

St Edmundsbury Core Strategy



December 2010



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BOROUGH COUNCIL

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St Edmundsbury Local Development Framework

Core Strategy

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Foreword

Councillor Terry Clements

Portfolio Holder, Transport and Planning

The borough of St Edmundsbury is one of the most attractive and vibrant places in the East of England. To ensure that people continue to enjoy the same high quality environment and quality of life, it needs a strong planning framework to deliver sustainable growth over the coming years.

The Core Strategy represents the first component of that framework, providing an outline for the more detailed policies and proposals in subsequent local planning policy documents. The Core Strategy has, at its heart, a vision that will mean the borough maintains its distinctiveness, improves opportunities for sustainable living and uses the planning process to support the aspirations of all who live, work and enjoy being in the borough.



A handwritten signature in black ink that reads "Terry Clements".

1. Introduction

1.1 This Core Strategy Development Plan Document (DPD) is part of the St Edmundsbury Local Development Framework (LDF) and sets out the following;

- visions for how the future growth of Bury St Edmunds, Haverhill and the Rural Areas will be managed;
- a collection of objectives and strategic policies to help guide the sustainable distribution of new development across the borough and achieve the visions;
- policies to guide the scale, type and location of new development;
- identified broad locations for growth in Bury St Edmunds and Haverhill; and
- information on how the detail in the Core Strategy will be implemented and monitored

1.2 The Core Strategy provides the strategic context that will guide the preparation of subsequent Development Plan Documents identified in the timetable in the councils Local Development Scheme. It includes an outline for delivering strategic development needs, including housing, employment, leisure and retail. The Strategy also contains policies that seek to protect the historic and natural environment and distinct character of the borough. The Core Strategy does not include details of site specific allocations or policies for the management of new development. These will be set out in separate Development Plan Documents.

Glossary of Terms

1.3 The preparation of LDF documents involves the frequent use of jargon and acronyms. To help understand what these mean we have included a [Glossary of Terms](#) in Appendix 1.

Background to the Local Development Framework System

1.4 In September 2004 a new system of preparing development plans at a local level came into effect with the introduction of Local Development Frameworks, commonly known as the LDF. The LDF consists of a series of different documents (see Figure 1.1 below). It will eventually replace the existing Replacement St Edmundsbury Borough Local Plan 2016, adopted in 2006, and the saved policies in the Suffolk County Structure Plan 2001.

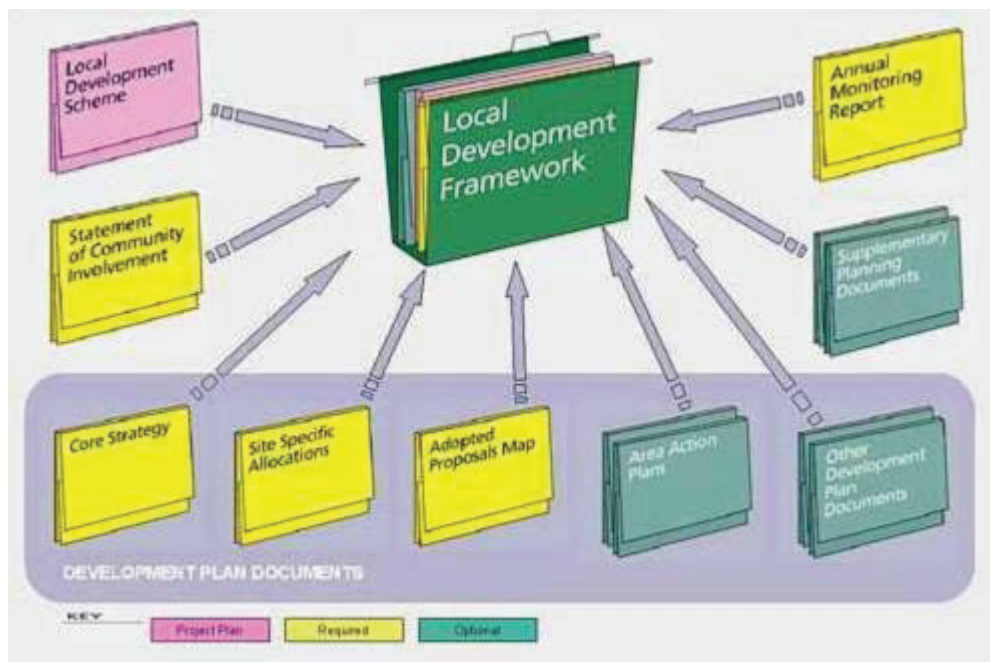


Figure 1.1 Components of a Local Development Framework

1.5 At present, certain policies in the Replacement Local Plan and the Structure Plan are officially 'saved' so that they can still be used to determine proposals for development. Those which are replaced by the Core Strategy are set out in Appendix 2. However, some of these policies will become out of date and all of them will eventually be superseded by the LDF as its component parts are adopted, and by other government policy statements. The programme for the preparation of the LDF is set out in our Local Development Scheme which has been approved by the Government Office for the East of England and can be viewed on our website.

1.6 These documents, together with the Regional Spatial Strategy for the East of England that was published in May 2008, will form the Development Plan against which proposals for new development will be assessed unless other material considerations indicate otherwise.

