flooding, and adopt flood prevention measures;
 - i. work with National Grid to ensure that supply is able to maintain pace with demand;
 - j. ensure that any new development makes adequate provision for the sensitive provision of electricity sub-stations to meet demand;
 - k. work with Suffolk County Council to ensure that household waste disposal/recycling will meet the needs of the town;
 - l. encourage the utility companies to relocate the electricity supply underground beyond the south western strategic site area as a continuance from the development; and
 - m. promote the importance of waste prevention and, where produced, its segregation.
- 10.17 For completeness, the aspirations and actions in this section should be read alongside those in section 8, 'Sustainability and Climate change'.

11. Culture and leisure

11.1 Culture and leisure covers a wide range of activities, including arts, entertainments and festivals, heritage and museums, parks and countryside, allotments, children's play areas, sports facilities and tourism and visitor services. In many instances they are an essential contribution to creating healthy communities. Bury St Edmunds has a wealth of cultural and leisure assets, some of which have national significance.

11.2 As the town grows, it will be essential to manage the availability and quality of provision to ensure, in particular, that the cultural heritage remains of the highest quality and that additional sport and leisure facilities are provided as befits the town's regionally important position.

11.3 In 2031, Bury St Edmunds will be a place where:

Aspiration 15

A wide range of top quality cultural and leisure opportunities are offered to residents and visitors.

Aspiration 16

More people access cultural and leisure opportunities.

11.4 The steps we need to take to meet our aspirations are set out as actions which will be monitored to ensure we keep track of our achievements and targets.

Aspiration 15

A WIDE RANGE OF TOP QUALITY CULTURAL AND LEISURE OPPORTUNITIES ARE OFFERED TO RESIDENTS AND VISITORS.

11.5 Bury St Edmunds has hosted a number of sporting and cultural events over recent years and its location in the centre of the East of England means it is well placed to continue to host such events and to provide facilities of

a regional significance. The town's population will increase from 37,000 to about 50,000 by 2031. There has already been a 22% increase in those over 65 since 2001. It is desirable to increase the amount of leisure provision to match the increased population, and to tailor the type of provision to the age groups likely to increase. Many national leisure organisations publish calculators suggesting what level of provision is desirable. Sport England's facilities calculator suggests that people in Bury St Edmunds lack access to swimming pools, sports pitches and sports halls. The Arts Council has a similar calculator to work out developer contributions for culture and heritage. The community running of the Victory Sports Ground and the proposed Moreton Hall Community Football Project are successful examples of ways in which the provision and management of facilities is changing. The council will support proposals for the expansion or



relocation of existing privately or community-run sports facilities provided that they are not contrary to local and national planning policies.

11.6 The actions to achieve this aspiration are:

- a. work in partnership with the private and voluntary sector to identify opportunities to maximise the use of, and safeguard, existing cultural and leisure facilities including open space and sports facilities;
- b. maximise the use of libraries, schools and other public sector facilities as important contributors to strong, vibrant and healthy communities;
- c. build new cultural and leisure facilities in areas of population growth;
- d. integrate new cultural and leisure facilities with new school and community provision; and
- e. work with other public services

to deliver an inclusive service and support the ambitions of the Suffolk Health and Wellbeing Strategy.

- 11.7 The area of land bounded by the A14, Rougham Hill and the River Lark (known as Leg of Mutton) forms an important open area, protecting views of the town centre and will be protected from inappropriate development in accordance with Policy BV26. It also forms part of the Lark Valley which is identified in the adopted Green Infrastructure Strategy as an important corridor for both biodiversity and recreational access. The area has potential to cater for informal recreation and habitat improvement, securing its future as publicly accessible open space for the benefit of the town as a whole.

POLICY BV19: LAND WEST OF ROUGHAM ROAD

15 Ha of land to the west of Rougham Road is allocated for use as amenity public open space for informal outdoor recreation. Any development on the land will be limited to development 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 BV25.

Initiatives will be supported that promote:

- a. public access to the land for informal outdoor recreation;
- b. the provision of a cycle route and footpath linking Rougham Road and cycle route 51; and
- c. the provision of new areas of habitat and biodiversity opportunities in appropriate locations across the site.



- 11.8 The former Rougham Airfield to the east of Moreton Hall is used occasionally for recreational and leisure events. This area could provide recreational open space on the eastern side of Bury St Edmunds and any formal proposals for this use will be considered in the context of this plan. There may also be an opportunity for the parking facilities required for this use to provide off-site event parking for town centre events, such as the Christmas Fayre. The design of any new development within this area should be sympathetic to sensitive environmental features and any potential adverse effects mitigated. Any necessary water quality or water availability mitigation measures should be undertaken in advance of the development taking place.

Aspiration 16

MORE PEOPLE ACCESS CULTURAL AND LEISURE OPPORTUNITIES.

- 11.9 Leisure and cultural services play an important part in improving the local quality of life through:
- promoting economic development, by making the area attractive for tourists and businesses;
 - promoting social cohesion and helping to prevent anti-social behaviour;
 - good health in every sense – physical, emotional and mental, and helping to combat obesity through physical activity;
 - bringing people together and creating a sense of belonging to a distinctive local community; and
 - caring for the environment through parks, green spaces and countryside stewardship.

POLICY BV20: ROUGHAM AIRFIELD

Land at Rougham Airfield, as identified on the Policies Map, is safeguarded for:

- airfield uses;
- sporting and recreational uses;
- leisure activities, including entertainment and the creative arts; and
- showground and outdoor events.

Proposals for new buildings on the site associated with these uses will be conditioned so that they cannot be brought into use until the Eastern Relief Road (Core Strategy Policies CS11 and CS14) is constructed.

- 11.10 Running leisure facilities is expensive and accounts for a large proportion of the borough council's revenue budget at a time when funding for local authorities is being cut sharply. Moreover, most leisure services are discretionary and local authorities are under no obligation to provide them. Customers' expectations are rising all the time, however, and they expect leisure facilities and activities to be of a high standard. For all these reasons, the council's leisure services are under considerable financial pressure and new approaches may be required, in partnership with the public, voluntary and private sectors. The Rugby Club, Victory Sports Ground, Guildhall and the Moreton Hall Community Football Project are all good examples of community-led leisure or cultural initiatives.

- 11.11 If leisure service providers are to meet their aims of increasing the number of users and the amount of money raised, and also their social objectives, they need to ensure that leisure activities are widely publicised not just to people who are used to taking part in them, but also to hard-to-reach groups, especially in the more deprived areas and those that see participation as unaffordable.

- 11.12 None of these are things that the borough council can, or should,

do alone and all the actions below will need to be in partnership with a range of other organisations. Amongst others, the council will need to work with the group aiming to make Suffolk the Most Active County, an aim supported by the Suffolk Health and Wellbeing Board.

- 11.13 **The actions to achieve this aspiration are:**

- a. promote active cultural and leisure participation as a way of achieving good health;
- b. work together with partners and stakeholders to provide or promote services that better help to reduce anti-social behaviour;
- c. deliver cultural and leisure facilities and an events programme that promotes tourism and maximises the local economic impact;
- d. promote leisure activity that enables access to, but safeguards, the diverse range of habitats/ environments; and
- e. encourage space to be made available for children to play safely and creatively.

Allotments

- 11.14 Allotments, both public and private, have traditionally played an important role in urban areas, providing the

opportunity for individuals to grow their own produce. Concerns about genetic modification of foodstuffs, chemical pollution and contamination of food and the desire for freshness has seen a resurgence in their popularity.

- 11.15 The standard plot of 10 rods provides about 250 square metres area, which will generally meet the requirements of the most demanding gardener. However, for many, this may exceed their individual requirements and consideration should be given to the provision of a wider range of plot sizes, including smaller plots.

Children's play

- 11.16 Play is crucial to children's healthy development and happiness. Evidence demonstrates that one of the best ways for children to stay both physically and mentally healthy is through access to a variety of unstructured play experiences. Generally accepted claims of the benefits acknowledge that play allows children to use their creativity while developing their imagination, dexterity, and physical, cognitive and emotional strength. (Play England 2008).
- 11.17 The council's planning policies for the provision of play are contained in the Joint Development Management Policies document. However, the borough council has an important role in the town in the provision and management of play areas and equipment. A countywide play strategy was published in 2010 which set out a vision 'to create and sustain inclusive play opportunities to contribute to enabling all children and young people in Suffolk to enjoy themselves and develop

POLICY BV21: ALLOTMENTS

Proposals that will result in the loss of allotments will not be allowed unless:

- a. it can be demonstrated that there is no local demand for the allotment; or
- b. suitable alternative allotment provision can be identified and made available.

Any replacement provision should take account of the needs of the locality, accessibility and suitability.

Sites for the provision of additional allotments will be identified, where appropriate, in masterplans and development briefs.

their potential, giving them the basis for a successful life as active members of their community'.

- 11.18 Play doesn't always require a formal playground with swings and roundabouts. Often things such as a fallen tree trunk can spark imaginative play that will stimulate the senses even if it does not require physical activity. It may be appropriate to consider whether it would be good to introduce more unstructured opportunities for play in addition to the traditional equipped playground. For example, in introducing earth banks alongside a footpath, or a swing in a town centre street where there are often more children accompanying adults on a shopping trip than might be found in a neighbourhood play area.

Public art

- 11.19 The installation of public art in towns can make a major contribution to giving a place character and identity. There are already many examples of public art installed around the town and they can often be combined with functional purposes, such as the traffic signs on Angel Hill. On other occasions, public art can take the form of temporary installations such as the beehive that was placed on Southgate Green

roundabout in 2010. In many instances when working with residents and property owners, artists can help to interpret and improve local perceptions of an area, in order to generate and enhance a sense of place. There are also many examples elsewhere in which public art has been used in new housing developments to give quality, character and a human dimension to new development. They can make a positive contribution to the character of the place, especially if they draw inspiration from local themes or associations.

- 11.20 House builders in particular will be encouraged to include public art projects in new development areas. In the more traditional cultural quarters of the town, including the town centre, it may also be appropriate to consider whether public art can enhance the cultural offer. The town centre masterplan will need to address this in more detail.



12. Health and wellbeing

- 12.1 Health is about much more than being free from illness. Its wider determinants include food, exercise, housing standards, health and safety, air quality, noise and environmental issues, all services in which the borough council plays an important role and which are discussed elsewhere in this document. Wellbeing is generally considered to be closely linked to quality of life and its indicators include wealth, employment, the built environment, physical and mental health, education, recreation and leisure time, and social belonging – all subjects discussed elsewhere in this document. It is in improving quality of life that local people, community groups and public sector bodies can have a real impact on the health and wellbeing of the town.**

- 12.2 In 2031, Bury St Edmunds will be a place where:

Aspiration 17

All residents, visitors and those working in the borough, have access to good quality health facilities, information and activities.

Aspiration 18

A good quality environment will help to enhance people's lives and support a sustainable economy.

Aspiration 19

An ageing population is adequately provided for.



Aspiration 20

Issues of deprivation are considered and dealt with appropriately.

- 12.3 The steps we need to take to meet our aspirations are set out as actions which will be monitored to ensure we keep track of our achievements and targets. The aspirations and supporting actions will contribute to the delivery of the Suffolk Health and Wellbeing Strategy.

Aspiration 17

ALL RESIDENTS, VISITORS AND THOSE WORKING IN THE BOROUGH, HAVE ACCESS TO GOOD QUALITY HEALTH FACILITIES, INFORMATION AND ACTIVITIES.

- 12.4 Health services face increasing calls on limited resources and health care provision will have to change in response. Health has been seen as the responsibility of healthcare professionals, but community groups and individuals will have to take an increasing responsibility. A greater emphasis

upon prevention may reduce the need for treatment, but this is likely to take a generation to show results.

- 12.5 Local facilities and activities make an important contribution to health and wellbeing and provide a focus for people who want to keep healthy and active.
- 12.6 All residential developments have an impact on the capacity of healthcare services and facilities and this is especially the case for specialist accommodation for older people and certain Use Class C2 developments, comprising nursing, residential and care homes.
- 12.7 The extent of these impacts needs to be assessed at an early stage of the planning process and necessary mitigation secured to ensure that an appropriate level of healthcare service capacity continues to be provided for the whole community.
- 12.8 **The actions to achieve this aspiration are:**

- a. encourage a debate about how healthcare resources are best used;
 - b. exploit advances in technology, to support elderly people, those with long term conditions, and the wider community;
 - c. develop a coherent approach to preventative measures and promoting wellbeing;
 - d. engage and support voluntary and community groups in the local delivery of support services;
 - e. work with partners to remodel health provision as the population changes and in line with the four priorities of the Suffolk Health and Wellbeing Strategy;
 - f. provide a site of sufficient size to accommodate a new West Suffolk Hospital;
 - g. encourage schools to establish patterns of healthy exercise;
 - h. encourage sports and outdoor clubs to enable people of all ages to stay active; and
 - i. ensure that residential developments and certain Use Class C2 developments (comprising nursing, residential and care homes), make appropriate provision for healthcare infrastructure and funding to mitigate the healthcare capacity impacts arising.
- 12.9 West Suffolk Hospital provides accident and emergency services for a wide area. The Foundation Trust has indicated that in the long term they wish to relocate to a new, purpose-built health campus. Provision for this is made in the Core Strategy near the Westley A14 interchange. In the meantime it is important to

enable services to be provided at the existing site. Should there be major development proposals at the existing hospital we will require a masterplan to be prepared which would need to take account of increased demand for parking, traffic generation and environmental impacts on the site. The future design and development of the site should be sympathetic to sensitive environmental and heritage features and any potential adverse effects mitigated. Any necessary water quality or water availability mitigation measures should be undertaken in advance of the development taking place.

Aspiration 18

A GOOD QUALITY ENVIRONMENT WILL HELP TO ENHANCE PEOPLE'S LIVES AND SUPPORT A SUSTAINABLE ECONOMY.

- 12.10 The quality of the environment is a key determinant of health: a good quality environment can help enhance people's lives and support a sustainable economy. In Bury St Edmunds the quality of the built environment is generally good, although there are areas where footpath and cycling routes, for example, are not conducive to providing realistic choices of how to travel.
- 12.11 The Joint Development Management Policies Document, which is part of the Local Plan, contains policies that require development proposals to minimise environmental impact, as well as the impact on residential amenity. These policies will be used to judge the potential

POLICY BV22: WEST SUFFOLK HOSPITAL AND ST NICHOLAS' HOSPICE

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:

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

impact of all planning applications in the town.

- 12.12 Good quality public spaces also provide significant benefits, whether they are hard or soft landscapes. In this respect, the council's Green Infrastructure Strategy makes provision for the improvement of green spaces in and around the town for both public access and the enhancement of wildlife. The Historic and Natural Environment chapter and Policy BV26 addresses how we can implement the strategy. It is recognised that rural footpaths, bridleways and river paths have an important role in providing opportunities for walking and improving fitness levels for

those that live in the town. This is further covered in section 14 of this document 'Historic and natural environment'. In the town centre, the council has adopted a Streetscape Strategy that defines a hierarchy of streets and provides guidance on the materials to be used when environmental improvements are carried out. This will help to maintain the high quality of streets and spaces in the historic core, thereby providing an environment where people can be safe in streets and enjoy the environment.

12.13 The actions to achieve this aspiration are:

- a. tackle environmental issues affecting residents' lives;
- b. ensure that environmental impacts are properly considered for all new developments, attaching conditions to mitigate the impact where appropriate;
- c. work with highway engineers to reduce traffic congestion and improve air quality;
- d. make land available for allotments to allow residents to grow their own food; and
- e. facilitate the provision of local markets offering reasonably-priced good quality food.

Aspiration 19

AN AGEING POPULATION IS ADEQUATELY PROVIDED FOR.

- 12.14 Increased calls on healthcare generally, and from the ageing population in particular, mean that innovative and cost-effective methods of delivering care to people in their own homes need to be explored. Older people may also need opportunities to socialise, for example, day centres and lunch clubs, and an increasing numbers of carers will need

support. Those reliant on public transport may also need help to access services.

- 12.15 As people get older the need to remain independent becomes an important factor in maintaining a sense of wellbeing. It should be recognised that it is both our homes and communities that have a role to play in helping maintain this independence and 'lifetime neighbourhoods' (ensuring good access to social networks, services and facilities) in the town should be developed by working with key partners and developers. This should be read within the context of the aspirations and actions within the Homes and Communities of this document.

12.16 The actions to achieve this aspiration are:

- a. encourage self-help and volunteering to help provide services for older people;
- b. support affordable community transport initiatives; and
- c. work with developers and local partners, and use development management policies, to implement the 'lifetime neighbourhoods' concept in Bury St Edmunds.

Aspiration 20

ISSUES OF DEPRIVATION ARE CONSIDERED AND DEALT WITH APPROPRIATELY.

- 12.17 Compared to many parts of the country Bury St Edmunds has few areas of deprivation. However, where pockets of deprivation do exist it is important that these issues are dealt with appropriately. One instance where differences in levels of deprivation have been well reported is in respect of the differences in life expectancy across the town. Life expectancy in Moreton Hall ward is amongst the highest not only across the town, but across the whole country at 86.3, whilst other parts of the town, such as Eastgate Ward have a much lower life expectancy at 77.3, and resources should be concentrated on improving this.

12.18 The actions to achieve this aspiration are:

- a. use Census results and other available data to inform collective decisions on programmes to tackle deprivation; and
- b. focus available resources on dealing with the existing pockets of deprivation across the town.



13. Education and skills

13.1 The town is playing an increasingly important role in education provision. At the higher end of the process, considerable investment is being made in West Suffolk College which has a long tradition of further education provision and has expanded to accommodate its partner, University Campus Suffolk, through which it delivers higher education courses. Schools are, however, in a state of flux as the county council is implementing a countywide Schools Organisation Review. This will result in the three-tier system in the town being replaced, in some cases, by two tiers, primary and secondary.

13.2 There remains a need to make provision for further school places to accommodate the growth in population during the next 20 years and beyond. The county council advise the borough council on needs for new sites based on the population projections and it is the role of documents such as this to safeguard sites for new schools.

13.3 Family support, pre-school facilities and specialist schools also play an important role in the overall education structure in the town and there is a need to ensure that sufficient spaces are available in the most appropriate locations. Investment in support for families and children in their early years is increasingly being seen as the longer term route to improve educational attainment and the health and wellbeing of the children and their families.

13.4 In 2031, Bury St Edmunds will be a place where:

Aspiration 21

Local schools and West Suffolk College are successful and educational attainment exceeds national averages.

Aspiration 22

Existing schools are supported through periods of change and efficient use is made of vacant school sites.

Aspiration 23

Education facilities are of a high standard and fulfil a wider community role.

Aspiration 24

Education providers raise aspirations and create the citizens and workforce of the future.

Aspiration 25

Adult skills levels are enhanced.

13.5 The steps we need to take to meet our aspirations are set out as actions which will be monitored to ensure we keep track of our achievements and targets.