1.7 One of the main differences between the LDF and the old Local Plan is that the focus has become far wider than traditional land use planning and is now more spatially based. This means that land use factors will need to be integrated with proposals and strategies dealing with matters such as health, education and community safety. Spatial planning can be defined as follows:

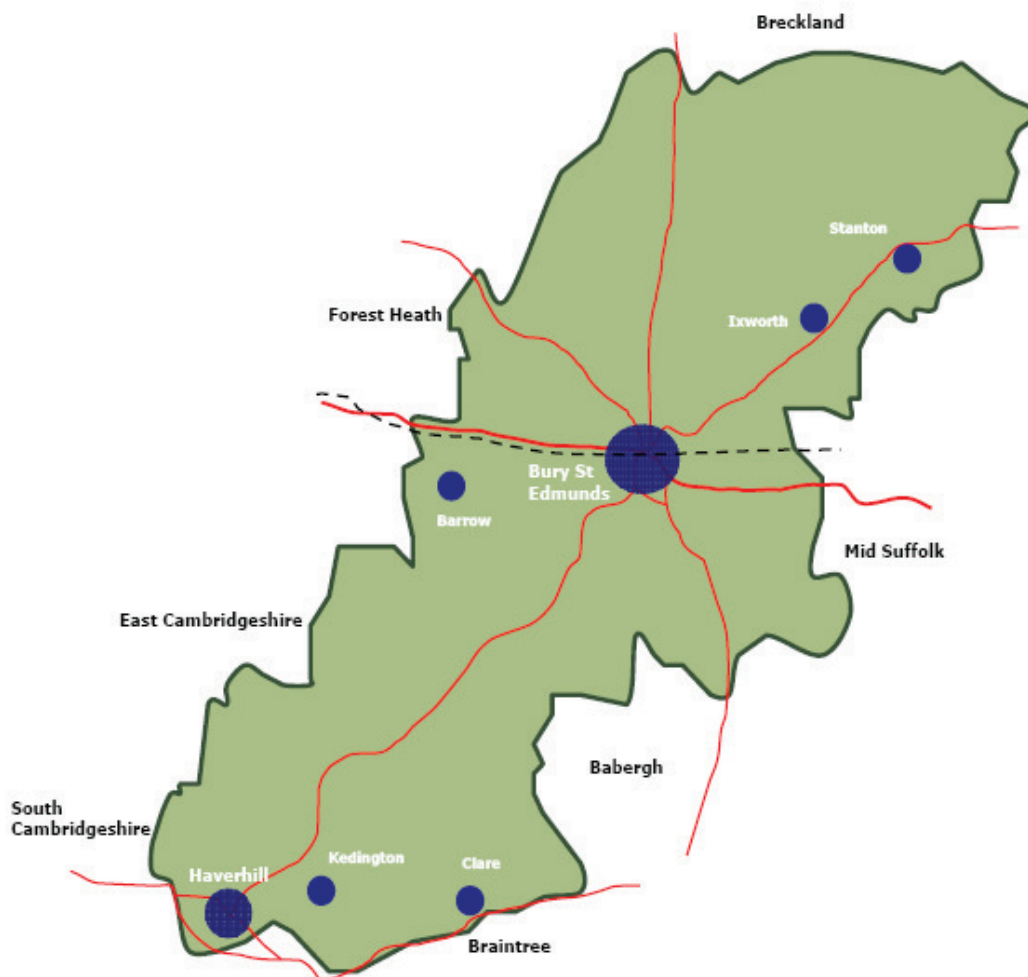
"Spatial planning produces outcomes for the future of a place, led by the community's choices, taking into account evidence of social, economic and environmental characteristics that are delivered through a local infrastructure investment programme."

'Shaping and Delivering Tomorrow's Places: Effective Practice in Spatial Planning', Planning Advisory Service, May 2007.

What is the Core Strategy?

1.8 The Core Strategy Development Plan Document (DPD) is one of the key documents that we have produced as part of the LDF. It

- covers the whole of the administrative area of St Edmundsbury, as illustrated in the map below;
- sets out a vision of what the borough should be like in the future;
- provides a strategic policy framework that will manage and guide development in the borough over the next twenty years and beyond to achieve this vision; and
- guides the council's aspirations and those of other service providers and stakeholders.



Map 1.1 St Edmundsbury Borough

1.9 The Core Strategy provides the strategic context that will guide the preparation of subsequent Development Plan Documents identified in the Local Development Scheme.

1.10 It is important to note at this time that the Core Strategy does not identify every site that is to be allocated for new development. These will be published in the Rural Site Allocations document and Area Action Plans for Bury St Edmunds and Haverhill that will follow later in the process. In addition, it does not contain detailed policies for the control of specific types of development; these are included in the Development Management DPD.

Preparation and Adoption Process

1.11 The Core Strategy went through a number of stages before it was finally approved as statutory planning policy for the area. These stages are set out in the table below, together with a timetable of when these stages were reached. These stages correspond with the timetable included in our revised Local Development Scheme, which was submitted to the Government Office for the East of England (GO-East) for approval in December 2009. It should be noted that the Council's Local Development Scheme may be periodically updated, in consultation and agreement with GO-East to accurately reflect progress on the production of the LDF.

Core Strategy Preparation and Adoption Process	
Sustainability Appraisal Scoping Report	Completed April 2007
Issues and Options Report Complete	April 2008
Preferred Options Consultation	November 2008 to January 2009
Final Submission Core Strategy consultation	12 August – 7 October 2009
Submission to Secretary of State	January 2010
Hearing by independent planning inspector	April 2010
Receipt of Inspectors Report	August 2010
Adoption	December 2010

Table 1.1 Core Strategy Preparation and Adoption Process

How was the Document Prepared?