Aspiration 21

LOCAL SCHOOLS AND WEST SUFFOLK COLLEGE ARE SUCCESSFUL AND EDUCATIONAL ATTAINMENT EXCEEDS NATIONAL AVERAGES.

13.6 Educational attainment is generally good in the town, with GCSE results well above both the Suffolk and England averages at all the town's secondary schools. However, performance in Key Stage 2 Maths and English SAT tests at the middle schools often

does not meet the county and national averages.

13.7 **The action to achieve this aspiration is:**

- a. provide support, where necessary, to the county council and other education providers to encourage and facilitate high educational ambition and attainment.

13.8 West Suffolk College's role in the town is growing increasingly important. In recent years there has been significant investment in the site in Out Risbygate and at the Milburn Centre, where the construction skills offer has been consolidated to ensure the future supply of the trades people needed to support growth. A recent investigation into the socio-economic impact of the college has identified a £193.2 million benefit to the region. A masterplan for the future development of the main campus has been adopted by the borough council, which will provide a planning framework for how the site is developed. With a changing skills agenda nationally and locally, the college will need to retain the flexibility to adapt to new trends and opportunities as they emerge. The future design and development of the site should be sympathetic to sensitive environmental and heritage features and any potential adverse effects mitigated. The proximity of other major public sector facilities and sites, such as the public services village on Western Way and the Leisure Centre and Athletics Track may provide the opportunity for an

enhanced offer including the potential for developments that are closely related to further and higher education. The site is a major generator of trips from a wide catchment area and the promotion of sustainable travel to and from the college will continue to be encouraged.

Aspiration 22

EXISTING SCHOOLS ARE SUPPORTED THROUGH PERIODS OF CHANGE AND EFFICIENT USE IS MADE OF VACANT SCHOOL SITES.

13.9 Schools reorganisation and the increasing number of academies and free schools present both challenges and opportunities. If the Schools Organisation Review for Bury St Edmunds goes ahead, the borough and county councils will need to work together to ensure that the remaining schools have space to expand and take on extra year groups from the closed middle schools, and that the former school sites are used appropriately.

13.10 Bury St Edmunds' existing schools are almost at full capacity. The county council estimates that the growth planned for Bury St Edmunds will require the provision of a new secondary school. Currently, all the upper schools are located on the west side of

the town, which exacerbates traffic congestion at the start and finish of the school day. The planned schools reorganisation may leave some sites vacant and available for other educational or community uses. At the remaining schools, taking on additional year groups may be difficult for schools on constrained sites. Throughout schools reorganisation and establishment of academies, the county council must ensure that there are enough school places and the borough council has to allocate sites that are large enough.

13.11 The actions to achieve this aspiration are:

- a. identify and support the growth of existing educational establishments;
- b. ensure that future new school development is on the eastern side of the town: Core Strategy Policy CS11 provides for a new secondary school at Moreton Hall;
- c. work with the county council and community groups to ensure that suitable educational or community uses are found for vacant school sites;
- d. work with the county council to ensure that remaining schools are able to take on additional year groups as a result of schools reorganisation;
- e. find new sites for existing schools, or help facilitate the upgrade of existing sites to help meet the demands of an increasing population; and
- f. enhance leisure provision and community facilities by sharing school facilities.

13.12 During the lifetime of this Vision document, it is quite likely that school buildings and facilities will become surplus to education requirements, especially if the Schools Organisation Review is

POLICY BV23: WEST SUFFOLK COLLEGE

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

- a. the proposal would not have an unacceptable impact on the amenity of the college site and the surrounding area;
- b. the travel plan to reduce dependency on access to the college site by the private motor car is updated as necessary and implemented;
- c. additional car parking is provided; and
- d. the wooded area referred to as the Copse in the masterplan and identified on the Policies Map shall be retained and protected from development.

The amount of land available for development, location of uses, access arrangements, design and landscaping has been informed by a masterplan for the site. Applications for planning permission will be required to adhere to the requirements of the masterplan.



POLICY BV24: SAFEGUARDING EDUCATIONAL ESTABLISHMENTS

Existing and proposed schools and educational establishments will be safeguarded for educational and community use. Development will be considered favourably where:

- a. the development is for buildings and/or facilities ancillary to, or enhancing the educational or community use; or
- b. the facility which would be lost as a result of the proposed development would be replaced by an establishment of an equivalent or better quality, in a suitable location; or
- c. there is clear evidence through a quantified and documented assessment that now, and in the future, the site will no longer be needed for its current purpose and there is no community need for the site.

fully implemented. The existing buildings have the capability of being adapted to community facilities serving the local area. The straight redevelopment of sites without first considering such possibilities is not considered to be an efficient use of building resources. The county council is therefore encouraged to explore all possibilities for viable alternative community uses before considering other development options.

of facilities through sharing with local communities.

Aspiration 24**EDUCATION PROVIDERS RAISE ASPIRATIONS AND CREATE THE CITIZENS AND WORKFORCE OF THE FUTURE.**

- 13.15 4.9% of 16-18 year olds in the town are not in education, employment or training (NEET, November 2012). NEET status is associated with youth crime, long-term unemployment and, for the individual, reduced income over their whole working life. Apprenticeships provide an excellent employment and education opportunity for young people, but there is still a disappointingly low take-up in Bury St Edmunds and about a third of young people who take up apprenticeships in the borough never finish them. There is also a public perception that there are not enough apprenticeship places. From 2013 the participation age for apprenticeships has been raised to 17 and from 2015 it will rise again to 18. There will be a need to create relevant provision to meet this need aligned with the needs of the local economy.

Aspiration 23**EDUCATION FACILITIES ARE OF A HIGH STANDARD AND FULFIL A WIDER COMMUNITY ROLE.**

- 13.13 Many schools have facilities such as playing fields and school halls which are underused out of school hours. There is an opportunity for local communities to work with the education authority and local schools to facilitate the use of these facilities by the local community. Some actions relating to this aspiration are included elsewhere in this document.

13.14 The action to achieve this aspiration is:

- a. work with education providers to enhance and make greater use

13.16 The actions to achieve this aspiration are:

- a. work with local employers and key partners to improve the information about work received by school pupils, for example through the county council's aspiration escalator model; and
- b. promote awareness of apprenticeship schemes in schools, improve existing schemes and increase the number of employers taking on apprentices.

Aspiration 25**ADULT SKILLS LEVELS ARE ENHANCED.**

- 13.17 Although the number of people in the town with qualifications up to NVQ2 level is above the county figure, too few residents have higher level technical qualifications. A lack of skilled labour means that in some sectors a skilled workforce has to be brought in from elsewhere which discourages some companies from locating in the town.

13.18 The actions to achieve this aspiration are:

- a. work with relevant organisations to develop the skills needed to run community sector organisations;
- b. work with partners to improve access to adult learning courses, particularly for sectors identified as future growth areas in the town;
- c. support West Suffolk College in its plans for further and higher education in the town; and
- d. ensure that skills training meets the needs of a rapidly changing economy.

14. Historic and natural environment

14.1 This section looks at our aspirations for how Bury St Edmunds will look and feel in terms of the historic and natural environment.

14.2 The people of Bury St Edmunds have long perceived their town as both historic and green, celebrating Saint Edmund, the Abbey and more recently Bury in Bloom. For local people, the historic and natural environment is what makes the town unique and special. Many spaces combine the natural and historic environment, for example, the Abbey Gardens and Great Churchyard. The historic and natural environment is also closely linked to other themes in this document as an important attraction for visitors, as part of the cultural and leisure offering and as helping to maintain health and wellbeing. It is also a finite resource which needs protection.

14.3 In 2031, Bury St Edmunds will be a place where:

Aspiration 26

The historic and natural environment is managed, protected, maintained and enhanced.

Aspiration 27

The new pressures on the town are managed and new development is responsive to local distinctiveness.

14.4 The steps we need to take to meet our aspirations are set out as actions which will be monitored to ensure we keep track of our achievements and targets.

Aspiration 26

THE HISTORIC AND NATURAL ENVIRONMENT IS MANAGED, PROTECTED, MAINTAINED AND ENHANCED.

14.5 Connecting historical assets increases their significance as a group. Connecting historical and natural assets with each other brings together two of the town's most important attractions. Connecting historical and natural assets with local people links the environment to the people who enjoy it and can help protect it. Although residents and visitors value the town, it is often hard for them to identify and articulate exactly what makes it special. Improving their knowledge and understanding can help to increase their appreciation. There are several local amenity groups interested in the historic and natural environment. They represent a valuable resource of local knowledge which could be better used.

14.6 For most people, the natural environment is best represented by the trees close to their homes and the open spaces, parks and woodlands to which they have access. There are many different types of landscape around the town which provide a diverse range of habitats and species, some of which require special protection. The Breckland Special Protection Area (SPA) is one of these areas which has been given additional protection from the potential impact of new development through Policy CS2 of the Core Strategy. There are policies elsewhere in the

Local Plan which also seek to minimise impacts on biodiversity, the majority of which are in the Joint Development Management Policies document.

14.7 King's Forest and Thetford Forest provide important open space for residents of Bury St Edmunds, and the forests and Breckland are an unusual habitat with distinctive species of flora and fauna. The borough council owns a large quantity of the open space and woodland in and around the town, and it is much enjoyed by residents, but it is expensive to maintain and there can be a conflict between nature conservation and public use.

14.8 Bury St Edmunds is recognised as a town of considerable archaeological importance and the archaeological remains form an essential and valuable part of Suffolk's identity. Attention is drawn to Appendix 3 which shows the part of the town which is of particular archaeological significance is the historic core, the majority of which lies within the former town walls defences. Beyond this area, the town lies in the wider landscape of the Lark Valley, and there are Prehistoric, Anglo-Saxon and other period archaeological sites within and near the modern town boundaries.

14.9 **The actions to achieve this aspiration are:**

- a. **working with partners, develop theme-based trails for both the historic and natural environment and heritage attractions; for example, a Georgian**

- trail, medieval trail or Great Churchyard trail;
- b. connect elements of the natural environment, physically, for wildlife, for example by woodland and through hedge planting;
- c. use new technology to provide connectivity and interpretation where appropriate;
- d. work in partnership with local groups to implement historical and environmental projects;
- e. continue to support and develop community-led initiatives to protect, promote and enhance the historic and natural environment and its interpretation;
- f. enable provision of a new country park to the north of the town where there is currently limited access to open areas;
- g. work with partners to manage open spaces and woodland in ways that protect their wildlife, whilst allowing the public to enjoy them;
- h. explore different options for managing the town's open space and woodland, particularly when planning new green infrastructure;
- i. produce character appraisals for the conservation areas to identify their special qualities;
- j. support and encourage developers to carry out an archaeological assessment at an

early stage in the design process; and

- k. ensure that new development seeks to minimise any impacts on biodiversity, providing a net gain wherever possible.

Conservation Area Management Plans

14.10 Conservation Area Management Plans have been produced for the two conservation areas within Bury St Edmunds. These contain appraisals of the special character and appearance of the two conservation areas and include summaries of key features and characteristics to guide future development in the conservation areas. The two conservation areas in Bury St Edmunds have recently been reviewed and the boundaries are shown on the Policies Map.

14.11 There is a strong visual relationship between the historic centre of Bury St Edmunds, with its important groups of medieval buildings, and the open views of open countryside to the east. There are also significant views into the town including those across the water meadows of the Lark and Linnet. It is vital that the important townscape and landscape setting of Bury St Edmunds is maintained.

Aspiration 27

THE NEW PRESSURES ON THE TOWN ARE MANAGED AND NEW DEVELOPMENT IS RESPONSIVE TO LOCAL DISTINCTIVENESS.

14.12 Development represents the greatest threat to the natural environment and even infill and brownfield developments can have an impact. Although the most important sites and species are protected by law, the loss of incidental habitats and trees can lead to increasing isolation. The design and development of new sites should be sympathetic to any sensitive environmental and heritage features and any potential adverse effects should be mitigated.

14.13 **The actions to achieve this aspiration are:**

- a. ensure that new green infrastructure linking to existing open spaces is integral to all new development; and
- b. improve access to the countryside, walking and cycling routes.

Green infrastructure

14.14 Now more than ever before, we must plan positively for green infrastructure (GI) and ensure its delivery. Green infrastructure is recognised as a 'must have' for communities and for sustainable development.

- Our environmental resources are under increasing pressure in the face of development and climate change.

POLICY BV25: CONSERVING THE SETTING AND VIEWS FROM THE HISTORIC CORE

The council will seek to preserve or enhance the townscape and landscape setting of the Bury St Edmunds Town Centre Conservation Area. Special care will be taken to ensure that views from and into this historic centre remain unspoilt with particular regard to the vista along Abbeygate Street and from the water meadows of the Lark and Linnet.

- Green infrastructure can help adapt to and mitigate climate change.
- Green infrastructure plays a key role as a life support system, able to deliver multiple environmental functions.

14.15 The green infrastructure approach is widely recognised for its multifunctional possibilities in relation to our environment, and for its contribution to the three pillars of sustainable development – the economic, social and environmental agendas.

14.16 The Green Infrastructure Strategy (September 2009) was produced as a response to increasing development pressure within the borough which is likely to have significant implications for the area's landscape and environmental assets and to capitalise on any associated opportunities for environmental enhancement. Part one of the GI Strategy includes an inventory of existing GI themed on landscape, biodiversity, recreation, access and cultural heritage and an analysis of future need and demands. Part two of the strategy focuses on a green infrastructure vision for the borough and includes an action plan for the delivery.

POLICY BV26: GREEN INFRASTRUCTURE IN BURY ST EDMUNDS

In and around the town of Bury St Edmunds the integrity and connectivity of the strategic green infrastructure network will be maintained, protected and enhanced, which includes the creation of new habitats, through the implementation of the St Edmundsbury Green Infrastructure Strategy.

Opportunities to extend the coverage and connectivity of the strategic green infrastructure network should be undertaken in association with new development, where appropriate.

Green Infrastructure projects will:

- enhance the character of the Green Infrastructure Action Zones identified in the Green Infrastructure Strategy;
- enhance and extend, where practical, the wetland landscape character of the urban River Lark and River Linnet;
- provide new community parklands on the strategic growth areas in the town, the areas for which will be determined at the concept and masterplan stage;
- connect multifunctional green infrastructure routes/corridors in the town to existing and future green spaces; and
- promote access to, and appreciation of, local history and heritage assets within the landscape as part of a multi-functional approach.

The council will work with its partners to develop the green infrastructure network and implement proposed network improvements including those set out in the Green Infrastructure Strategy.

Planning permission for development that would harm the Green Infrastructure network will only be granted if it can incorporate measures that avoid the harm arising or sufficiently mitigate its effects.

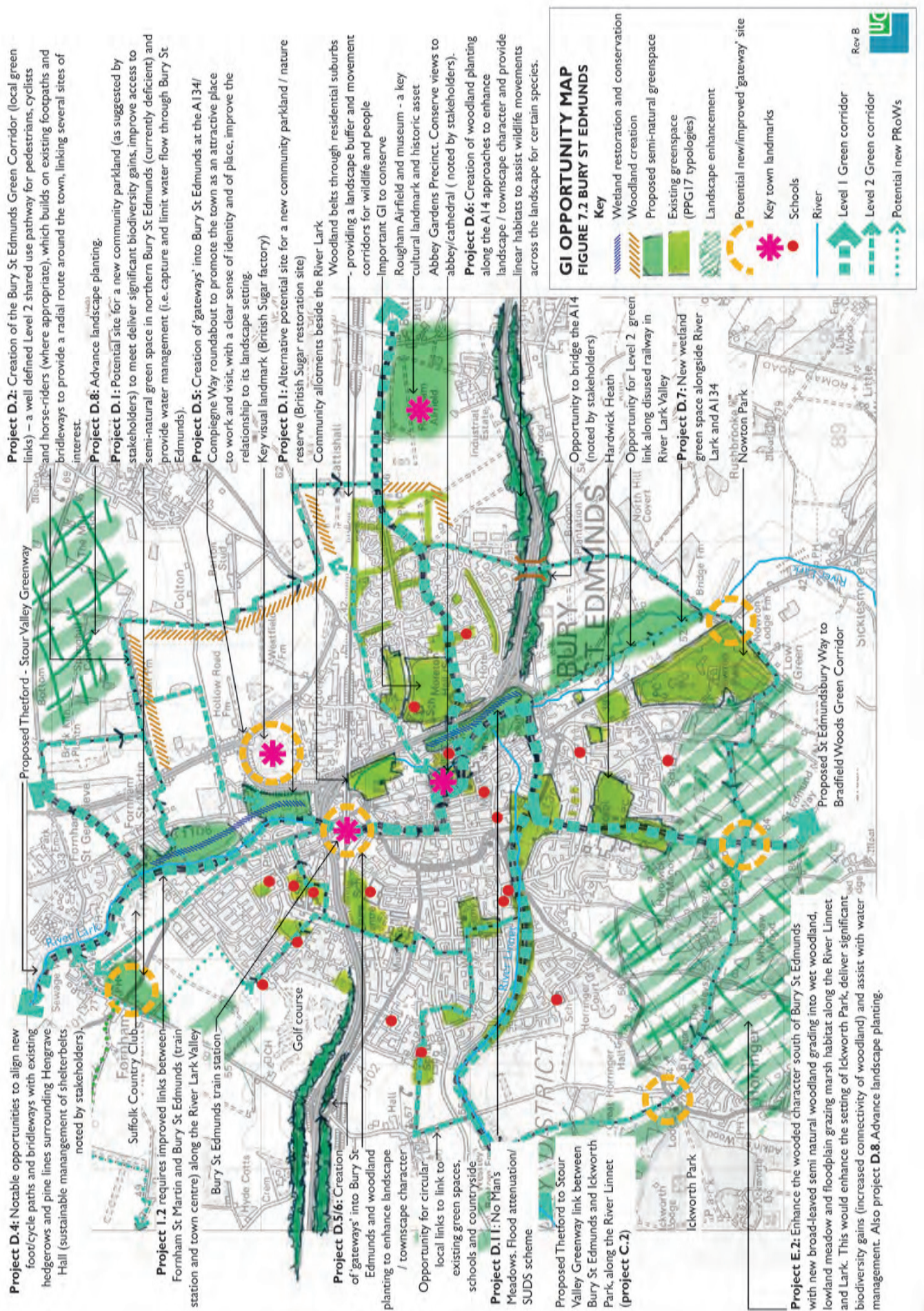
Areas of special character

14.17 The character of Bury St Edmunds varies considerably from one neighbourhood to another. As identified above, two areas have been designated as conservation areas. Outside