1.12 At the outset, we gathered relevant information and identified potential issues for spatial planning and policy options to address them. We consulted widely on an Issues and Options Report over a six week period in March and April 2008 and on a Preferred Options Report over a nine week period from November 2008 to January 2009. A consultation on the Submission Core Strategy took place from August to October 2009. All consultation was undertaken in accordance with the Council's adopted Statement of Community Involvement (2008). All the comments received were reported to council meetings and a copy of the summary of the responses is available on the planning policy pages of our website at www.stedmundsbury.gov.uk/ldf and for inspection at our offices. The key issues raised during the Preferred Options consultation and the Submission consultation are set out in Statements of Engagement and Consultation which are available to view on our website.

Local Development Framework Evidence Base

1.13 A large amount of evidence was gathered during the preparation of the Core Strategy. In particular, the Scoping Report of the LDF Sustainability Appraisal

contains large quantities of baseline data by which strategies and proposals can be measured. The following studies were already in place when preparation of the Core Strategy commenced:

- Bury St Edmunds and Haverhill Retail, Offices and Leisure Study - 2007
- Bury St Edmunds transport study and strategy - 2005
- A14 corridor study - 2005
- Cambridge Sub-region Housing Market Assessment - 2004
- Western Suffolk Local Strategic Partnership Community Profile - 2007
- St Edmundsbury Local Development Framework Annual Monitoring Report - 2007
- Employment Land Availability Study - 2007
- St Edmundsbury Housing Requirements Study - 2005
- Open Space Assessment - 2005
- Urban Capacity Study - Review 2005

1.14 We supplemented the existing evidence with a number of additional studies, including:

- Employment Land Review (2009) (with Forest Heath and Mid Suffolk districts)
- Water Cycle Study for the Stour Valley (2009) (with Braintree district)
- Strategic Flood Risk Assessment and Water Cycle Study for remainder of the borough (2009)
- Strategic Housing Land Availability Assessment (2009) (with Forest Heath, Mid Suffolk and Babergh districts)
- Environmental and Infrastructure Capacity Study of main urban areas and rural service centres (2009) (with Forest Heath district)
- Green Infrastructure Study (2009)
- Affordable Housing Economic Viability Study (2009) (with Forest Heath, Fenland and East Cambridgeshire districts, and Cambridgeshire Horizons)
- A14 Bury St Edmunds Transport Study (2009)
- Infrastructure Delivery Plan (2009)
- St Edmundsbury LDF Transport Impacts (2009)

1.15 These studies have completed the robust evidence base on which to test the soundness of the Submission document for accommodating the future growth in the borough.

Local Development Framework: Key Strategies and Plans

1.16 In producing all the Local Development Framework documents we have had regard to a collection of other key strategies and plans from the national to the local level. The Core Strategy does not take policies wholly from these other Strategies and Plans but instead interprets and applies them to St Edmundsbury, ensuring they are relevant and locally distinctive.