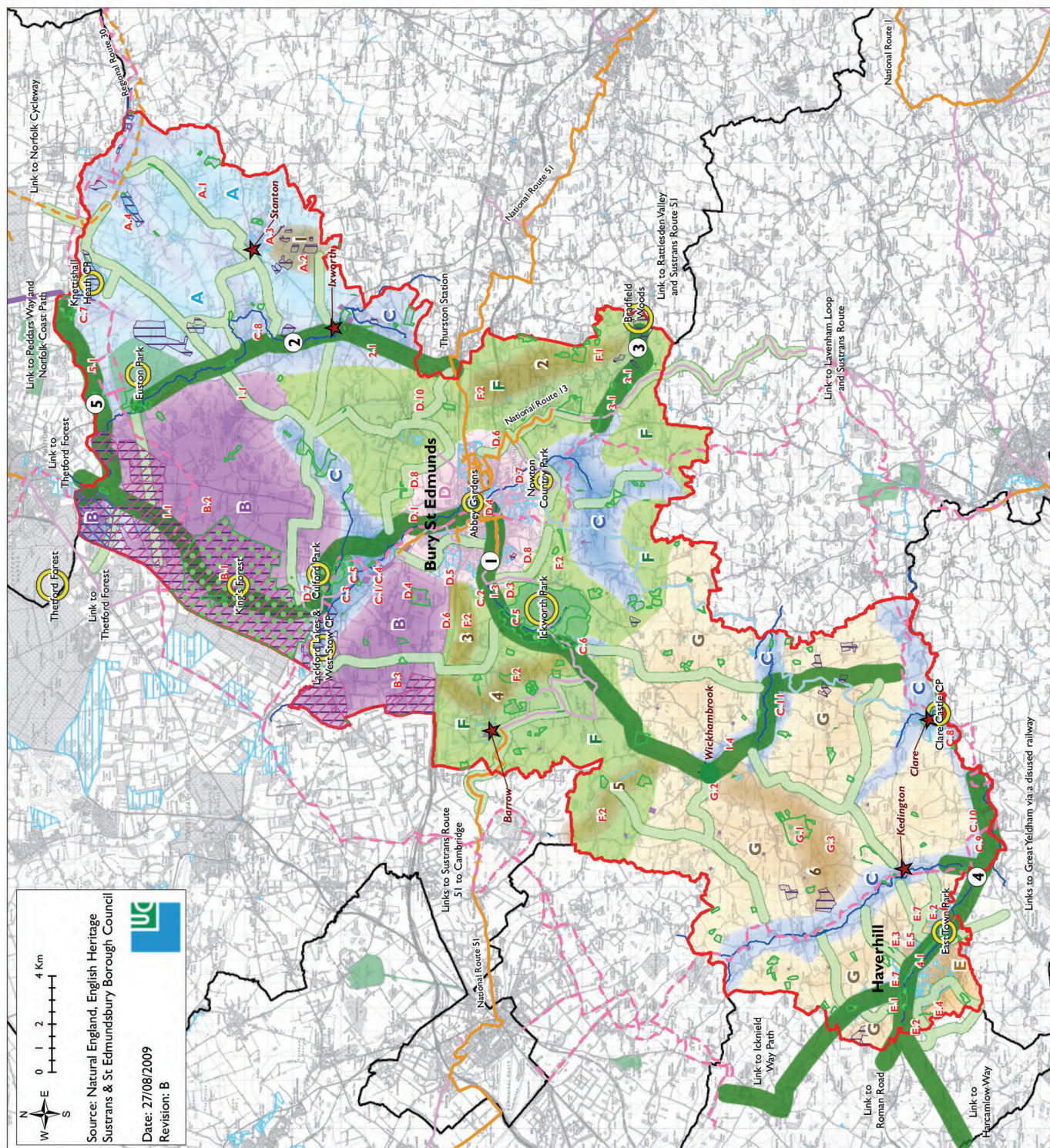
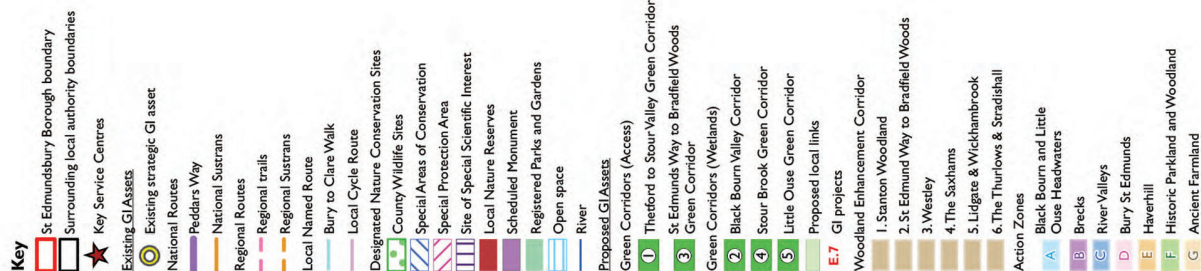
of the two conservation areas there are areas of unique special character and quality. There are policies elsewhere in the Local Plan which seek to protect such areas, many of which sit within the Joint Development Management Policies document.



14.18 We have not sought to specifically identify and define these areas of special character and quality. Such an approach can mean different things in different areas and it is considered the protection of such areas is addressed through policies in other documents in the Local Plan which offer the safeguards and criteria for assessing whether a proposal would have a detrimental impact on the wider area.



St Edmundsbury Green Infrastructure Strategy



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The S146004639 St Edmundsbury Green Infrastructure Strategy/GIS/ThemesAr/GIS946394/ 041 Proposed GI Map_A3/RevDmvd

15. Bury St Edmunds town centre

15.1 Bury St Edmunds acts as a focus for shopping, leisure, business and cultural activities. It acts as a sub-regional centre serving both the town itself and surrounding smaller settlements, as well as the needs of residents outside the borough. The centre serves as more than just a destination for shopping trips. The buildings have a rich diversity of uses which together give the centre its own local distinctiveness. The borough council wishes to maintain and improve the vitality of the town and local centres in the borough and will encourage a mix of uses which satisfy this aim. Bury St Edmunds town centre has seen significant change in the last few years with the completion of the arc shopping, leisure and housing centre which has added significantly to the public realm. We will prepare a separate and more detailed town centre masterplan at a later date in full consultation with the many organisations and businesses that operate in or rely on the town centre.

15.2 In 2031 Bury St Edmunds will be a place where:

Aspiration 28

The town centre is vibrant and attractive with a varied retail offer.

Aspiration 29

Streets in the historic core are of high quality and give priority to pedestrians.

15.3 The steps we need to take to meet our aspirations are set out as

actions which will be monitored to ensure we keep track of our achievements and targets.

Aspiration 28

THE TOWN CENTRE IS VIBRANT AND ATTRACTIVE WITH A VARIED RETAIL OFFER.

15.4 Many of Bury St Edmunds' leading businesses are in traditional industries, such as food and drink, and it has few businesses in more modern industries, such as ICT. Since the opening of the arc and other shops, retail has become increasingly important as an employment sector, but trends towards more online shopping could threaten High Street trading. It is likely that the shape of future employment will be very different and the town may find its offering is unsuited to the demands of 2031.

15.5 The street markets on Wednesdays and Saturdays also play an important part in making Bury St Edmunds town centre a destination of choice for residents and visitors. As well as providing a range of provisions and goods, the market can also act as a place for small businesses, especially retailers, and potential entrepreneurs to experiment before moving on to take over fixed shops or other outlets.

15.6 The town centre environment is a huge asset that, in itself, attracts many visitors. Shopping streets such as St Johns Street, Abbeygate Street, Hatter Street and Whiting Street provide an attractive pedestrian friendly setting where a range of independent shops and businesses, largely unique to the

town, help balance the presence of national retailers in the main shopping streets.

15.7 **The actions to achieve this aspiration are:**

- a. develop the town centre as a destination for shoppers and visitors by maintaining and enhancing the current retail, leisure and culture offer;
- b. work with market traders to promote widely and develop the street market to attract shoppers and new stallholders;
- c. plan for additional retail floorspace in accordance with up-to-date appraisals of need and ensure the sequential approach to development is applied, to ensure that the option of directing new development to the town centre is considered first;
- d. provide for other town centre activities such as specialist markets (which do not compete with the regular provisions markets), street cafes, and entertainment in a managed and co-ordinated way in consultation with other users and operators; and
- e. encourage uses above shop premises to maximise the use of space and ensure the town centre has life and natural surveillance after shops have closed.

Aspiration 29

STREETS IN THE HISTORIC CORE ARE OF HIGH QUALITY AND GIVE PRIORITY TO PEDESTRIANS.

15.8 The historic town centre streets of Bury St Edmunds were not



designed to be used by cars. Heavy traffic both contributes to the degradation of the historic fabric and detracts from enjoyment of it. Significant sums were invested in the public realm of the historic core in the late 1990s. Large areas of Angel Hill were set aside for pedestrians and shared spaces were introduced in Abbeygate Street, reducing the dominance of the car and encouraging walking. Despite being the subject of some controversy at the time, this is now widely regarded as a success.

15.9 It is likely that further investment will be required in the environment during the lifetime of the plan if the town is to continue to attract visitors from a wide area. There are areas where the width of pavement struggles to cope with the number of pedestrians wanting to use it and where moving or parked cars reduce the ability to walk around comfortably and safely.

15.10 **The actions to achieve this aspiration are:**

- a. redress the balance between the car and the pedestrian on Cornhill/Buttermarket through the creation of wider pavement

areas and shared space by reducing the number of parking spaces;

- b. we will continue to investigate the potential for the introduction of a park and ride scheme on a regular basis; and
- c. through widespread consultation, we will prepare a separate, more detailed, masterplan for the town centre.

15.11 The town centre is so important to the town as a whole that this Vision document could not do justice to the potential long term issues and any potential solutions.

A town centre masterplan will therefore be developed at a later date in full consultation with the many businesses, representative groups and amenity organisations that operate in or rely on the town centre. The 2012 Retail Appraisal identified that there is unlikely to be a need for further significant town centre shopping floorspace in the short term. Therefore the masterplan will provide the framework for individual development proposals to come forward in the town centre, including longer term sites for additional retail floorspace.

POLICY BV27: BURY ST EDMUNDS TOWN CENTRE MASTERPLAN

A detailed masterplan will be prepared for Bury St Edmunds town centre to provide the context for the future development of the area and provide the framework for individual development proposals to come forward.

The masterplan will also address:

- town centre traffic management, including car parking;
- the quality of the environment;
- art and the public realm; and
- town centre uses.

Applications for planning permission for sites, other than already identified for development in this Plan, and which would have a strategic impact on the development of the masterplan will only be determined once the masterplan has been adopted as planning guidance by the local planning authority following public consultation.

Appendix 1. Glossary of terms

List of acronyms and technical terms used in St Edmundsbury documents.

Items in *italics* each have a separate definition.

Term	Definition
Accessibility	The ability of everybody to go conveniently where they want.
Adoption	The final confirmation of a Local Development Document as having statutory (legal) status by a Local Planning Authority.
Affordable housing	Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should: meet the needs of eligible households, including availability at a cost low enough for them to afford (determined with regard to local incomes and local house prices); and include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.
Allowable Solutions	A Government concept which would enable developers to pay into a fund to help deliver carbon-saving projects on other sites in order to qualify for a less stringent emissions target for their on-site work.
Amenity open space	An area that is primarily of visual importance but may also be used for recreation, either formally or informally.
Rural Site Preferred Options DPD/ Rural Vision 2031	The document within the St Edmundsbury Local Development Framework that will contain site specific allocations for rural areas. It will have the status of a Development Plan Document.
Annual Monitoring Report (AMR)	Report produced every year on the progress of preparing the Local Plan Report and the extent to which policies are being achieved.
Areas subject to planning restrictions	A former Local Plan Policy (DS3 – now adopted as SPD) Gardens, open areas with grass and trees, greens, and other areas of visually important gaps and open spaces within housing settlement boundaries where proposals for development will not be considered favourably.
Biodiversity Action Plan (BAP)	A strategy prepared for a local area aimed at conserving biological diversity.
Brownfield land	Brownfield land (also known as previously developed land) is that which is, or was, occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure (such as mains water pipes). The definition covers the curtilage of the development. Opposite to greenfield land.
Community Action Plan	Community-led processes for identifying local needs and priorities, prepared within the context of the Community Plan.
Community Capital	The term 'capital' is most commonly used to refer to money and material goods. However, in the context of sustainability, communities have several different types of capital that need to be considered - natural, human, social, and built capital. Together, these types of capital are referred to as community capital.
Community Infrastructure Levy (CIL)	A levy placed on development to fund new infrastructure, based on identified need and expectations of site viability. This will largely, but not completely, replace S106 agreements.
Community Plan (CP)	The long term vision and action plan for St Edmundsbury articulating the aspirations, needs and priorities of the local community – prepared by the Local Strategic Partnership.
Community Right to Build	Communities may wish to build new homes or new community amenities, and providing they can demonstrate overwhelming local support, the Community Right to Build will give communities the powers to deliver this directly through the Localism Act.
Conservation Area	Areas of special architectural or historic interest, of which we want to preserve the character, appearance or setting.

Term	Definition
Core Strategy	The Local Development Framework document which sets out the long term spatial vision for the local planning authority area, and the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a Development Plan Document.
Development Plan	The statutory Development Plan comprises the Development Plan Documents contained in the Local Plan
Development Plan Document (DPD)	Development Plan Documents outline the key development goals of the Local Plan.
Development Management DPD	The document within the St Edmundsbury Local Plan which will contain detailed policies guiding particular forms of development. It will have the status of a Development Plan Document.
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 land). Applies to most land outside the housing settlement boundary.
Housing Needs Study	A study which assesses the future housing needs of the district, in terms of the size, type and affordability of dwellings. The St Edmundsbury Housing Needs Study was published in 2005.
Housing settlement boundary (HSB)	Housing Settlement Boundaries represent the development limits or residential areas within which 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.
Issues and options	Document(s) produced during the early production stage of the preparation of Development Plan Documents and issued for consultation.
Local Development Document (LDD)	The various individual documents (DPD, SCI, SPD) in the Local Plan
Local Development Framework (LDF)	The name for the portfolio of Local Development Documents formerly produced under the 2008 Town and Country Planning Act. It consisted of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports.
Local Development Scheme (LDS)	A public statement setting out which documents will make up the Local Plan, and when they will be produced.
Local Enterprise Partnership (LEP)	A voluntary partnership between councils and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area.
Local Plan	The plan produced under the current 2012 Town and Country Planning Regulations and the National Planning Policy Framework. The Council's current Replacement Local Plan (2016) was adopted in 2016
Local Planning Authority	The local council whose duty it is to carry out the planning function for its area
Local Transport Plan (LTP)	The transport strategy prepared by the local transport authority (Suffolk County Council).
Localism Act	The Localism Act introduces a number of changes to planning, including the abolition of Regional Spatial Strategies and the introduction of Neighbourhood Plans.
National Planning Policy Framework (NPPF)	Replaced the suite of PPGs and PPSs as the national planning policy framework.
Neighbourhood Development Order	A 'qualifying body' – in this instance a parish council or an organisation designated as a neighbourhood forum – may initiate the process for requiring a local planning authority to create a neighbourhood development order. A neighbourhood development order grants planning permission in a particular neighbourhood area for development specified in the order.
Neighbourhood Plan	A neighbourhood plan for an area can be prepared by local communities and, subject to a referendum, planning permission is automatically granted without the need for a planning application.

Term	Definition
Out Commuting	The movement of people to and from their place of work where they live in one town and work in another.
Planning Policy Guidance (PPG)	Former guidance produced by the Government on planning matters (being replaced by PPSs).
Planning Policy Statement (PPS)	Former Statements of National Planning Policy issued by the Government (to replace PPGs).
Preferred Options	Document(s) produced as part of the preparation of Development Plan Documents, and issued for formal public participation. It shows the preferred direction of a Development Plan Document.
Princes Foundation	An architecture school and trust founded by the Prince of Wales (UK) to promotes a return of human values to architecture
Recreational Open Space	An area that is primarily used for children's play, and/or formal or informal organised games, but may also be visually important.
Regional Planning Guidance/Regional Spatial Strategy (RPG/RSS)	The former strategic plan for the region prepared under the former planning system.
Section 106 planning obligations	These are a means of ensuring otherwise unacceptable development could be made acceptable through the use of planning obligations, in line with legislation and national Planning Policy Framework (paragraphs 203-206 inclusive). At present, adopted guidance is in place in Suffolk in the form of the 'Developers Guide to Infrastructure Contributions in Suffolk'.
Secured by Design	A police initiative to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment.
Sustainability Appraisal (SA)	Identifies and evaluates the effects of the strategy or plan on social, environmental and economic conditions.
Statement of Community Involvement (SCI)	Document setting out how and when stakeholders and other interested parties will be consulted and involved in the preparation of the Local Plan (and in the consideration of individual planning applications).
Strategic Environmental Assessment (SEA)	An assessment of the environmental effects of a plan or programme required by EU Directive 2001/42/EC. Combined with the Assessment Sustainability Appraisal.
Site specific allocations	Allocations of sites for specific or mixed uses or development, to be contained in the Allocations DPD. Policies will identify any specific requirements for individual proposals. The sites themselves will be shown on a Policies Map.
Supplementary Planning Document (SPD)	Elaborates on policies or proposals in DPDs, and gives additional guidance.
Supplementary Planning Guidance (SPG)	Provides guidance or development briefs to supplement policies and proposals in a Local Plan (being replaced by SPD).
Structure Plan	The strategic plan produced under the former planning system by county councils.
Planning and Compulsory Purchase Act 2004	Puts in place the new statutory framework for preparing planning documents.
The Regulations Town and Country Planning (Local Development) (England) Regulations 2004 and 2012	The formal Government regulations that define how the Local Plan is produced.
Urban Capacity Study (UCS)	A study produced (and kept under review) to assess the amount of land available for housing on brownfield land. The latest St Edmundsbury Urban Capacity Study was published in September 2005.

Appendix 2. Core Strategy Strategic Spatial Objectives

Strategic Objective A

To meet the communities' need for housing in a sustainable way, including specialist and affordable housing, by providing an adequate and continuous supply of land for housing.

Strategic Objective B

To secure economic vitality and growth by delivering an adequate and continuous supply of land for employment to meet the needs and demands of different sectors of the economy and reduce the need for out-commuting.

Strategic Objective C

To sustain and enhance rural communities by providing, where infrastructure and environmental capacity exists, new housing to grow settlements and safeguard existing rural services while maintaining and, where possible, improving the rural environment.

Strategic Objective D

To maintain and develop leisure, cultural, educational and community facilities, including access to green space, commensurate to the level of housing and employment growth to meet the needs of residents and visitors.

Strategic Objective E

To provide opportunities for people to shop for all their needs by sustainable means in thriving and economically viable town, local and district centres.

Strategic Objective F

To enable people and goods to move around efficiently and safely to the benefit of the economy and community, with minimum harm to the environment by seeking to reduce car dependency and encouraging more sustainable forms of transport.

Strategic Objective G

To maintain and protect built and natural environment and ensure that new development maximises the opportunity to re-use previously developed land and protects and enhances assets of local design, cultural, historic and conservation importance, and character of the landscape and townscape.

Strategic Objective H

To maintain, protect and enhance the biodiversity, geodiversity and natural environment and seek opportunities to increase the provision of green open space and access to the countryside.

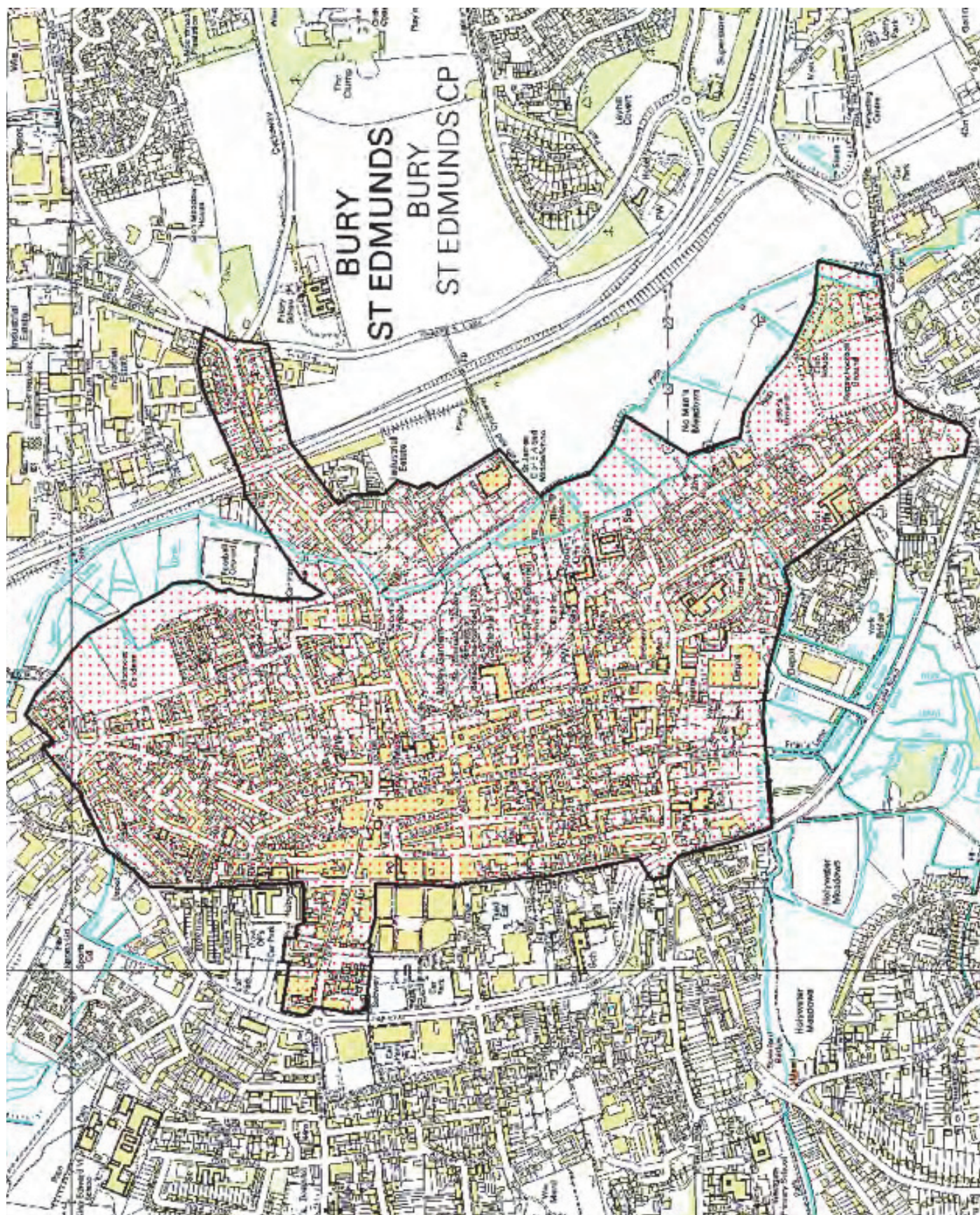
Strategic Objective I

To ensure that new development only occurs where there is adequate capacity in existing services, facilities and infrastructure or where this capacity can reasonably be provided where necessary before development is occupied.

Strategic Objective J

To ensure new development addresses and tackles environmental and sustainability issues including climate change adaptation, carbon emissions reduction, renewable energy provision, recycling, waste reduction and water efficiency.

Appendix 3. Bury St Edmunds Area of Archaeological Importance

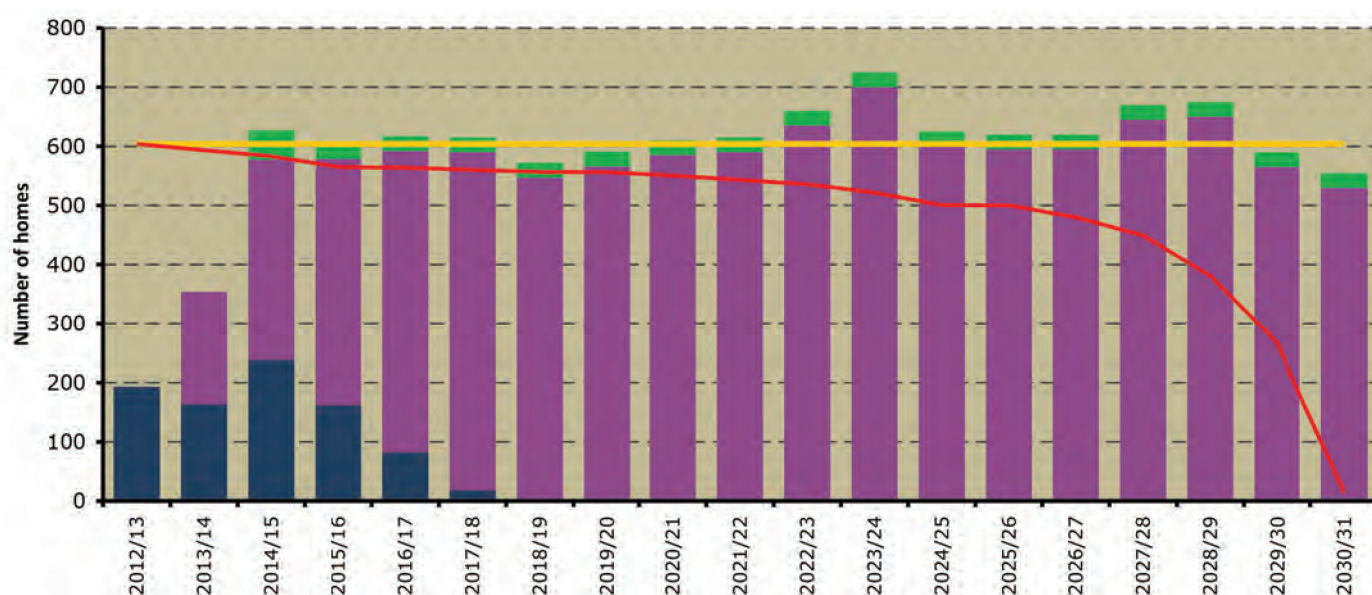
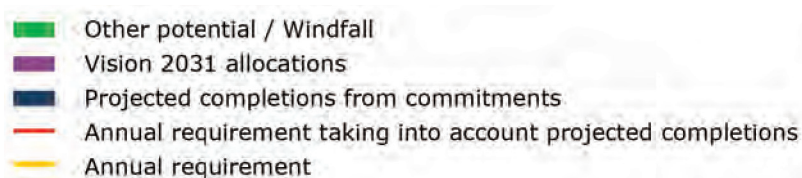


Appendix 4. Housing Trajectory

Projected housing completions across St Edmundsbury 2012-2031

	Annual requirement	Projected completions from commitments	Vision 2031 allocations	Other potential / windfall	Total completions	Annual requirement taking into account projected completions
2012/13	604	193	0	0	193	604
2013/14	604	164	190	0	354	593
2014/15	604	239	339	49	627	583
2015/16	604	162	417	25	604	565
2016/17	604	82	510	25	617	564
2017/18	604	18	572	25	615	560
2018/19	604	0	547	25	572	557
2019/20	604	0	566	25	591	556
2020/21	604	0	585	25	610	550
2021/22	604	0	590	25	615	543
2022/23	604	0	635	25	660	536
2023/24	604	0	700	25	725	522
2024/25	604	0	600	25	625	500
2025/26	604	0	595	25	620	500
2026/27	604	0	595	25	620	480
2027/28	604	0	645	25	670	449
2028/29	604	0	650	25	675	381
2029/30	604	0	565	25	590	267
2030/31	604	0	530	25	555	14

Housing Trajectory Diagram



Appendix 5. Monitoring and Review Framework

Future monitoring of planning policies is required to enable an understanding of the extent to which the Bury St Edmunds Vision 2031 policies deliver what is intended over the lifetime of the plan period.

The table below sets out the indicators for monitoring the effectiveness of policies, including, where applicable, performance against targets. These policies will be monitored annually through the authority's Annual Monitoring Report (AMR).

Monitoring the Bury St Edmunds Vision 2031 policies enables the following issues to be considered: the impact the plan is having in helping to achieve targets, milestones and success factors as identified in the monitoring framework; whether the policies are working effectively or require adjusting to a more flexible approach; and whether any wider national policy changes are having an impact on the application of the Bury St Edmunds Vision 2031 Policies.

Policy	St Edmundsbury Core Strategy Objective	Bury St Edmunds Vision 2031 Objective	Indicators/Source	Targets	Timescale for reporting (Responsible Body is St Edmundsbury unless indicated below)
Policy BV1 Presumption in favour of Sustainable Development	A-J	1-9	See below	1. Direct measure	1. Annually
Policy BV2 Housing Development in Bury St Edmunds	A	1	1. Geography of housing completions	1. Direct measure	1. Annually
Policy BV3 Strategic Site North-west Bury St Edmunds	A, D	1, 6	1. Masterplan for North-west Bury St Edmunds approved	1. Direct measure	1. Annually
			2. Annual net dwelling completions	2. Policy target	2. Annually
			3. Geography of housing completions	3. Direct measure	3. Annually
Policy BV4 Strategic Site - Moreton Hall Bury St Edmunds	A, D	1, 6	1. Masterplan for Moreton Hall Bury St Edmunds approved	1. Direct measure	1. Annually
			2. Annual net dwelling completions	2. Policy target	2. Annually
			3. Geography of housing completions	3. Direct measure	3. Annually
Policy BV5 Strategic Site West Bury St Edmunds	A, D	1, 6	1. Masterplan for West Bury St Edmunds approved	1. Direct measure	1. Annually
			2. Annual net dwelling completions	2. Policy target	2. Annually
			3. Geography of housing completions	3. Direct measure	3. Annually
Policy BV6 Strategic Site North-east Bury St Edmunds	A, D	1, 6	1. Masterplan for North-east Bury St Edmunds approved	1. Direct measure	1. Annually
			2. Annual net dwelling completions	2. Policy target	2. Annually
			3. Geography of housing completions	3. Direct measure	3. Annually
Policy BV7 Strategic Site – South-east Bury St Edmunds	A, D	1, 6	1. Masterplan for South-east Bury St Edmunds approved	1. Direct measure	1. Annually
			2. Annual net dwelling completions	2. Policy target	2. Annually
			3. Geography of housing completions	3. Direct measure	3. Annually

Policy	St Edmundsbury Core Strategy Objective	Bury St Edmunds Vision 2031 Objective	Indicators/Source	Targets	Timescale for reporting. (Responsible Body is St Edmundsbury unless indicated below)
Policy BV8 Station Hill Development Area – Bury St Edmunds	A, G	1, 2, 4, 6	1. Masterplan for Station Hill Bury St Edmunds approved	1. Direct measure	1. Annually
			2. Annual net dwelling completions	2. Policy target	2. Annually
			3. Geography of housing completions	3. Direct measure	3. Annually
Policy BV9 Tayfen Road – Bury St Edmunds	A, G	1, 4, 6	1. Annual net dwelling completions	1. Policy target	1. Annually
			2. Geography of housing completions	2. Direct measure	2. Annually
Policy BV10 Housing on Brownfield Sites – Bury St Edmunds	A, G	1, 5, 6	1. Annual net dwelling completions	1. Policy target	1. Annually
			2. Geography of housing completions	2. Direct measure	2. Annually
Policy BV11 Land at Ram Meadow	A, G, H	1, 5, 6, 7	1. Site Development Brief approved	1. Direct measure	1. Annually
			2. Annual net dwelling completions	2. Policy target	2. Annually
			3. Geography of housing completions	3. Direct measure	3. Annually
Policy BV12 New and Existing Local Centres and Community Facilities	D, E	3, 4, 7	1. Audit of existing local centre facilities	1. Direct measure	1. Annually
Policy BV13 Strategic Site – Extension to Suffolk Business Park, Moreton Hall, Bury St Edmunds	B, F	2, 3, 7	1. Employment completions	1. Direct measure	1. Annually
Policy BV14 General Employment Areas – Bury St Edmunds	B	2, 6	1. Employment completions	1. Direct measure	1. Annually
Policy BV15 Alternative Business Development Within General Employment Areas	B, D, E	2, 4, 6	1. Number of applications approved for alternative uses on employment land	1. Direct measure	1. Annually
Policy BV16 British Sugar – Compiegne Way	H	5	1. Development Brief approved	1. Direct measure	1. Annually
			2. Planning approval granted	2. Direct measure	2. Annually
Policy BV17 Out of Centre Retail Proposals	E, F	4, 7	1. New retail floorspace in the town centre and in out of town locations	1. Direct measure	1. Annually
Policy BV18 Community Infrastructure Levy and Allowable Solutions	J	8	1. Percentage contribution from CIL towards CO2 reduction measures	1. Direct measure	1. Annually
Policy BV19 Land West of Rougham Road	D, H	4, 5	1. Development Brief approved	1. Direct measure	1. Annually
			2. Planning permission granted	2. Direct measure	2. Annually
Policy BV20 Rougham Airfield	D, H	3, 5	No current monitoring	N/A	N/A
Policy BV21 Allotments	D, H	4	1. Loss of allotments where no replacement provision has been provided	1. Direct measure	1. Annually

Policy	St Edmundsbury Core Strategy Objective	Bury St Edmunds Vision 2031 Objective	Indicators/Source	Targets	Timescale for reporting. (Responsible Body is St Edmundsbury unless indicated below)
Policy BV22 West Suffolk Hospital and St Nicholas' Hospice	D	4	No current monitoring	N/A	N/A
Policy BV23 West Suffolk College	D	9	No current monitoring	N/A	N/A
Policy BV24 Safeguarding Educational Establishments	D	4	Number of schools and educational establishments where alternative educational or community uses have been approved	1. Direct measure	1. Annually
Policy BV25 Conserving the setting and views from the historic core	D	5	No current monitoring	1. Direct Measure	1. Annually
Policy BV26 Green Infrastructure in Bury St Edmunds	D	5	1. Number of green infrastructure projects implemented	1. Direct measure	1. Annually
			2. Number of planning applications where contributions to green infrastructure are included	2. Direct measure	2. Annually
Policy BV27 Bury St Edmunds Town Centre Masterplan	A, B, D, E	1, 2, 4, 5, 6, 7	1. Masterplan approved	1. Direct measure	1. Annually
			2. Number of site development briefs adopted in accordance with existing or revised Masterplan	1. Direct Measure	2. Annually

Appendix 6.

North-west Bury St Edmunds Concept Statement

This concept statement has been prepared to provide the parameters and framework for the development of the North-west Bury St Edmunds strategic site as defined in Policy BV3. Its purpose is to inform the preparation of more detailed development proposals for the site within the context of current and emerging national and local planning policies and local environmental and infrastructure constraints.

1.1 The borough council expects that the issues raised in this concept statement will be given full consideration in the masterplan which will be developed for this site at a later date and prior to any planning applications for this site being determined.

1.2 This concept statement has been prepared in accordance with the requirements of the council's adopted protocol for the preparation of concept statements and the emerging policies relating to the preparation of concept statements and masterplans in the Joint Development Management Policies Submission Document (October 2012). The concept statement will inform the preparation of a masterplan for the area.

1.3 Policy CS11 of the St Edmundsbury Core Strategy (December 2010) identifies the area to the north-west of Bury St Edmunds for development that:

- maintains the identity and segregation of Fornham All Saints;
- provides new high quality strategic public open space and recreation facilities between the

development and Fornham All Saints;

- provides traffic relief for Fornham All Saints in the form of a relief road between the A1101 south-east of the village and the B1106 to the south;
- delivers around 900 homes of mixed tenure and size, including affordable homes;
- provides opportunities for B1 use class local employment;
- delivers additional education, community and leisure facilities to meet the needs of this development and is located in a way that can achieve positive integration with the wider area; and
- provides improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations.

1.4 The policy notes that the development is likely to commence early in the plan period and the actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of a detailed masterplan in which the community and other stakeholders have been fully engaged.

1.5 The Core Strategy neither defined the boundary, nor the extent of the site, which has been achieved in the preparation of this concept statement and the draft Bury St Edmunds Vision 2031 local plan. In doing so, careful regard has been paid especially to:

- a. achieving integration of the development into existing residential areas on Mildenhall Road / Howard estate;
- b. determining the nature of the buffer between the development area and Fornham All Saints village; and
- c. providing direct off road footpath/ cycle links to Fornham All Saints.

Policy context

1.6 It is not the purpose of the concept statement to repeat all relevant planning policies published elsewhere. However, in preparing this document, the following local policies are of particular relevance.