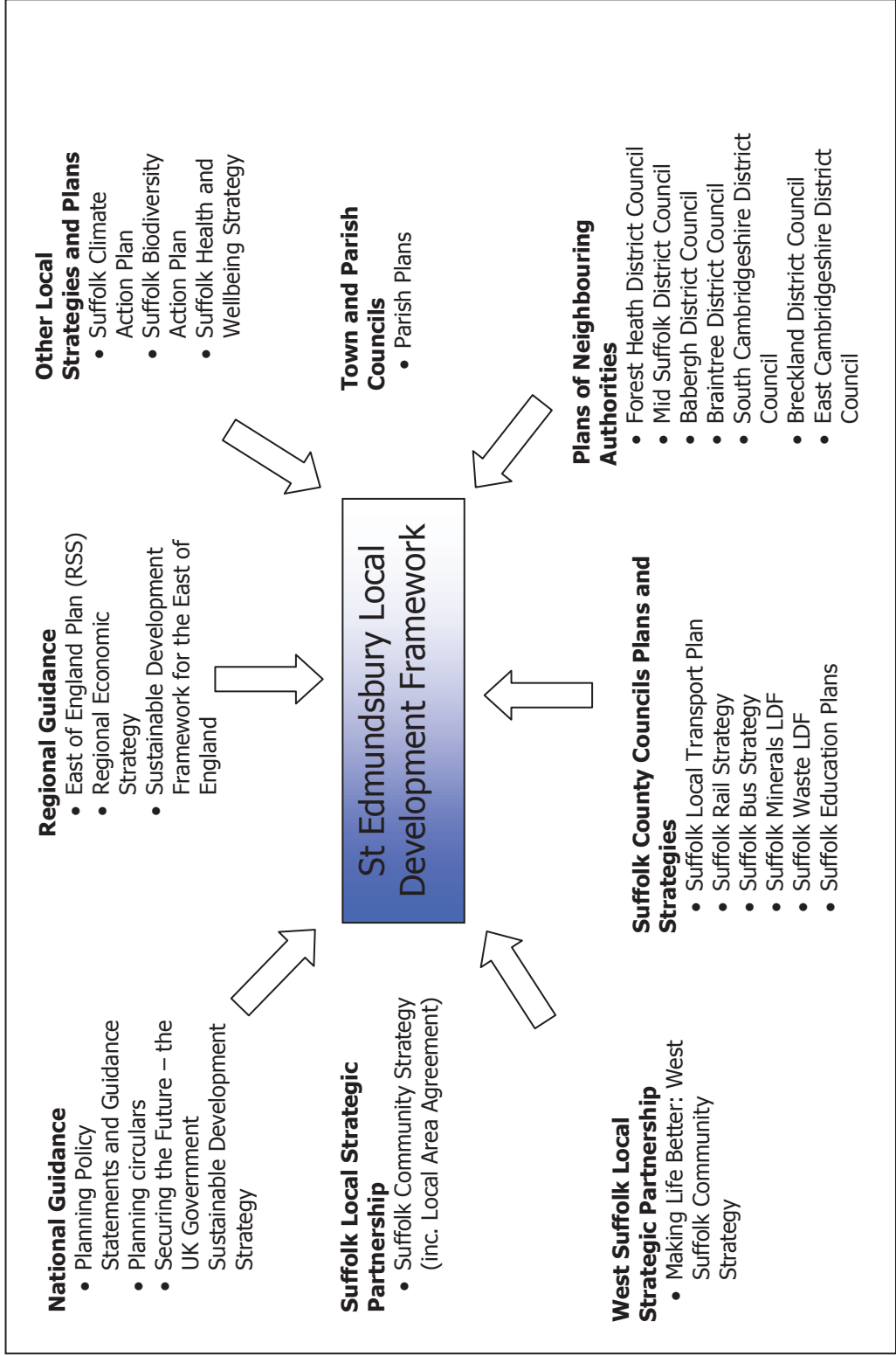


Figure 1.2 Plans and Strategies

1.17 Under the Local Government and Public Improvement in Health Act 2007, all local authorities in England have a duty to work with partners to develop a Local Area Agreement (LAA). In two tier areas such as Suffolk, the County Council is the lead authority and is accountable for the LAA, but district and borough councils must be involved at all stages. It also places a duty on specific named partners to co-operate in the preparation of the LAA and to have regard to it in their everyday functions within their own organisation.

1.18 Suffolk's LAA will form part of the action plan for delivering the Suffolk Community Strategy priorities. LAA focuses on a small number of priorities which will deliver specific elements of the long term vision. It does this by translating the long-term (20 year) ambitions set out in the community strategy into short-term (3 year) targets that will help us deliver improvements in local services. The community strategy priorities are much wider than LAA alone and there are a number of other partnership and organisational activities that will also contribute to this agenda, including the St Edmundsbury Local Development Framework which will help to deliver spatial aspects of the agreement.

1.19 Some of the LAA targets for Suffolk, which the St Edmundsbury Core Strategy will contribute towards achieving include, as National Indicators; the number of net additional homes added; planning to adapt to climate change; and; per capita reduction in CO2 emissions in the Local Authority area.

1.20 The West Suffolk Community Strategy has been particularly important in forming the vision and strategic objectives of St Edmundsbury's Core Strategy. This has meant that as far as possible, the spatial objectives contained in the document are in conformity with the needs and aims of the local community. Figure 1.3 below, provides an explanation of how the West Suffolk Community Strategy has fed through into the Spatial Objectives and the Core Strategy Policies.

Western Suffolk Local Strategic Partnership Community Strategy - Priorities	Encourage achievement in children and young people	Make Western Suffolk a safer place and build a stronger community	Protect our natural environment and built local biodiversity and ensure sustainable development	Reduce avoidable early deaths by providing education and support on health and wellbeing	Alleviate poverty and reduce health inequalities	Enable a prosperous, sustainable economy	Encourage sustainable tourism	Improve skills and learning opportunities
	↑	↑	↑	↑	↑	↑	↑	↑
St Edmundsbury Vision								
Core Strategy Strategic Objectives	Strategic Objective A: Sustainable Housing Strategic Objective D: Leisure and Community Facilities Strategic Objective I: Public Services and Sustainable Transport	Strategic Objective A: Sustainable Housing Strategic Objective C: Rural Communities	Strategic Objective A: Sustainable Housing Strategic Objective G: Built Environment Strategic Objective H: Natural Environment, Waste & Energy Strategic Objective J: Climate Change	Strategic Objective D: Leisure and Community Facilities Strategic Objective D: Leisure and Community Facilities	Strategic Objective A: Sustainable Housing Strategic Objective D: Leisure and Community Facilities	Strategic Objective B: Sustainable Economy Strategic Objective E: Sustainable Retail Strategic Objective F: Freedom of Goods & People	Strategic Objective D: Leisure and Community Facilities Strategic Objective G: Built Environment Strategic Objective I: Public Services and Sustainable Transport	Strategic Objective D: Leisure and Community Facilities Strategic Objective B: Sustainable Economy
	↑	↑	↑	↑	↑	↑	↑	↑
Core Strategy Policies	CS1, CS4, CS11, CS12 (Location and distribution of growth) CS2 Sustainable Development	CS1, CS4, CS11, CS12 (Location and distribution of growth) CS2 Sustainable Development CS3 Design and Local Distinctiveness CS7 & CS8 Sustainable Transport	CS1, CS4, CS11, CS12 (Location and distribution of growth) CS2 Sustainable Development CS3 Design and Local Distinctiveness CS7 & CS8 Sustainable Transport	CS1, CS4, CS11, CS12 (Location and distribution of growth) CS2 Sustainable Development	CS1, CS4, CS11, CS12 (Location and distribution of growth) CS5 Affordable housing CS8 Gypsy and Travellers CS13 Rural Areas CS15 Community Infrastructure	CS1, CS4, CS11, CS12 (Location and distribution of growth) CS2 Sustainable Development CS9 Employment and the Local Economy CS10 Retail, Leisure, Cultural and Office Development	CS1, CS4, CS11, CS12 (Location and distribution of growth) CS2 Sustainable Development CS3 Design and Local Distinctiveness CS7 Sustainable Transport CS9 Employment and the Local Economy	CS1, CS4, CS11, CS12 (Location and distribution of growth) CS15 Community Infrastructure CS9 Employment and the Local Economy