1.7 Core Strategy (December 2010):

- Policy CS2 – Sustainable Development
- Policy CS3 – Design and Local Distinctiveness
- Policy CS5 – Affordable Housing
- Policy CS7 – Sustainable Transport
- Policy CS11 – Bury St Edmunds Strategic Growth
- Policy CS14 – Community Infrastructure Capacity and Tariffs

1.8 Replacement St Edmundsbury Borough Local Plan (2006):

- Policy DS4 – Masterplans
- Policy H5 – Mix of Housing
- Policy L4 – Standards of Open Space and Recreation Provision
- Policy L7 – Public Rights of Way
- Policy T1 – Transport Assessments
- Policy T2 – Hierarchical Approach to Site Access
- Policy T5 – Parking Standards
- Policy T8 – Cycling and Pedestrian Strategies
- Policy NE2 – Protected Species

<ul style="list-style-type: none"> • Policy NE3 – Protection of the Landscape • Policy IM1 – Developer Contributions 	1.11 The site lies on the border of plateau estate farmlands and rolling estate sandlands as defined in the Suffolk Landscape Character Assessment. Characteristics of these areas which are evident in the locality are:	the site mean that the site itself, is visible from a wide area with potential to have a significant impact upon the surrounding landscape unless compensatory measures are put in place as part of the development.
<p>1.9 Submission Draft Joint Development Management Policies Local Plan:</p> <ul style="list-style-type: none"> • Policy DM2 – Creating Places – Development Principles and Local Distinctiveness • Policy DM3 – Masterplans • Policy DM6 – Flooding and Sustainable Drainage • Policy DM7 – Sustainable Design and Construction • Policy DM8 – Improving Energy Efficiency and Reducing Carbon Dioxide Emissions • Policy DM13 – Mitigation, Enhancement, Management and Monitoring of Biodiversity • Policy DM14 – Landscape Features • Policy DM21 - Archaeology • Policy DM23 – Residential • Policy DM36 – Protection of Local Centres • Policy DM41 – Community Facilities and Services • Policy DM45 – Transport Assessments and Travel Plans • Policy DM46 – Parking Standards 	<ul style="list-style-type: none"> • large scale rectilinear field pattern; • flat landscape of light loams and sandy soils; and • network of tree belts and coverts. <p>1.12 The site forms part of the shallow valley of the River Lark, which is located to the north-east. The land rises gently from the north-east frontage to the south-west with a plateau in the southern part. A linear covert adjoins the plateau and lines of hedgerow trees indicate former field boundaries. The north-eastern boundary, fronting Mildenhall Road, is marked by mature trees predominantly of oak and ash.</p>	<p>1.15 The site is separated from the exiting urban edge of Bury St Edmunds by an established tree belt. This could present difficulties in achieving integration of the new development with the existing community and access to local services. New connections will be required for footpath and cycle access, together with a connecting bus route.</p>
Landscape context		
1.10 The site is located on the north-western edge of Bury St Edmunds, bound by the Mildenhall Road (A1011) to the north-east, the village of Fornham All Saints and Tut Hill (B1106) to the north-west, Bury St Edmunds Golf Club to the south-west and the existing urban edge to the south-east. The village of Fornham All Saints is clearly visible from most parts of the site.	<p>Constraints and opportunities</p> <p>1.13 The varying topography with subtle ridgelines and valleys, together with the natural landscape features, provide a strong framework to assist in guiding the form of development. This will assist in providing a strong visual structure as well as adding benefit through providing the site with green infrastructure opportunities.</p>	<p>1.16 The setting and identity of the village of Fornham All Saints needs to be protected to avoid coalescence with the town. This can be provided through the creation of an effective green buffer, although the nature of that buffer will require careful treatment to ensure a balance between protecting the identity and integrity of the village and establishing a new neighbourhood for the town.</p>
	1.14 The site has attractive long distance views over arable farmland, with views of key landmarks both within the town and in surrounding villages. However, long views out from	1.17 The construction of the relief road connecting Mildenhall Road to Tut Hill presents opportunities to divert traffic from Fornham All Saints.
Community engagement		
		1.18 The community consultation carried out by the developer, including stakeholder workshops, were well attended and demonstrated a strong desire

to protect the identity and integrity of Fornham All Saints and integrate with the Howard and Mildenhall Estates. Other key issues arising from the consultation include:

- open land between the development and Fornham All Saints should be maintained. The majority of residents in the village expressed the view that this land should be retained as agricultural land;
- residents of Mildenhall and Howard estates should have direct access to significant new areas of public open space;
- the topography and ridgelines should be used to minimise the visual impact of the relief road;
- the existing tree belts should be retained and enhanced;
- connections to Mildenhall and Howard estates should be bus, pedestrian and cycle only;
- the priority of Tut Hill should be downgraded or closed after the relief road is built;
- green walking and cycling routes should be created;
- the local centre should be located close to, but not on, the relief road;
- a green radial route for Bury St Edmunds should be proposed as part of the green infrastructure network; and
- post offices, doctors' surgeries and dentists are currently lacking in the area. These facilities should be considered in the local centre.

Place making

- 1.19 The vision for the growth area is to deliver a fully integrated new community with a strong sense of local identity, a vibrant local centre, an environment that encourages a healthy lifestyle and a sensitive urban edge that

respects the setting of Fornham All Saints and the existing adjoining neighbourhoods.

- 1.20 Within St Edmundsbury borough there are several nature conservation sites of international importance, one of which is the Breckland Special Protection Area (SPA) and Special Area for Conservation (SAC). The Brecks area supports the Stone Curlew, Woodlark and Nightjar species and as an area this has been given additional protection from the potential impact of future development through Policy CS2 of the Core Strategy. Although the SPA does not fall within the area covered by the Bury St Edmunds Vision document, impact on the SPA, in terms of increased recreational pressure resulting from the strategic growth, will need to be carefully considered in appraising the proposals for development on the site. A Habitats Regulations (Screening) Assessment of the strategic site, as part of the Bury St Edmunds Vision 2031 document process, has concluded that a small increase in visitors to Breckland SPA is likely to be concentrated in areas closer to Bury St Edmunds, although not in sufficient extra numbers to cause any harm to the SPA.

- 1.21 It will provide a modern, high quality, sustainable, energy efficient community where development areas will be informed by the shape of the landscape and the urban form of Bury St Edmunds and surrounding villages.

- 1.22 Mature trees and tree belts will be retained and provide the opportunity for linear parks, public open space and allotments, informing the layout and

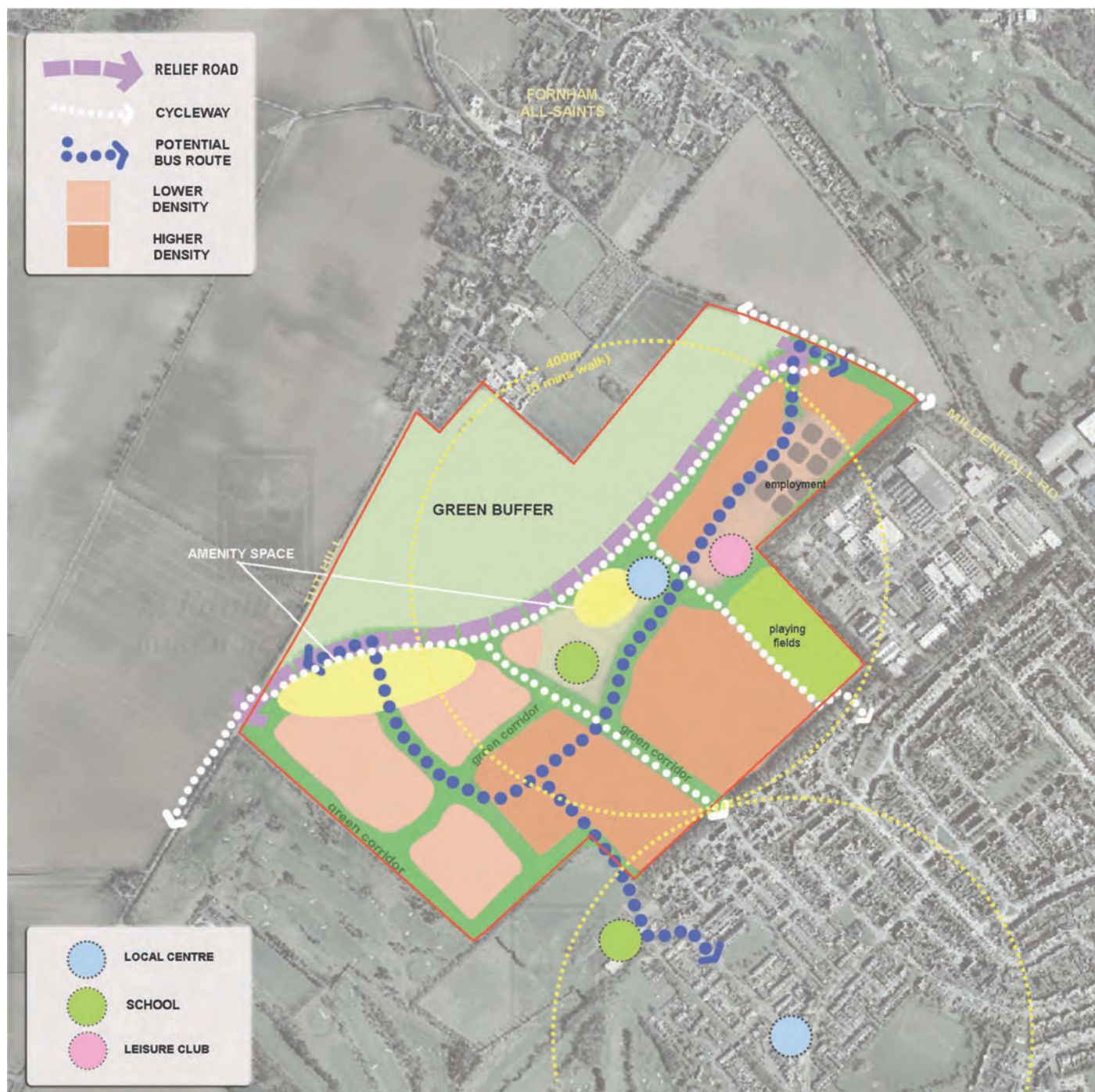
creating place making features and movement connections, together with the creation of interconnected habitats to encourage both flora and fauna within the built environment. These areas also provide opportunities for informal play shaping throughout the site.

- 1.23 Consideration will need to be given to the incorporation of sustainable urban drainage systems (SUDS) from the outset. This can incorporate features such as rainwater capture and integrated attenuation systems.

- 1.24 In accordance with the principle of walkable communities identified in Bury St Edmunds Vision 2031, a community hub is identified. This should provide a focus for the new community and activities such as shops, community facilities, primary school and healthcare facilities. It would also provide a focus for any employment uses. The design of the community hub should allow flexibility of use and help engender community interaction and strong sense of place. It is acknowledged that at the time of writing, the future structure of the education system in Bury St Edmunds is yet to be determined and alternative opportunities for primary school provision may arise. However, until such decisions have been made, it is necessary to make provision within the site.

- 1.25 In addition to the community hub identified above, the southern end of the site falls within 400m walking distance of existing facilities at St Olaves Precinct. Every opportunity should be taken to improve pedestrian and cycle links with that existing facility.

- 1.26 The masterplan should address how opportunities will be created to achieve the establishment of local community governance groups and other community run initiatives, so that individuals feel able to get involved in managing the community they live in.
- 1.27 In order to achieve a balanced community, the new neighbourhoods will provide a mix of housing types and sizes, including affordable housing (30%), general market housing, executive housing and self build housing. Provision also needs to be made to meet the accommodation needs of the older generation.
- 1.28 Successful neighbourhoods have a sense of place that helps residents feel a sense of identity. The separation of this site from the existing urban edge of Bury St Edmunds by tree belt, coupled with the size of the site, provides an opportunity for the creation of a variety of distinctive character areas to be created, making it possible for people to recognise different parts of the development and know where they are. This can be assisted through high quality urban design, the use of public art and the creation of high quality public realm. However, there is a need to balance the variety of different parts with a coherence of character for the place as a whole, particularly where the development will be built out in phases.
- 1.29 The overall density of the development will be higher close to the community hub and lower at the margins of the site, particularly to the south and west. The areas at the extreme margins adjoining the countryside and golf course provide an opportunity to construct homes within a landscape setting.
- 1.30 Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways which will connect through to the Howard and Mildenhall estates and the town centre. Development of the site also presents opportunities to improve footpath and cycle links to Fornham All Saints. The layout of the site should facilitate bus movement, with a bus link between the site and the Howard estate. Notwithstanding the future of Howard Middle School, opportunities should be fully explored in the preparation of the masterplan, to achieve a bus connection through the site. General vehicular access between the site and the Howard and Mildenhall estates will not be permitted. The focus will be on encouraging the use of public transport, cycleways and footpaths within the town and reducing dependence on cars. This may require appropriate contributions towards off-site improvements to links with the town centre, upper schools and the allocated hospital site.
- 1.31 A relief road is required between the A1101 and Tut Hill which will also provide the vehicular access points to the development. The provision of this road will also present opportunities for the introduction of traffic mitigation measures in the village of Fornham All Saints, particularly along Tut Hill. This could take the form of traffic management ranging from traffic calming measures through to an outright ban on through traffic by closure of Tut Hill at one point. The most appropriate solution will be informed through consultation with the local community and the design of the relief road should not preclude any of these options being achieved.
- 1.32 The green buffer between the development area and the village of Fornham All Saints has a dual role, being the separation between the urban edge of Bury St Edmunds and the village, but also providing a new and important area of open space in a part of the town which has been identified as being deficient in access to parkland (St Edmundsbury annual Parks and Open Space Audit (December 2012)). The masterplan will need to address how this dual role will be best achieved and the measures which will be required to ensure that the relief road does not act as a barrier to access.
- 1.33 Development in the north-eastern part of the site will need to take account of the unrestricted commercial activities contained within the Northern Way Industrial Estate. These have potential to give rise to disturbance and noise. This could be addressed by utilising the adjoining land for recreation purposes incorporating formal play provision or other non-noise sensitive forms of development, including commercial development.



Appendix 7. Moreton Hall Concept Statement

This concept statement has been prepared to provide the parameters and framework for the development of the Moreton Hall strategic site as defined in Policy BV4. Its purpose is to inform the preparation of more detailed development proposals for the site within the context of current and emerging national and local planning policies and local environmental and infrastructure constraints.

1.1 The borough council expects that the issues raised in this concept statement will be given full consideration in the masterplan which will be developed for this site at a later date and prior to any planning applications for this site being determined.

1.2 This concept statement has been prepared in accordance with the requirements of the council's adopted protocol for the preparation of concept statements and the emerging policies relating to the preparation of concept statements and masterplans in the Joint Development Management Policies Submission Document (October 2012). The concept statement will inform the preparation of a masterplan for the area.

1.3 Policy CS11 of the Core Strategy proposes limited further growth at Moreton Hall that will complete the recent growth by:

- making provision for a secondary school;
- providing additional recreation and community facilities, including the relocation of Bury Town Football Club;
- delivering around 500 homes of mixed tenure and size, including

affordable homes;

- providing improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations; and
- enabling potential transport links to the north of the railway line.

1.4 The policy notes that the development is likely to commence early in the plan period, but that the additional housing will not be permitted until the completion of the Eastern Relief Road to junction 45 of the A14 (Rookery Crossroads). The actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of a detailed masterplan in which the community and other stakeholders have been fully engaged.

1.5 The Core Strategy neither defined the boundary, nor the extent of the site, which has been achieved in the preparation of this Concept Statement and the draft Bury St Edmunds Vision 2031 local plan document. In doing so, careful regard has been paid especially to:

- a. ensuring the flying operations at Rougham Airfield are not compromised by the development;
- b. the development is easily accessible for cyclist and pedestrians from the existing Moreton Hall development, the future strategic growth area to the north of the railway line, the Suffolk Business Park and the strategic growth area south west of the A14.

Policy context

- 1.6 It is not the purpose of the concept statement to repeat all relevant planning policies published elsewhere. However, in preparing this document, the following local policies are of particular relevance.
- 1.7 Core Strategy (December 2010):
- Policy CS2 – Sustainable Development
 - Policy CS3 – Design and Local Distinctiveness
 - Policy CS5 – Affordable Housing
 - Policy CS7 – Sustainable Transport
 - Policy CS11 – Bury St Edmunds Strategic Growth
 - Policy CS14 – Community Infrastructure Capacity and Tariffs
- 1.8 Replacement St Edmundsbury Borough Local Plan (2006):
- Policy DS4 – Masterplans
 - Policy H5 – Mix of Housing
 - Policy L4 – Standards of Open Space and Recreation Provision
 - Policy L7 – Public Rights of Way
 - Policy T1 – Transport Assessments
 - Policy T2 – Hierarchical Approach to Site Access
 - Policy T5 – Parking Standards
 - Policy T8 – Cycling and Pedestrian Strategies
 - Policy NE2 – Protected Species
 - Policy NE3 – Protection of the Landscape
 - Policy IM1 – Developer Contributions
- 1.9 Submission Draft Joint Development Management Policies Local Plan:
- Policy DM2 – Creating Places – Development Principles and Local Distinctiveness
 - Policy DM3 – Masterplans

- Policy DM6 – Flooding and Sustainable Drainage
- Policy DM7 – Sustainable Design and Construction
- Policy DM8 – Improving Energy Efficiency and Reducing Carbon Dioxide Emissions
- Policy DM13 – Mitigation, Enhancement, Management and Monitoring of Biodiversity
- Policy DM14 – Landscape Features
- Policy DM21 - Archaeology
- Policy DM23 – Residential
- Policy DM36 – Protection of Local Centres
- Policy DM41 – Community Facilities and Services
- Policy DM45 – Transport Assessments and Travel Plans
- Policy DM46 – Parking Standards

Landscape context

- 1.10 The site is located on the east side of Bury St Edmunds, bound by the Ipswich to Cambridge railway line to the north and existing residential development to the west. To the south of the site is a large parcel of land extending eastwards, which is allocated for development as a strategic employment site incorporating the Eastern Relief Road, which will connect Moreton Hall with the A14 at Junction 45. The site is bisected by Mount Road (C692) and National Cycle Network route number 51 which connects Bury St Edmunds with the villages of Thurston and Beyton to the east. To the east of the site, south of Mount Road, is Rougham Airfield, a former WWII airfield, now used for open air events and shows and to the north of Mount Road is open arable land.
- 1.11 The site lies within the plateau estate farmlands as defined in the Suffolk Landscape Character Assessment. Characteristics of

these areas which are evident in the locality are:

- large scale rectilinear field pattern;
 - flat landscape of light loams and sandy soils;
 - network of tree belts and coverts; and
 - former airfields.
- 1.12 The site forms part of a plateau with a gentle slope at its northern end, truncated from land beyond, to the north by the railway. The northern portion of the site north of Mount Road is open arable land with no physical features to identify the eastern boundary. Two private properties are located on the frontage with Mount Road. The larger part of the site to the south of Mount Road is open arable land with evidence of field boundaries along its eastern edge, with a section of tree belts and remnants of hedges, separating it from the airfield. A single building, the Flying Fortress Public House site in the north-west section of this part of the site, is served by a vehicular access from Mount Road.

Constraints and opportunities

- 1.13 Until such time as the Eastern Relief Road has been provided linking Moreton Hall directly with Junction 45 of the A14 (Rookery Crossroads), any development within the site will increase traffic flows onto Junction 44 of the A14 which is already operating at capacity.
- 1.14 The proximity of Rougham Airfield, which is used as an outdoor entertainment venue for vehicle shows, air displays, country shows, music events and farmers' markets has an influence on adjacent land uses. This arises not only from potential noise and disturbance,

but also from the requirement to avoid development below flight approach paths.

- 1.15 The open nature of the site on a plateau, with little screening, means that any development has the potential to be visible from a wide area, particularly from the north and east, with potential to have a significant impact upon the surrounding landscape, unless compensatory measures are put in place as part of the development. Those natural landscape features which do exist should be retained and significantly enhanced to provide a strong visual structure as well as adding benefit through providing the site with green infrastructure opportunities.
- 1.16 The existing built development to the west of the site provides access to primary school facilities and open space, but is located at some distance from existing community facilities centred around Lawson Place. The existing public house facility within the site provides a focus for the siting of community facilities accessible to both the existing and proposed development.

Community engagement

- 1.17 The community consultation events carried out by the developer included two public exhibitions, one held at Rougham and one at Moreton Hall. These identified six issues which were ranked in order as follows:
1. road congestion
 2. road infrastructure
 3. parking
 4. public transport
 5. open space
 6. community facilities.

1.18 A subsequent workshop for invited stakeholders discussed the six issues identified above and identified further issues as follows:

- current school locations are not spread throughout the town and parents feel they have to use their cars for the school run;
- an additional school on the east side of Bury St Edmunds would assist in resolving one of the main contributors to the congestion problem;
- improvements to school transport, particularly for middle schools would assist where children cannot be expected to walk alone; and
- improved pedestrian access/cycle routes, particularly for high school routes would enable those who can walk to school to do so safely.

Place making

1.19 The vision for the growth area is to provide a place that people choose as a place to live that provides attractive well-designed houses, employment opportunities, recreation and community facilities, set within an attractive environment with open space, trees, landscaping and other green infrastructure, including allotments.

1.20 It will provide a modern, high quality, sustainable, energy efficient development which integrates with the existing development to the west and provides an attractive edge to the urban form of Bury St Edmunds.

1.21 Within St Edmundsbury borough there are several nature conservation sites of international importance, one of which is the Breckland Special Protection Area (SPA) and Special Area for

Conservation (SAC). The Brecks area supports the Stone Curlew, Woodlark and Nightjar species and as an area this has been given additional protection from the potential impact of future development through Policy CS2 of the Core Strategy. Although the SPA does not fall within the area covered by the Bury St Edmunds Vision document, impact on the SPA, in terms of increased recreational pressure resulting from the strategic growth, will need to be carefully considered in appraising the proposals for development on the site. A Habitats Regulations (Screening) Assessment of the strategic site, as part of the Bury St Edmunds Vision 2031 document process, has concluded that a small increase in visitors to Breckland SPA is likely to be concentrated in areas closer to Bury St Edmunds, although not in sufficient extra numbers to cause any harm to the SPA.

1.22 Mature trees and the tree belt on the eastern boundary of the site will be retained and extended to provide a screened edge to build development to the east and north. These should be extended into the development to create place making features and movement connections, together with the creation of interconnected habitats to encourage both flora and fauna within the built environment.

1.23 Consideration will need to be given to the incorporation of sustainable urban drainage systems (SUDS) from the outset. This can incorporate features such as rainwater capture and integrated attenuation systems.

1.24 Built development will need to avoid the flight path safeguarding

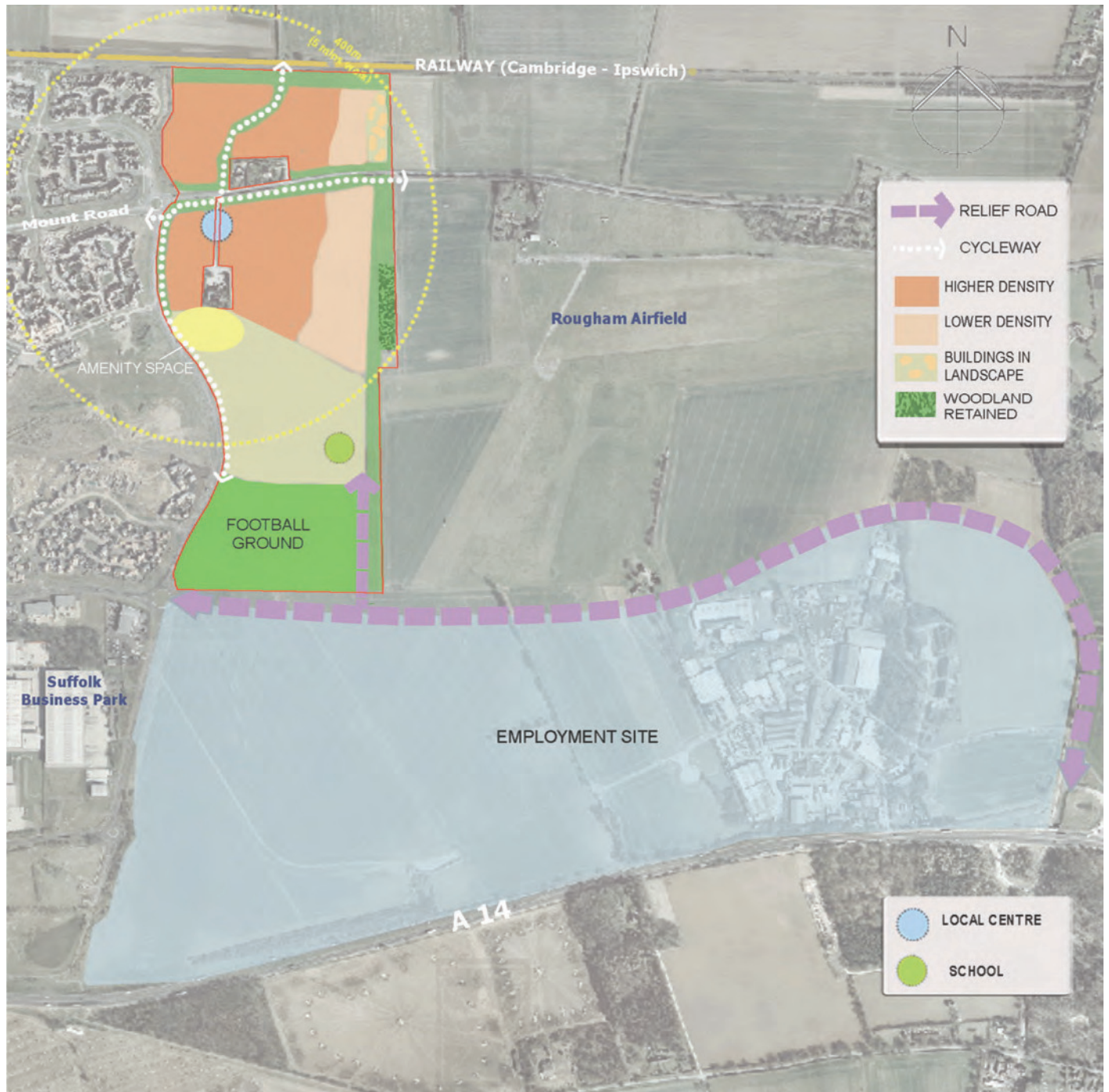
areas associated with the adjacent airfield. With planning permission already in place for the football academy in the southern part of the site, accessed directly from the Eastern Relief Road, the focus for residential development will be at the northern end to either side of Mount Road.

1.25 In accordance with the principle of walkable communities identified in the Bury St Edmunds Vision 2031, a community hub is identified. This is identified in close proximity to the existing public house and should provide a focus for the new community activities such as shops, community facilities and healthcare facilities. The location of the community hub would be accessible to both the proposed community, the existing community to the west and users of Mount Road and cycle route 51. The design of the community hub should allow flexibility of use and help engender community interaction and a strong sense of place.

1.26 The masterplan should address how opportunities will be created to achieve the establishment of local community governance groups and other community run initiatives, so that individuals feel able to get involved in managing the community they live in.

1.27 In order to achieve a balanced community, the new neighbourhoods will provide a mix of housing types and sizes, including affordable housing (30%), general market housing, executive housing and self build housing. Provision also needs to be made to meet the accommodation needs of the older generation.

- 1.28 The overall density of the development will be higher close to the community hub and lower at the eastern margins of the site. The extreme margins at the eastern part of the site, north of Mount Road, provide an opportunity to construct homes within a landscape setting.
- 1.29 Policy CS11 of the adopted St Edmundsbury Core Strategy identifies the requirement for a secondary school. This could be accommodated to the south of the flight path safeguarding area, north of the football academy, enabling shared use of amenities with the football academy. The area within the flight path safeguarding area would be used as school playing field and amenity open space, linking with the open space on the opposite side of Lady Miriam Way to the west.
- 1.30 Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways, which will connect with the existing system which provides access to the town centre. Links should also be made to development proposed to the north of the railway line. Vehicular access to the secondary school will be provided from the Eastern Relief Road to the east of the football academy, but footpath and cycle access should also be provided from Lady Miriam Way.
- 1.31 A relief road is required between Moreton Hall (Skyliner Way) and junction 45 of the A14 trunk road (Rookery Crossroads), which will provide access to the football academy and secondary school. The provision of this road will also accommodate existing traffic which currently uses junction 44 of the A14 and Mount Road. The relief road will also provide access to the eastward extension to Suffolk Business Park providing significant employment opportunities.



Appendix 8. West Bury St Edmunds Concept Statement

This concept statement has been prepared to provide the parameters and framework for the development of the West Bury St Edmunds strategic site as defined in Policy BV5. Its purpose is to inform the preparation of more detailed development proposals for the site within the context of current and emerging national and local planning policies and local environmental and infrastructure constraints.

1.1 The borough council expects that the issues raised in this concept statement will be given full consideration in the masterplan which will be developed for this site at a later date and prior to any planning applications for this site being determined.

1.2 This concept statement has been prepared in accordance with the requirements of the council's adopted protocol for the preparation of concept statements and the emerging policies relating to the preparation of concept statements and masterplans in the Joint Development Management Policies Submission Document (October 2012). The concept statement will inform the preparation of a masterplan for the area.

1.3 Policy CS11 of the St Edmundsbury Core Strategy (December 2010) identifies the area to the West of Bury St Edmunds for development that:

- maintains the identity and segregation of Westley;
- provides new high quality public open space and recreation facilities between the development and Westley;

- provides traffic relief for Westley in the form of a relief road to the east of the village;
- delivers around 450 homes of mixed tenure and size, including affordable homes;
- makes provision for the long term development of a sub-regional health campus (relocation of the West Suffolk Hospital) of landmark buildings set within high quality landscapes;
- delivers additional education, community and leisure facilities to meet the needs of this development and is located in a way that can achieve positive integration with the wider area; and
- provides improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations.

1.4 The policy notes that the development is likely to commence early in the medium term and the actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of a detailed masterplan in which the community and other stakeholders have been fully engaged.

1.5 The Core Strategy neither defined the boundary, nor the extent of the site, which has been achieved in the preparation of this Concept Statement and the draft Bury St Edmunds Vision 2031 local plan document. In doing so, careful regard has been paid especially to:

- a. ensuring the segregation and distinctiveness of Westley is maintained as a result of the development;
- b. ensuring that the buffer between the development and Westley is attractive and effective;
- c. links to the Westley estate to enable support of existing facilities;
- d. integration of Westley Middle School site and any future uses; and
- e. the health campus is accessible by a range of modes of travel.

Policy context

1.6 It is not the purpose of the concept statement to repeat all relevant planning policies published elsewhere. However, in preparing this document, the following local policies are of particular relevance.

1.7 Core Strategy (December 2010):

- Policy CS2 – Sustainable Development
- Policy CS3 – Design and Local Distinctiveness
- Policy CS5 – Affordable Housing
- Policy CS7 – Sustainable Transport
- Policy CS11 – Bury St Edmunds Strategic Growth
- Policy CS14 – Community Infrastructure Capacity and Tariffs

1.8 Replacement St Edmundsbury Borough Local Plan (2006):

- Policy DS4 – Masterplans
- Policy H5 – Mix of Housing
- Policy L4 – Standards of Open Space and Recreation Provision
- Policy L7 – Public Rights of Way
- Policy T1 – Transport Assessments
- Policy T2 – Hierarchical Approach

<p>to Site Access</p> <ul style="list-style-type: none"> • Policy T5 – Parking Standards • Policy T8 – Cycling and Pedestrian Strategies • Policy NE2 – Protected Species • Policy NE3 – Protection of the Landscape • Policy IM1 – Developer Contributions 		<p>1.14 The site has attractive long distance views over arable farmland to the south designated as a Special Landscape Area. However, long views out from the site mean that the site itself, is visible from a wide area with potential to have a significant impact upon the surrounding landscape, unless compensatory measures are put in place as part of the development.</p>
<p>1.9 Submission Draft Joint Development Management Policies Local Plan:</p> <ul style="list-style-type: none"> • Policy DM2 – Creating Places – Development Principles and Local Distinctiveness • Policy DM3 – Masterplans • Policy DM6 – Flooding and Sustainable Drainage • Policy DM7 – Sustainable Design and Construction • Policy DM8 – Improving Energy Efficiency and Reducing Carbon Dioxide Emissions • Policy DM13 – Mitigation, Enhancement, Management and Monitoring of Biodiversity • Policy DM14 – Landscape Features • Policy DM21 – Archaeology • Policy DM23 – Residential • Policy DM36 – Protection of Local Centres • Policy DM41 – Community Facilities and Services • Policy DM45 – Transport Assessments and Travel Plans • Policy DM46 – Parking Standards 	<p>1.11 The site lies predominantly within the plateau estate farmlands as defined within the Suffolk Landscape Character Assessment, but is also partly within the undulating estate farmlands at its southern end. Characteristics of these areas are:</p> <ul style="list-style-type: none"> • large scale rectilinear field pattern; • flat landscape of light loams and sandy soils (plateau estate); • undulating arable landscape (undulating estate); and • network of tree belts and coverts. <p>1.12 The northern part of the site is typical of the plateau estate farmland, being a flat landscape containing a rectilinear field pattern with hedges and tree belts. The southern part of the site, however, sits on the edge of the Linnet valley and falls away to the south.</p>	<p>1.15 The site has a continuous open boundary with the urban edge of Bury St Edmunds which should assist in integrating development. However, much of this boundary is formed by the rear gardens of houses fronting Oliver Road and opportunities for access to permeate between the two areas is limited. New connections will be required for footpath and cycle access, but not for vehicular access. An existing footpath and part cycleway adjacent to Westley Middle School has potential for upgrading to a full footpath/ cycleway.</p>
<p>Landscape context</p>		
<p>1.10 The site is located on the western edge of Bury St Edmunds, bound by Newmarket Road (A1302) and the Ipswich to Cambridge railway line to the north and Westley Road to the south. The eastern side of the site adjoins the western urban</p>	<p>Constraints and opportunities</p> <p>1.13 The varying topography together with natural landscape features, provides a strong framework to assist in guiding the form of the development. This will assist in providing a strong visual structure as well as adding benefit through providing the site with green infrastructure opportunities.</p>	<p>1.16 The eastern part of the site is within 400 metres of existing community facilities located at Oliver and Ridley Road.</p> <p>1.17 The setting and identity of the village of Westley must be protected to avoid coalescence with the town. This can be achieved through the creation of an effective green buffer.</p> <p>1.18 The need to reserve a site to accommodate a future sub-regional health campus for West Suffolk requires careful consideration. However, its</p>

early identification provides an opportunity to integrate the site with its surroundings through the early provision and establishment of green infrastructure.

- 1.19 The construction of the relief road connecting Westley Road with Newmarket Road presents an opportunity to divert through traffic from Westley.

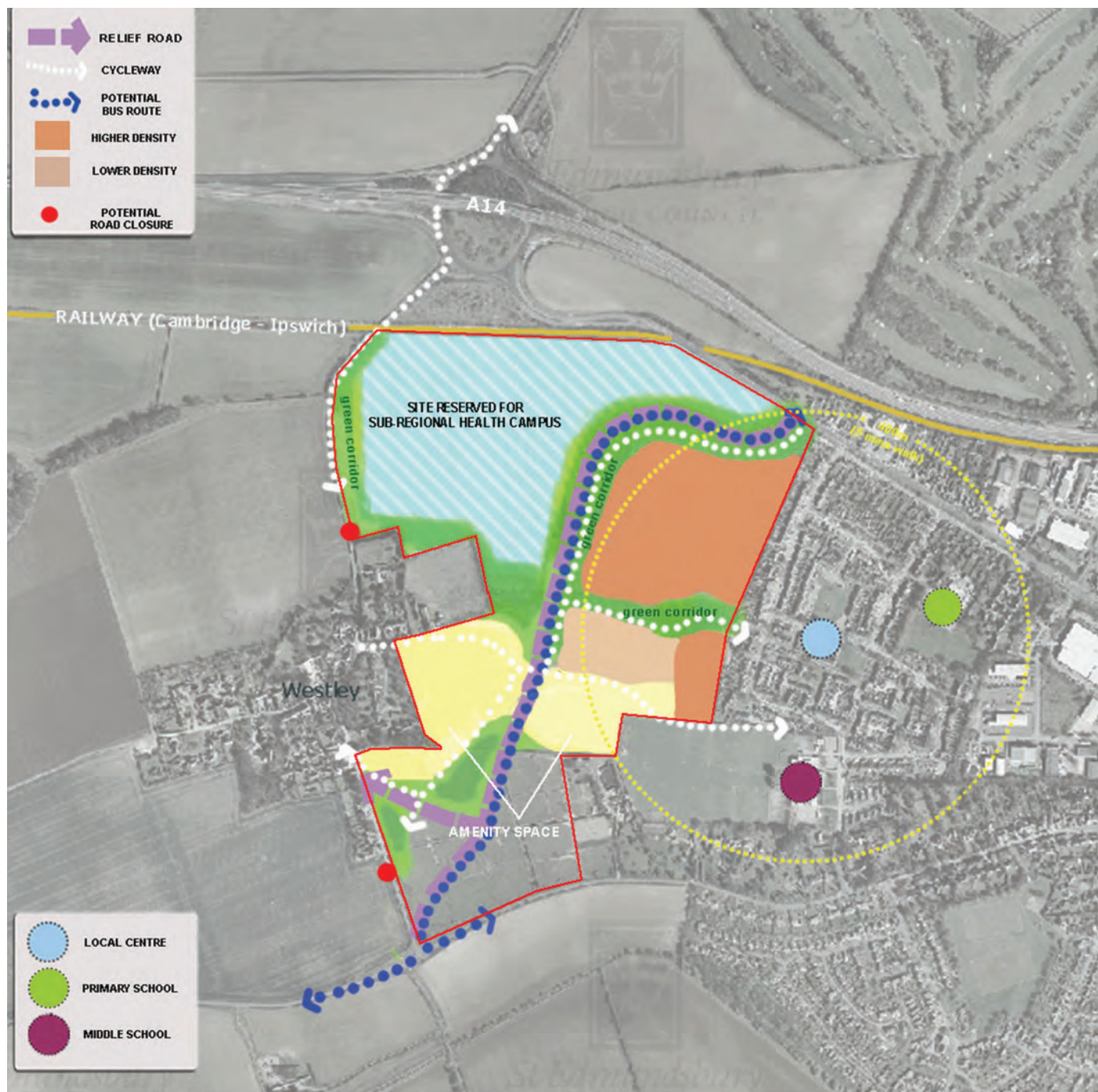
Community engagement

- 1.20 The community consultation was carried out by the developer and included a two-day public exhibition which identified local assets and issues which were then tested and explored through a workshop session. The key themes which emerged from the exhibition were a desire for a buffer zone to keep Westley separate from Bury St Edmunds, ensuring open space is retained near to Oliver Road and a desire for a mixture of onsite and offsite community facilities. Other key issues arising from the consultation include:
- new and improved bus services to the new neighbourhood and Westley;
 - cycleways connecting Westley to Bury St Edmunds;
 - the whole local road infrastructure needs improving;
 - any new relief road must accommodate HGVs;
 - significant permanent buffer needed between Westley and new development;
 - Westley must retain village status;
 - access to the hospital should be from Newmarket Road; and
 - HGVs should be restricted from Oliver Road.