Figure 1.3 Community Strategy and Core Strategy Linkages

Sustainability Appraisal

1.21 Accompanying this document is the Core Strategy Submission Sustainability Appraisal prepared by Atkins Planning Consultants. It was prepared in accordance with our Sustainability Appraisal Scoping Report that was adopted in April 2007. The Scoping Report set out the Sustainability Appraisal Framework and establishes a method for describing, analysing and comparing sustainability. Natural England, English Nature, English Heritage, Suffolk Primary Care Trust, East of England Regional Assembly, East of England Development Agency, Suffolk Wildlife Trust, Suffolk County Council and GO-East were consulted on this document in October 2006.

1.22 The Sustainability Appraisal tested the Core Strategy Submission Document against the framework developed in the Scoping Report, ensuring that its objectives and implications were in line with those identified in the Sustainability Appraisal.

Appropriate Assessment

1.23 Under Regulation 48 of the Conservation (Natural Habitats & c.) Regulations 1994 (the Habitats Regulations) an Appropriate Assessment was carried out for the St Edmundsbury Core Strategy Submission Document in order to see whether its proposals could have the potential to result in adverse effects upon an internationally important site. These are sites that have been designated for their international nature conservation interests and include:

- Special Areas of Conservation (SAC) designated under European Council Directive 92/43/EEC(a) on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive);
- Special Protection Areas (SPA) designated under the European Council Directive 79/409/EEC on the Conservation of Wild Birds (the Birds Directive); and,
- The UK Government (in the accompanying circular to Planning Policy Statement 9) as a matter of policy has chosen to apply the appropriate assessment procedures in respect of Wetlands of International Importance (Ramsar sites), candidate SACs (cSACs) and potential SPAs (pSPAs) even though these are not European sites as a matter of law.

1.24 Within St Edmundsbury there are three international sites. Those of relevance to the Plan are the Breckland SAC, Breckland SPA and Waveney and Little Ouse Valley Fens SAC.

1.25 In accordance with Regulation 48 of the Habitats Regulations an Appropriate Assessment screening was carried out to determine whether this document is likely, either alone or in combination with other plans and projects, to have a significant effect upon the international sites identified.

1.26 The results of the Appropriate Assessment Screening indicated that there are no likely significant effects on the three international sites. The accompanying

Appropriate Assessment report shows the outcome of the assessment which is available to view on our web-site at www.stedmundsbury.gov.uk/ldf

1.27 If a proposed development could have a likely significant effect on an international site, further consideration and assessment will need to be made for these proposals at the development control stage or as part of lower tier development plan documents (including the Bury St Edmunds Area Action Plan, the Haverhill Area Action Plan and the Rural Site Allocations Development Plan Document). This will require a thorough ecological assessment of the potential effects upon the relevant international site(s) so as to allow us the ability to determine whether the development is likely to result in significant adverse impacts on the integrity of the site(s).

1.28 Any development that cannot demonstrate that it would not have a significant adverse effect upon the integrity of a European site, or that impacts can be adequately mitigated, will be refused (and in the case of lower tier development plan documents, these site allocations will not be taken forward in the final plans) . This is in accordance with the precautionary principle enshrined within the Habitats Regulations. Where there are imperative reasons of over-riding public interest and we are unable to conclude no adverse effect on the integrity of a site, we will notify the Secretary of State and allow them to call in the application for determination. In these situations compensatory measures to protect the European site must be put in place.

2. Profile of St Edmundsbury

Geography

2.1 St Edmundsbury is located in western Suffolk. The borough has borders with Norfolk and Breckland district to the north, Mid Suffolk & Babergh districts to the south and east, Essex and Braintree district to the south and Cambridgeshire and South and East Cambridgeshire districts and Forest Heath district to the west. While administratively links are with Suffolk County Council, the borough is increasingly playing a stronger role in the sub-region of Cambridge due to common economic and social needs.

2.2 The borough has two main towns, Bury St Edmunds in the centre and Haverhill to the south. A large number of villages and small settlements ensure the predominantly rural character is retained despite the pressures of growth in the 20th Century.

Transport Infrastructure

2.3 The borough has improving road and rail links, although these are not consistent across the area. There is only one rail station, at Bury St Edmunds, which currently provides services to Cambridge, Ipswich and Peterborough (for the East-Coast Mainline) and London Liverpool Street. However, across the remainder of the borough access to rail services is particularly limited and the opportunity to use public transport or journeys to work remain poor and infrequent.

2.4 The A14 trunk-road passes east-west through the borough and bisects Bury St Edmunds. Recent improvements have provided an additional junction to the east of the town but the central and eastern interchanges (junctions 43 and 44) are congested at peak periods and place restrictions on the ability of the town to accommodate further growth.

2.5 At the southern end of the borough, the A1307 provides a major access route for Haverhill from the west, including Cambridge and the M11. The majority of this road is outside of the borough and once again it suffers from congestion at peak times; the Borough Council is, however, working with Cambridgeshire authorities to manage the demand for car-based journeys along this corridor. In 2008 the A1307 attracted considerable press attention across Suffolk and Cambridgeshire following a series of fatal accidents.

2.6 Aside from the A14, the borough's road network consists mainly of smaller rural roads, some of which are narrow in places and can be unsuitable for heavy goods vehicles. This presents a problem on routes such as the A143 which is the main link between Haverhill and Bury St Edmunds and from Bury St Edmunds to the ports of Lowestoft and Great Yarmouth and the most direct route from Haverhill to towns such as Ipswich, and beyond to the other ports of Suffolk.

2.7 A proposal to bypass Great Barton was explored by the County Council and rejected in the preparation of the Local Transport Plan. As part of the LDF evidence base, the Infrastructure & Environmental Capacity Appraisal (2009) has highlighted that, whilst the road network around both of the main towns is reasonable, new infrastructure will be required to develop more public transport routes and services and to promote the modal shift necessary to accommodate high levels of growth.

Population

2.8 The population of St Edmundsbury has grown steadily over the past 25 years, rising from 88,400 in 1982 to 102,900 in mid 2007. The current age profile of the borough is similar to the county and regional profile although compared to the national profile, has a higher than average number of 65+ residents and a lower than average number of under 16 residents.

2.9 However, the rate of growth of the age group 65+ has been significantly steeper than in any other group and will continue to 2031; population estimates suggest that by 2031 over a quarter of the population of St Edmundsbury will be aged 65 or over whereas the rate of change of the number of residents under 18 will be zero, which, proportionally will result in a shrinking of this age group.

2.10 Despite the fact that the UK has an ageing population, the proportion of St Edmundsbury's residents aged 65+ by 2031 will be much greater than the national average.

2.11 Over 96% of the population is White, which is greater than the national average of 88%.

Economy

2.12 St Edmundsbury is well located in terms of its relationship with a number of economic centres; Cambridge, Ipswich and Stansted are all major draws in terms of employment. Consequently, unemployment rates have always been well below the regional and national averages although there are some pockets of higher unemployment and some specific settlements where residents rely on a single large employer. Recent economic conditions have led to an increase in unemployment to a rate of 3.1% of all economically active persons in February 2009 but this remains below the county, regional and national averages.

2.13 Overall, the economy in St Edmundsbury has been fairly strong although it does lack a broad range of types of employment, an issue which has become more marked in recent years. More people in St Edmundsbury work in public administration, distribution and manufacturing than the national average and while the overall number of new businesses created in 2007 was higher in St Edmundsbury than it is for Suffolk, it is still below the national rate.

2.14 As part of the LDF evidence base, the Employment Land Review (2009) has projected a total employment growth in the borough of 22.2% to 2026. This growth will be mainly in Finance and other business services, Public services, Distribution and Construction.

2.15 The review found that employment sites in St Edmundsbury are poorly served by public transport although the employment areas in the south of the borough do have good access to strategic road links, making it an attractive destination for distribution uses. It also found that whilst there is currently an over representation of logistics and distribution in Haverhill, there was evidence that this sector is already starting to spin-off into other sectors, such as finance and other business services and driving a demand for new office space, a demand which is being well met.

Housing

2.16 Whilst the ratio of housing prices to earnings has improved with the downturn of the housing market, housing in St Edmundsbury remains unaffordable to large sections of the population, and there is an even more distinct lack of affordable housing in rural areas. Average house prices remain over £200,000 which is almost 7.5 times average earnings. The issue of access to housing has also been worsened by the 'credit crunch' reducing the ability for first-time buyers to gain access to finance and mortgages and has also caused the supply of available housing to decrease.

2.17 Table 2.1 below sets out housing completions between 1996-2008. The table illustrates that housing growth in the borough has been fairly stable over time, and is not growing any faster today than in previous years.

Table 2.1 Housing completions (net) 1996-2008

Year	Bury St Edmunds	Haverhill	Rural Area	Total
1996-97	278	331	144	753
1997-98	203	273	110	586
1998-99	177	261	140	578
1999-00	135	317	116	568
2000-01	137	244	97	478
2001-02	92	182	64	338
2002-03	321	83	64	468
2003-04	306	206	100	612
2004-05	86	47	37	170
2005-06	190	135	42	367
2006-07	285	109	142	536
2007-08	320	168	58	546
Total	2530	2356	1114	6000
Annual Average	211	196	93	500

Natural and Historic Environment

2.18 Within the borough there are a number of internationally, nationally and locally important nature conservation sites. Special Landscape Areas cover the Lark Valley, the Brecks, and the area south of Bury St Edmunds. There are two Special Areas of Conservation (SACs) within the Borough (Breckland SAC and Waveney and Little Ouse Valley Fens SAC). In addition to these, the important natural environment sites include the historic parks and gardens at Culford, Euston, Ickworth and the Abbey Gardens and Precincts in Bury St Edmunds, and county and local wildlife sites. The borough also has a range of assets in terms of the built environment and these will continue to be preserved and enhanced.