Place making

- 1.21 The vision for the growth area is to deliver a sustainable and vibrant new community, set within an attractive environment with a sensitive urban edge which respects the adjoining neighbourhoods and the identity and setting of Westley village.
- 1.22 It will provide a modern, high quality, sustainable, energy efficient development which integrates with the existing development to the east and provides an attractive urban edge to Bury St Edmunds.
- 1.23 Within St Edmundsbury borough there are several nature conservation sites of international importance, one of which is the Breckland Special Protection Area (SPA) and Special Area for Conservation (SAC). The Brecks area supports the Stone Curlew, Woodlark and Nightjar species and as an area this has been given additional protection from the potential impact of future development through Policy CS2 of the Core Strategy. Although the SPA does not fall within the area covered by the Bury St Edmunds Vision document, impact on the SPA, in terms of increased recreational pressure resulting from the strategic growth, will need to be carefully considered in appraising the proposals for development on the site. A Habitats Regulations (Screening) Assessment of the strategic site, as part of the Bury St Edmunds Vision 2031 document process, has concluded that a small increase in visitors to Breckland SPA is likely to be concentrated in areas closer to Bury St Edmunds, although not in sufficient extra numbers to cause any harm to the SPA.
- 1.24 That part of the site which sits on the plateau above the ridge of the south facing river valley has the greatest impact upon long distance views from the south. This area should be kept clear of built development and offers an opportunity for significant landscape enhancement through the provision of parkland which would reinforce the visual separation between Bury St Edmunds and Westley. The masterplan should fully explore opportunities for varied tree planting in this area in the form of coverts, tree belts and specimen trees. These should be extended into the development to create place making features and movement connections, together with the creation of interconnected habitats to encourage both flora and fauna within the built environment.
- 1.25 Consideration will need to be given to the incorporation of sustainable urban drainage systems (SUDS) from the outset. This can incorporate features such as rainwater capture and integrated attenuation systems.
- 1.26 In accordance with the principle of walkable communities identified in the Bury St Edmunds Vision 2031, residential development is located within the eastern part of the site within 400m of the existing community facilities located at Oliver Road and Ridley Road. The nearest schools are located in Oliver Road and Greene Road. Although within easy reach of existing facilities, the proposed development will be required to contribute to enhancement of those services to meet the additional demands created.

- 1.27 The masterplan should address how opportunities will be created to achieve the establishment of local community governance groups and other community run initiatives, so that individuals feel able to get involved in managing the community they live in.
- 1.28 In order to achieve a balanced community, the new neighbourhoods will provide a mix of housing types and sizes, including affordable housing (30%), general market housing, executive housing and self build housing. Provision also needs to be made to meet the accommodation needs of the older generation.
- 1.29 The overall density of development will vary through the development, being lower at the margins of the site and in particular, the south eastern part of the site most prominent from views from the south.
- 1.30 Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways, which will connect with the existing system at Newmarket Road and Oliver Road which provide access to the town centre. In addition, an enhanced footpath/cycle link should be provided to the village of Westley through the area of parkland/open space.
- 1.31 Policy CS11 of the adopted Core Strategy requires traffic relief for Westley through the delivery of a relief road to the east of the village in the medium term. This road will connect Newmarket Road to the north with Westley Lane to the south and will provide direct access to the development. The masterplan will need to address the full nature and route of this 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.
- 1.32 The north west portion of the site is identified for the provision of a sub-regional health campus. Although this facility is unlikely to be required until the latter part of the plan period, the masterplan will need to address how it will be integrated with the rest of the development site and Westley village. This will include consideration of the landscape infrastructure and its potential for delivery in advance of the health campus. Consideration will also need to be given to a movement strategy for the health campus.



Appendix 9. North-east Bury St Edmunds Concept Statement

This concept statement has been prepared to provide the parameters and framework for the development of the North-east Bury St Edmunds strategic site as defined in Policy BV6. Its purpose is to inform the preparation of more detailed development proposals for the site within the context of current and emerging national and local planning policies and local environmental and infrastructure constraints.

1.1 The borough council expects that the issues raised in this concept statement will be given full consideration in the masterplan which will be developed for this site at a later date and prior to any planning applications for this site being determined.

1.2 This concept statement has been prepared in accordance with the requirements of the council's adopted protocol for the preparation of concept statements and the emerging policies relating to the preparation of concept statements and masterplans in the Joint Development Management Policies Submission Document (October 2012). The concept statement will inform the preparation of a masterplan for the area.

1.3 Policy CS11 of the St Edmundsbury Core Strategy (December 2010) identifies the area to the north-east of Bury St Edmunds for development that:

- maintains the identity and segregation of Great Barton and creates a new, high quality entrance to Bury St Edmunds;

- facilitates the provision of an A143 Great Barton bypass;
- contributes to reducing congestion at appropriate junctions on the A14 in Bury St Edmunds;
- provides improved public transport, foot and cycle links to the town centre and south towards the A14 and strategic employment sites;
- delivers around 1250 homes of mixed tenure and size, including affordable homes;
- provides opportunities for B1 use class local employment;
- provides new, high quality strategic public open space and recreation facilities; and
- delivers additional education, community and leisure facilities to meet the needs of this development and is located in a way that can achieve positive integration with the wider area.

1.4 The policy notes that the development is likely to commence in the latter part of the plan period and the actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of a detailed masterplan in which the community and other stakeholders have been fully engaged.

1.5 The Core Strategy neither defined the boundary, nor the extent of the site, which has been achieved in the preparation of this concept statement and the draft Bury St Edmunds Vision 2031 local plan document. In doing so, careful regard has been paid especially to:

- a. preventing coalescence of development with Great Barton;
- b. improving linkages to Moreton Hall and rest of the town;
- c. walkable neighbourhoods; and
- d. delivery of services and facilities with the development.

Policy context

- 1.6 It is not the purpose of the concept statement to repeat all relevant planning policies published elsewhere. However, in preparing this document, the following local policies are of particular relevance.
- 1.7 Core Strategy (December 2010):
 - Policy CS2 – Sustainable Development
 - Policy CS3 – Design and Local Distinctiveness
 - Policy CS5 – Affordable Housing
 - Policy CS7 – Sustainable Transport
 - Policy CS11 – Bury St Edmunds Strategic Growth
 - Policy CS14 – Community Infrastructure Capacity and Tariffs
- 1.8 Replacement St Edmundsbury Borough Local Plan (2006):
 - Policy DS4 – Masterplans
 - Policy H5 – Mix of Housing
 - Policy L4 – Standards of Open Space and Recreation Provision
 - Policy L7 – Public Rights of Way
 - Policy T1 – Transport Assessments
 - Policy T2 – Hierarchical Approach to Site Access
 - Policy T5 – Parking Standards
 - Policy T8 – Cycling and Pedestrian Strategies
 - Policy NE2 – Protected Species
 - Policy NE3 – Protection of the Landscape

- Policy IM1 – Developer Contributions
- 1.9 Submission Draft Joint Development Management Policies Local Plan:
- Policy DM2 – Creating Places – Development Principles and Local Distinctiveness
 - Policy DM3 – Masterplans
 - Policy DM6 – Flooding and Sustainable Drainage
 - Policy DM7 – Sustainable Design and Construction
 - Policy DM8 – Improving Energy Efficiency and Reducing Carbon Dioxide Emissions
 - Policy DM13 – Mitigation, Enhancement, Management and Monitoring of Biodiversity
 - Policy DM14 – Landscape Features
 - Policy DM21 – Archaeology
 - Policy DM23 – Residential
 - Policy DM36 – Protection of Local Centres
 - Policy DM41 – Community Facilities and Services
 - Policy DM45 – Transport Assessments and Travel Plans
 - Policy DM46 – Parking Standards

Landscape context

- 1.10 The site, which is roughly triangular in shape, is located on the north-east side of Bury St Edmunds bound to the north-west by Bury Road (A143) and to the south by the Ipswich to Cambridge railway line, with the modern development at Moreton Hall beyond. To the east is the small hamlet of Cattishall.
- 1.11 The site lies within the plateau estate farmlands as defined in the Suffolk Landscape Character Assessment. Characteristics of these areas which are evident in the locality are:

- large scale rectilinear field pattern;
 - flat landscape of light loams and sandy soils;
 - network of tree belts and coverts; and
 - clustered villages with a scattering of farmsteads around them.
- 1.12 Although located within an area characterised as flat landscape, the site is gently rolling in character, falling from north-east to south-west. A green lane crosses through the site and divides it between north and south. The southern part is largely open in character with remnants of former field boundaries, a tree belt, small tree clumps and a hedge at its eastern end which forms the edge of the former Cattishall Green. The northern part of the site retains its rectilinear field pattern, hedges and coverts and includes views of Holy Innocents Church to the north east. This part of the site is the most prominent from distant views.

Constraints and opportunities

- 1.13 The varying topography, historic and natural landscape features, provide a strong framework to assist in guiding the form of development. This will assist in providing a strong visual structure as well as adding benefit through providing the site with green infrastructure opportunities.
- 1.14 The site has attractive long distance views over arable farmland, with views of key landmarks both within the town and in surrounding villages. However, long views out from the site mean that the site itself, is visible from a wide area, with potential to have a significant impact upon the surrounding landscape unless compensatory measures are put in place as part of the development.

- 1.15 The site is separated from the existing urban edge of Bury St Edmunds by the railway line, which provides a physical barrier. This could present difficulties in achieving integration of the new development with the existing, with opportunities for footpath and cycle connection limited. The existing level crossing point at Cattishall and footpath tunnel should be utilised.
- 1.16 The physical separation created by the railway offers opportunities for the development to create its own independent character and identity.
- 1.17 The setting and identity of the village of Great Barton and the hamlet of Cattishall need to be protected to avoid coalescence with the town. This can be provided through the creation of effective green buffers, although the nature of those buffers will require careful treatment to ensure a balance between protecting the identity and integrity of the village and hamlet and establishing a new neighbourhood for the town.
- 1.18 Development of the site will have an impact upon Junction 43 of the A14 which is operating at capacity and routes into the town centre. Mitigation will be required to address these.
- 1.19 The development must be capable of accommodating a route for any bypass proposed for Great Barton.

Community engagement

- 1.20 The community consultation carried out by the developer included three separate well attended drop-in exhibitions and a workshop, designed to test and develop the outcomes of the

exhibition/open days. The key ideas and visioning raised from the consultation are as follows:

- traffic relief to Great Barton, for example, through a bypass or diversion of traffic to other routes;
- additional, complementary and accessible facilities such as schooling, childcare, shopping and leisure opportunities;
- improved pedestrian and cycle routes;
- improved bus services, for example, through the development of a shuttle bus service;
- improvements to bottlenecks with the local highway system such as the Orttewell Road – Barton Road A143 area;
- the development of a rail halt at Cattishall – potentially linked to a park and ride service; and
- a mix of house type including sheltered housing for the elderly as well as starter homes for young families.

Place making

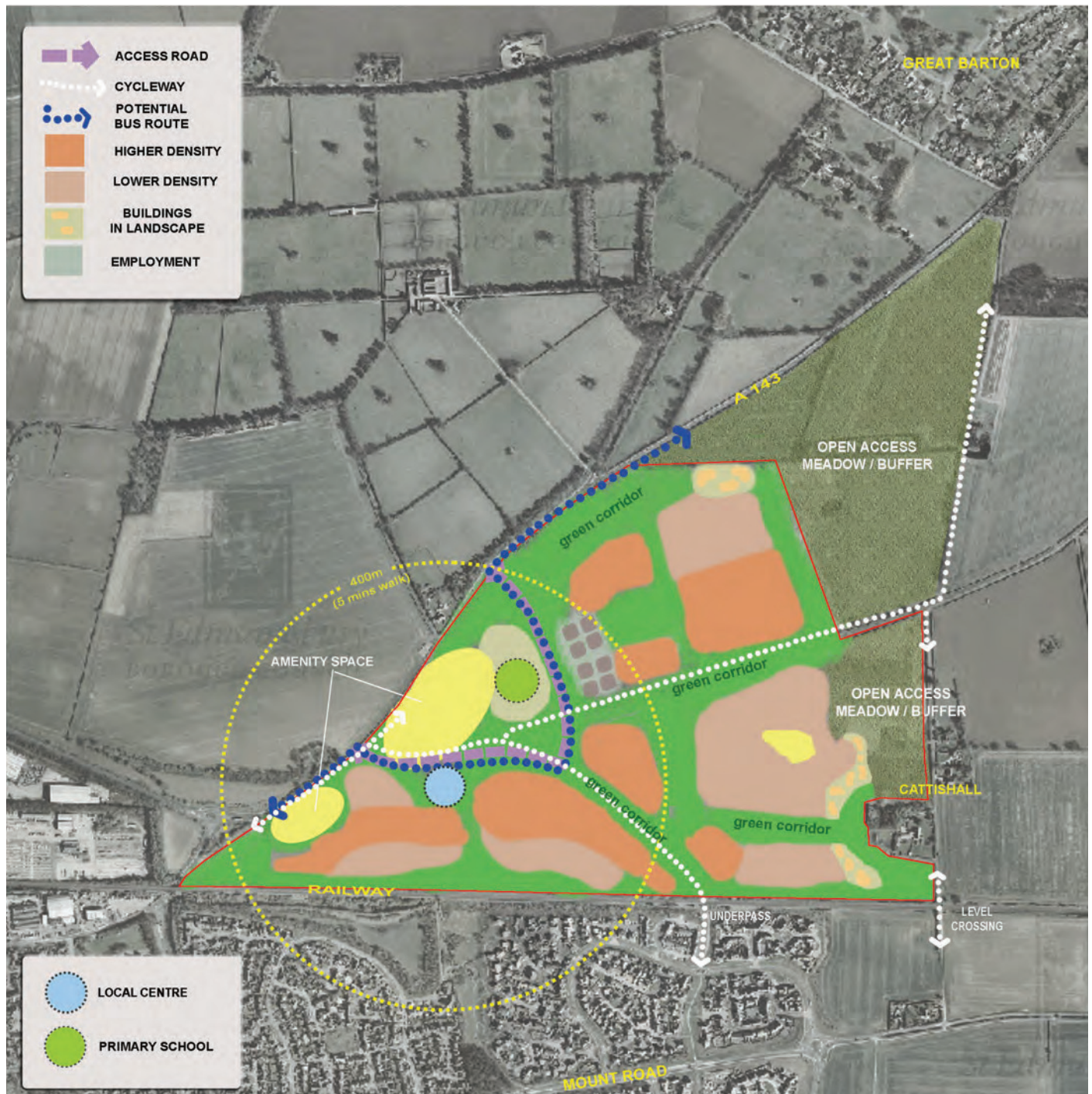
- 1.21 The vision for the growth area is to deliver a new community with a village character that is its own identifiable place and yet is well connected to its hinterland.
- 1.22 It will provide a modern, high quality, sustainable, energy efficient community where development will be informed by the shape of the landscape and the urban form of Bury St Edmunds and surrounding villages, to create a sensitive transition between urban, semi-rural and rural.
- 1.23 Within St Edmundsbury borough there are several nature conservation sites of international importance, one of which is the

Breckland Special Protection Area (SPA) and Special Area for Conservation (SAC). The Brecks area supports the Stone Curlew, Woodlark and Nightjar species and as an area this has been given additional protection from the potential impact of future development through Policy CS2 of the Core Strategy. Although the SPA does not fall within the area covered by the Bury St Edmunds Vision document, impact on the SPA, in terms of increased recreational pressure resulting from the strategic growth, will need to be carefully considered in appraising the proposals for development on the site. A Habitats Regulations (Screening) Assessment of the strategic site, as part of the Bury St Edmunds Vision 2031 document process, has concluded that a small increase in visitors to Breckland SPA is likely to be concentrated in areas closer to Bury St Edmunds, although not in sufficient extra numbers to cause any harm to the SPA.

- 1.24 Mature trees and tree belts, hedges and the green lane will be retained and provide the opportunity for linear parks, public open space, and allotments, informing the layout and creating place making features and movement connections, together with the creation of interconnected habitats to encourage both flora and fauna within the built development. These areas will also provide opportunities for informal play shaping throughout the site.
- 1.25 Consideration will need to be given to the incorporation of sustainable urban drainage systems (SUDS) from the outset. This can incorporate features such as rainwater capture and integrated attenuation systems.

- 1.26 In accordance with the principle of walkable communities identified in Bury St Edmunds Vision 2031, a community hub is identified. This should provide a focus for the new community and activities such as shops, community facilities, primary school and healthcare facilities. It would also provide the location for any employment uses. The design of the community hub should allow flexibility of use and help engender community interaction and strong sense of place.
- 1.27 In addition to the community hub identified above, the south eastern part of the site falls within walking distance of the proposed community hub for Moreton Hall identified in the Moreton Hall Concept Statement. Opportunities should be fully exploited to provide pedestrian and cycle links to that proposed facility.
- 1.28 The masterplan should address how opportunities will be created to achieve the establishment of local community governance groups and other community run initiatives, so that individuals feel able to get involved in managing the community they live in.
- 1.29 In order to achieve a balanced community, the new neighbourhoods will provide a mix of housing types and sizes, including affordable housing (30%), general market housing and executive housing. Provision also needs to be made to meet the accommodation needs of the older generation. The masterplan should make provision for self build properties and opportunities for community build projects should be explored.

- 1.30 Successful neighbourhoods have a sense of place that helps residents feel a sense of identity. The separation of this site from the existing urban edge of Bury St Edmunds by the railway line and the size of the site, provides an opportunity for the creation of a variety of distinctive character areas to be created making it possible for people to recognise different parts of the development and know where they are. This can be assisted through high quality urban design, the use of public art and the creation of high quality public realm. However, there is a need to balance the variety of different parts with a coherence of character for the place as a whole, particularly where the development will be built out in phases.
- 1.31 The overall density of the site will vary, with lower density development towards the margins of the site, particularly to the east. The areas at the extreme margins of the site to the north adjoining the buffer zone and to the east closest to Cattishall provide an opportunity to construct homes within a landscape setting. Existing landscape features including field boundaries, the green lane, and coverts will be retained and utilised to inform the shape of the development and develop a sense of place.
- 1.32 Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways which will connect through to the proposed secondary school at Moreton Hall and connect with the footpath and cycle network including national Cycle Network routes 13 and 51 to the town centre. Development of the site also presents opportunities to improve footpath and cycle links to Great Barton. The layout of the site should facilitate bus movement and accessibility. The focus will be on encouraging the use of public transport, cycleways and footpaths within the town and reducing the dependence on cars.
- 1.33 All vehicular access points will be from the A143 connected via a spine road which will allow circulatory access for cars and buses. This spine road will provide access to the community hub and a connected network of streets.
- 1.34 The green buffer between the development area, the village of Great Barton and the hamlet of Cattishall will serve a dual role, being the separation between the urban edge of Bury St Edmunds and the village/hamlet, but also providing a new and important area of open space. The masterplan will need to address how this dual role will be best achieved and provide details of its delivery at an early stage.