2.19 However, it is recognised that there are shortfalls in open space provision in some areas of the borough. A Recreational Open Space Assessment prepared for the Council in 2005 initially highlighted this and the Green Infrastructure Study (2009) undertaken to support the Core Strategy emphasises that open space is still lacking in some parts of the borough. In partnership with all district and borough councils in Suffolk, in 2009 the County Council published a Suffolk Landscape Character Assessment in order to assist with the review and replacement of local countryside designations. The landscape character types identified around St Edmundsbury include undulating estate farmland and ancient farmland to the south and estates and lands to the north-west and plateau estate farmland to the north-east.

2.20 As Table 2.2 and Map 2.1 show, large areas of the Borough are covered by an environmental designation:

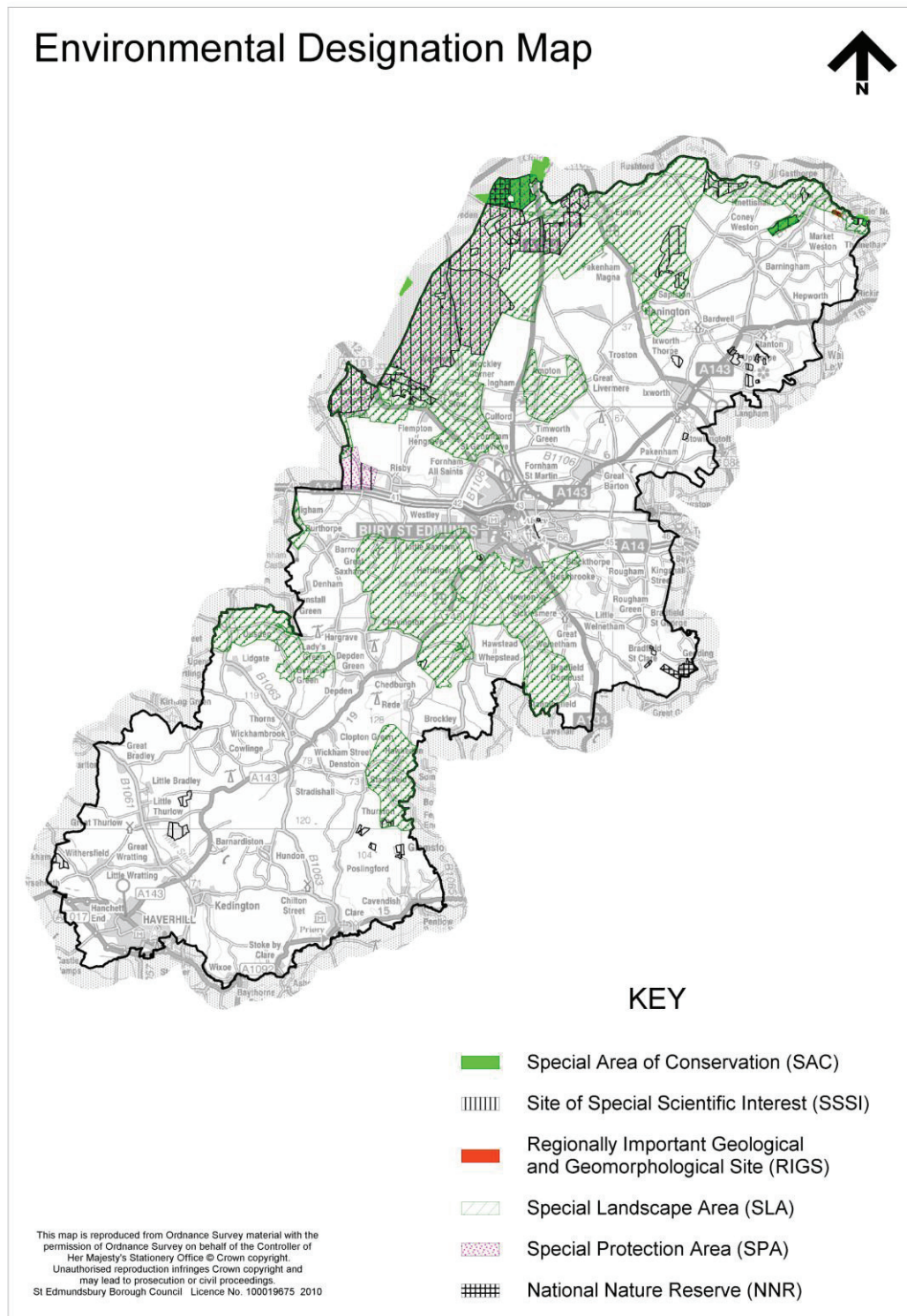
Table 2.2 St Edmundsbury Environmental Designations

Area Type	Approximate Size of Area (ha)	% of Borough
Special Protection Area	3,473.00	5.3%
Sites of Special Scientific Interest (SSSI)	5,449.58	8.3%
National Nature Reserve	169.99	0.25%
Special Landscape Area	16,687.52	25.5%
Special Area of Conservation	256.67	0.39
Total Borough	65,450.00	

2.21 These figures show that over 30% of the borough is either within a Special Protection Area or Special Landscape Area, and in addition, 8.3% of the borough is within a Site of Special Scientific Interest (although designated areas may overlap). There is also one Regionally Important Geological Site (RIGS) at Thelnetham called Bugg's Hole Fen.