Appendix 10. South-east Bury St Edmunds Concept Statement

This concept statement has been prepared to provide the parameters and framework for the development of the South-east Bury St Edmunds strategic site as defined in Policy BV7. Its purpose is to inform the preparation of more detailed development proposals for the site within the context of current and emerging national and local planning policies and local environmental and infrastructure constraints.

1.1 The borough council expects that the issues raised in this concept statement will be given full consideration in the masterplan which will be developed for this site at a later date and prior to any planning applications for this site being determined.

1.2 This concept statement has been prepared in accordance with the requirements of the council's adopted protocol for the preparation of concept statements and the emerging policies relating to the preparation of concept statements and masterplans in the Joint Development Management Policies Submission Document (October 2012). The concept statement will inform the preparation of a masterplan for the area.

1.3 Policy CS11 of the St Edmundsbury Core Strategy (December 2010) identifies the area to the south-east of Bury St Edmunds for development that:

- positively uses the framework for new development provided by the existing natural environment and character of the area,

including maintaining significantly important open spaces that provide the setting of the historic centre;

- makes a positive contribution to reducing the potential for flooding both in the area and downstream in the Lark Valley;
- contributes to reducing congestion at appropriate junctions on the A14 in Bury St Edmunds;
- delivers a relief road that reduces levels of through traffic using the Rougham Road and Sicklesmere Road;
- provides improved public transport, foot and cycle links to the town centre and north towards the A14 and strategic employment sites;
- provides new high quality strategic public open space and recreation facilities;
- delivers additional education, community and leisure facilities to meet the needs of this development and is located in a way that can achieve positive integration with the wider area; and
- delivers around 1250 homes of mixed tenure and size, including affordable homes.

1.4 The policy notes that the development is likely to commence in the latter part of the plan period and the actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of a detailed masterplan in which the community and other stakeholders have been fully engaged.

1.5 The Core Strategy neither defined the boundary, nor the extent of the site, which has been achieved in the preparation of this concept statement and the draft Bury St Edmunds Vision 2031 local plan document. In doing so, careful regard has been paid especially to:

- an overall neighbourhood of approximately 1250 new homes;
- defining two distinct walkable neighbourhoods connected by a public green;
- a relief road which addresses congestion along A1302 / A134 (Rougham Road/Sicklesmere Road) and provides a strategic link into the new development;
- a generous public central green which functions as a neighbourhood centre whilst enhancing visual access to the landscape;
- a primary school with adjacent playing fields at the back of the block;
- a landscape-led plan with aspirations for drawing the surrounding landscape into the masterplan and creating an amenity for local people;
- walkable neighbourhoods which consist of recognisable streets and paths throughout the development and which connect strategically to the town centre and out into the surrounding countryside;
- a mixed use community with a mix of retail, employment and community facilities;
- a footpath and cycle route along the river corridor straight to the town centre and links to the existing pedestrian and cycle

- network into the surrounding countryside;
- j. creating newly located garden allotments and food producing spaces;
- k. sports fields and playing fields making use of the flood plains;
- l. making use of the River Lark by providing access and a local amenity;
- m. relocation of the large lorry park;
- n. currently the household recycling site is not seen as contributing negatively to the site and is not proposed to be removed in the early stages;
- o. two new bus stops and a new bus route through both neighbourhoods;
- p. travel planning developed in order to encourage other non-car modes of transportation;
- q. creating the potential for links to the eastern side of Moreton Hall and the business park, avoiding the A14 junction;
- r. creating a green buffer to the south of the site in order to prevent further housing expansion into the special landscape ribbon thereby discourages sprawl; and
- s. incorporating flood attenuation south-east of the disused railway line.

Policy context

- 1.6 It is not the purpose of the concept statement to repeat all relevant planning policies published elsewhere. However, in preparing this document, the following local policies are of particular relevance.
- 1.7 Core Strategy (December 2010):

- Policy CS2 – Sustainable Development
- Policy CS3 – Design and Local Distinctiveness
- Policy CS5 – Affordable Housing
- Policy CS7 – Sustainable Transport
- Policy CS11 – Bury St Edmunds Strategic Growth
- Policy CS14 – Community Infrastructure Capacity and Tariffs

1.8 Replacement St Edmundsbury Borough Local Plan (2006):

- Policy DS4 – Masterplans
- Policy H5 – Mix of Housing
- Policy L4 – Standards of Open Space and Recreation Provision
- Policy L7 – Public Rights of Way
- Policy T1 – Transport Assessments
- Policy T2 – Hierarchical Approach to Site Access
- Policy T5 – Parking Standards
- Policy T8 – Cycling and Pedestrian Strategies
- Policy NE2 – Protected Species
- Policy NE3 – Protection of the Landscape
- Policy IM1 – Developer Contributions

1.9 Submission Draft Joint Development Management Policies Local Plan:

- Policy DM2 – Creating Places – Development Principles and Local Distinctiveness
- Policy DM3 – Masterplans
- Policy DM6 – Flooding and Sustainable Drainage
- Policy DM7 – Sustainable Design and Construction
- Policy DM8 – Improving Energy Efficiency and Reducing Carbon Dioxide Emissions
- Policy DM13 – Mitigation, Enhancement, Management and

- Monitoring of Biodiversity
- Policy DM14 – Landscape Features
- Policy DM21 – Archaeology
- Policy DM23 – Residential
- Policy DM36 – Protection of Local Centres
- Policy DM41 – Community Facilities and Services
- Policy DM45 – Transport Assessments and Travel Plans
- Policy DM46 – Parking Standards

Landscape context

- 1.10 The area which comprises two distinct parcels of land, is located on the south-eastern side of Bury St Edmunds broadly between Sicklesmere Road (A134) to the south west and the A14 to the north east. The northern boundary is formed by Rougham Hill and Rushbrooke Lane, which includes a number of properties and runs through the centre of the site.
- 1.11 The site lies within the plateau estate farmlands as defined in the Suffolk Landscape Character Assessment. Characteristics of these areas which are evident in the locality are:
- flat landscape of light loams and sandy soils;
 - large scale rectilinear field pattern;
 - network of tree belts and coverts; and
 - 18th – 19th and 20th century landscape parks.
- 1.12 The site forms part of the shallow valley of the River Lark, which both crosses the site and forms part of the northern and southern boundaries of each of the two

parcels of land. The northern area rises gently to the north east from the river with established hedgerows. Beyond the site to the east are significant tree belts and coverts. The southern portion of the site is separated from the northern area by the river and an embankment carrying a former railway. This area includes flood plains along its northern edge, with wetland vegetation and habitats. To the south of this, the land is formed by a single large open arable field.

- 1.13 The northern part of the site is crossed by high voltage electricity cables supported by pylons.

Constraints and opportunities

- 1.14 The varying topography with the river and valley, together with natural and man-made landscape features, provides a strong framework to assist in guiding the form of development. This will assist in providing a strong visual structure as well as adding benefit through providing the site and the land beyond, with green infrastructure opportunities.
- 1.15 The site has long distance views over arable farmland and parkland to the south. This area, which extends into the site is designated as a Special Landscape Area. However, long views out from the site mean that the site itself, is visible from a wide area with potential to have a significant impact upon the surrounding landscape, unless compensatory measures are put in place as part of the development.
- 1.16 The northern part of the northern portion of the site, has views towards the historic core of Bury St Edmunds across open meadows, with the cathedral forming a focal

point. This provides a strong link with the urban fabric of Bury St Edmunds.

- 1.17 The site is separated from the existing urban edge of Bury St Edmunds by the river. Although this could present difficulties in achieving integration with existing communities, the river could provide an opportunity to create footpath and cycle links through the site and connecting with the town and the countryside beyond.
- 1.18 The area around Rougham Hill includes a household waste recycling centre and a lorry park. The lorry park is located within the boundaries of the site. The integration of the household waste site will require careful consideration and a suitable new location will be required for the lorry park.
- 1.19 The high voltage electricity cables which cross the site currently detract from the appearance and character of the landscape. The relocation of these cables underground would result in a significant improvement to the locality.
- 1.20 The site is located at the furthest point from the waste water treatment works located at Fornham St Martin. The existing sewerage network through the centre of Bury St Edmunds will not accommodate significant additional flows. Alternative sewage network provision will be required to link the site with the treatment works.
- 1.21 A relief road is required between Rougham Road to the north and Sicklesmere Road to the south. The purpose of this road is not intended to bypass the

existing roads, but to provide an alternative relief route for traffic wishing to access the A14 from the A134, which currently converges on Southgate Green roundabout, sharing the route with traffic wishing to access Bury St Edmunds, the West Suffolk Hospital and the A143 to Haverhill.

Community engagement

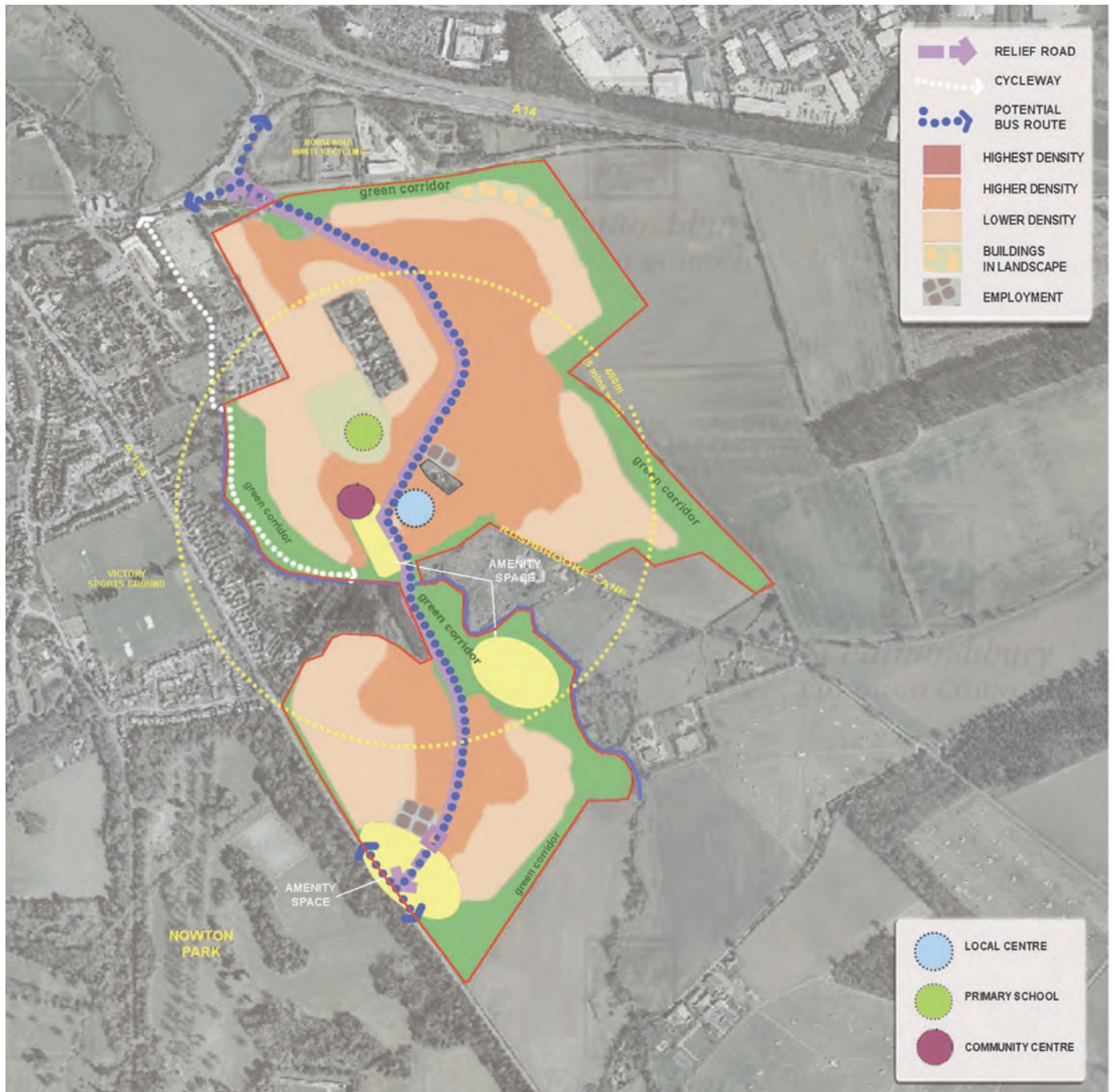
- 1.22 The community consultation events were carried out by The Prince's Foundation for the Built Environment on behalf of the developers which included two public meetings which included facilitated exercises to identify and map positive and negative issues and opportunities. This was followed by two Enquiry by Design Workshops. These identified five key issues as follows:
- landscape and ecology;
 - transport and movement;
 - employment;
 - community facilities; and
 - development and design.
- 1.23 Detailed consideration was given to a range of issues arising under each of the above headings.

Place making

- 1.24 The vision for the growth area is to create an attractive, cohesive and well-balanced community that is influenced by the surrounding high quality natural environment, which sits sympathetically around the existing properties on Rushbrooke Lane.
- 1.25 It will provide a modern, high quality, sustainable, energy efficient community where development will be informed by the shape of the landscape

- and the urban form of Bury St Edmunds, and provide an attractive urban extension to the town.
- 1.26 Within St Edmundsbury borough there are several nature conservation sites of international importance, one of which is the Breckland Special Protection Area (SPA) and Special Area for Conservation (SAC). The Brecks area supports the Stone Curlew, Woodlark and Nightjar species and as an area this has been given additional protection from the potential impact of future development through Policy CS2 of the Core Strategy. Although the SPA does not fall within the area covered by the Bury St Edmunds Vision document, impact on the SPA, in terms of increased recreational pressure resulting from the strategic growth, will need to be carefully considered in appraising the proposals for development on the site. A Habitats Regulations (Screening) Assessment of the strategic site, as part of the Bury St Edmunds Vision 2031 document process, has concluded that a small increase in visitors to Breckland SPA is likely to be concentrated in areas closer to Bury St Edmunds, although not in sufficient extra numbers to cause any harm to the SPA.
- 1.27 Mature trees and tree belts will be retained and provide the opportunity for linear parks, public open space and allotments, informing the layout and creating place making features and movement connections, together with the creation of interconnected habitats to encourage both flora and fauna within the built environment. These areas also provide opportunities for informal play
- shaping throughout the site.
- 1.28 The existence of the river through the site should be capitalised on to provide a continuous riverside walk, providing a green corridor linking a series of open spaces, tree belts and plantations, with potential to enhance the biodiversity of the area. These open spaces should link in with existing open space and river corridor beyond the site, in accordance with the Green Infrastructure Strategy.
- 1.29 Consideration needs to be given to the incorporation of sustainable urban drainage systems (SUDS) from the outset. This can incorporate features such as rainwater capture and integrated attenuation systems.
- 1.30 In accordance with the principle of walkable communities identified in Bury St Edmunds Vision 2031, a community hub is identified. This should provide a focus for the new community and activities such as shops, community facilities, primary school and healthcare facilities. It would also provide a focus for any employment uses. The design of the community hub should allow flexibility of use and help engender community interaction and strong sense of place. Given the distances involved, a second hub may need to be considered, supported by further employment opportunities towards the southern end of the site.
- 1.31 The masterplan should address how opportunities will be created to achieve the establishment of local community governance groups and other community run initiatives, so that individuals feel able to get involved in managing the community they live in.
- 1.32 In order to achieve a balanced community, the new neighbourhoods will provide a mix of housing types and sizes, including affordable housing (30%), general market housing and executive housing. Provision also needs to be made to meet the accommodation needs of the older generation. The masterplan should make provision for self build properties and opportunities for community build projects should be explored together with opportunities for Gypsy and Traveller accommodation should a need be identified at the time of the development.
- 1.33 Successful neighbourhoods have a sense of place that helps residents feel a sense of identity. The separation of this site from the existing urban edge of Bury St Edmunds by the river, but close affinity with the historic core through visual and footpath links, coupled with the size of the site, provides an opportunity for the creation of a variety of distinctive character areas to be created, making it possible for people to recognise different parts of the development and know where they are. This can be assisted through high quality urban design, the use of public art and the creation of high quality public realm. However, there is a need to balance the variety of different parts with a coherence of character for the place as a whole, particularly where the development will be built out in phases.
- 1.34 The overall density of the site will be higher close to the community hub(s) and lower at the margins of the site, particularly to the east and west. The area at the extreme margin to the north at the highest

- part of the site provides an opportunity to construct homes within a landscape setting.
- 1.35 Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways, which will connect to the town centre. Opportunities to provide a footpath/cycleway link to the existing bridleway crossing of the A14 to Suffolk Business Park should be fully explored, to provide a direct connection to the proposed secondary school at Moreton Hall. This could also serve to provide improved cycle links to the village of Rougham. The layout of the site should facilitate bus movement and accessibility. The focus will be on encouraging the use of public transport, cycleways and footpaths within the town and reducing dependence on cars. This may require appropriate contributions towards off-site improvements to improving the links identified above.
- 1.36 The principal vehicular access points will be from the Rougham Road to the north and Sicklesmere Road to the south, connected via a spine road which will allow access for cars and buses. This spine road may double as the relief road and will provide access to the community hubs and connected network of streets. That part of Rushbrooke Lane serving the existing properties will be retained and by-passed by the spine road.
- 1.37 The proximity of Nowton Park to the south-west of the site will provide access to a significant informal parkland recreation facility. However, provision will be required for sports fields and recreation facilities within the site, which could be sited within the flood plain accessible from the community hub.



Appendix 11. Replacement of saved St Edmundsbury Local Plan (2016) Policies

The St Edmundsbury Local Plan was adopted in 2006. In 2009 St Edmundsbury Borough Council made representations to the Secretary of State to save a number of policies from the Replacement Local Plan beyond the transition period from the implementation of the Planning and Compulsory Purchase Act (2004).

The following saved policies are superseded on adoption of the Bury St Edmunds Vision 2031 document.

Replacement St Edmundsbury Local Plan 2016 policy reference	Policy Heading	Where policy is superseded by the Bury St Edmunds Vision 2031 document
BSE1	Housing on brownfield sites – Bury St Edmunds	BV10
BSE2	Vinefields Farm	Deleted
BSE3	Strategic Site – Suffolk Business Park, Moreton Hall, Bury St Edmunds	BV13
BSE4	General Employment Area	BV14
BSE5	British Sugar	BV16
BSE6	Station Hill Development Area	BV8
BSE7	Town Centre Development Area, Bury St Edmunds	BV27
BSE8	St Edmundsbury Retail Park	BV17
BSE9	Tayfen Road, Bury St Edmunds	BV9
BSE10	St Andrews Street North	Deleted
BSE11	Park and Ride Bury St Edmunds	Deleted
BSE12	New Railway Station	Deleted
BSE13	Bury St Edmunds Eastern Relief Road	BV13
BSE14	West Suffolk Hospital	BV22
BSE15	New Schools Site	Deleted
BSE16	West Suffolk College	BV23
BSE17	Western Way	BV15



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