2.22 Bury St Edmunds is an exceptional historic town both in the region, and in the national context. Laid out in the 12th century as a medieval planned town it has an exceptional range of historic buildings from early timber framed structures to buildings of the later periods, especially from the Georgian period, and also the Victorian period. Its rich collection of built heritage and archaeology survives

largely intact and is of great integrity and significance. The historic assets of the borough are key to its distinctive character.



Map 2.1 Environmental Designation Map

Quality of Life

2.23 The residents of St Edmundsbury generally enjoy a high quality of life. Life expectancy and general health are well above the national average, crime rates are below national averages and St Edmundsbury has a ranking in the Index of Multiple Deprivation in the 25% least deprived Local Authorities in the country.

2.24 However, this generally good picture does mask some significant local variations. For example, one ward in Haverhill ranks in the worst 30% in the country in terms of deprivation and there are related spikes in teenage pregnancies and crime rates reported for this ward.

2.25 Further, 14 of the wards in the borough rank in the worst 10% nationally in terms of access to housing and services. This means that there are large areas of the borough where daily access to essential services such as a shop or a post office is limited. 68% of the borough's parishes do not have a food shop or general store and 67% do not have a post office, a statistic due to worsen with expected forthcoming closures of four post offices and one food shop. However 60% have a public house and 69% have a village or community centre. (Services and Facilities Study, 2009).

2.26 This has resulted in a number of villages being characterised in a certain way; they very much retain their attractive rural nature but due to a lack of employment opportunities, key local services (shop, GP, etc.) and regular bus service, experience a high level of out commuting using private cars. In some areas the erosion of local services and employment has led to a perceived decline in quality of life but in other areas, people may have selected to live in these more isolated areas precisely because of their quiet, rural nature. Research only points to this becoming a pronounced issue in places that have a higher than average proportion of residents at or above retirement age; the corridor between Bury St Edmunds and Haverhill appears to be particularly affected by this.

Key Strategic Challenges

2.27 Research and statistics all point to St Edmundsbury being, in the main, an affluent and attractive area where residents enjoy a high standard of living. Any future development needs to strike a balance between protecting the historic and rural character of the borough whilst at the same time, increasing residents' ability to access housing and essential services and decreasing reliance on the private car. Also, development will need to have regard to the individual characteristics of each settlement. For example, Haverhill has a far younger population than the rest of the borough and a much greater need for regeneration and an expansion of its employment and retail base.

2.28 However, when looking at the borough as a whole, the Council have identified a number of key challenges that the Core Strategy will need to take into account and address;

An ageing population

Population projections suggest that by 2031 over a quarter of St Edmundsbury residents will be aged 65 or over. This presents challenges in the provision of and access to appropriate housing and local services

Rural areas with low provision of services, affordable housing, few local employment opportunities and poor public transport

14 of the wards in the borough rank in the worst 10% nationally in terms of access to housing and services. New housing will need to be directed to appropriate and sustainable rural settlements to bring with it new services, employment and infrastructure to improve quality of life, safeguard existing

services and increase the sustainability of rural settlements.

To support the delivery of affordable housing, the Council has reviewed its Affordable Housing Policy and undertaken an Economic Viability Assessment. The aim of this is to ensure that as much affordable housing as is viably possible can be delivered in locations of need.

Employment base in need of diversifying

The key challenge identified by the Employment Land Review (2009) is in matching the supply of appropriate employment land to demand, especially in Bury St Edmunds, as the current projections are for an under supply in office space and an oversupply in industrial land. This will need to not only be carefully managed but actively planned for, to shape the nature, quality and diversity of the economy in Bury St Edmunds.

In Haverhill the challenge will be to continue to capture the positive affects of the town's position near Cambridge and the strategic road network by ensuring an existing land supply for other sectors and meeting the growing demand for quality office space. Addressing infrastructure issues will be important in unlocking further potential from Haverhill's growing economy.

The development of the Suffolk Business Park will need to be supported and encouraged as it will be a key strategic employment site for Bury St Edmunds, the borough and West Suffolk. The Council will need to ensure policies are in place to guide the development of the site and to meet the employment land supply demand the town currently has.

In more general terms, the Borough Council will need to take an active approach to planning the employment land supply and to recognise existing assets, take advantage of strengths and develop new strategic sites to meet demand and to exploit opportunities.

Over reliance on private car for transport

The Infrastructure and Environmental Capacity Appraisal (2009) has highlighted that whilst both towns have a good road network, the infrastructure does not yet exist to encourage a move away from a reliance on the private car. It is recognised that in the more rural areas of the borough, the use of a private vehicle is viewed as a necessity but the challenge will be to deliver both an improved public transport service to the towns and Key Services Centres and also to maintain and improve the level of local services to reduce the need to travel.

Historic and Environmental assets in need of protection

The many historic and environmental assets in St Edmundsbury are integral to the unique character of the district, especially its historic buildings, archaeology, landscape and settlement patterns. These are central to making an attractive

place for business and residents alike as well as being an important tourist attraction and leisure asset. New housing must respect design conventions to maintain local character and large scale strategic sites will need to protect existing historical and environmental areas as well as providing new green infrastructure to complement existing open space.

High-levels of growth to deliver

The East of England Plan identifies Bury St Edmunds as a Key Centre for Development and Change. The Core Strategy will need to deliver policies that not only deliver the medium-term housing, employment and retail growth set out in the East of England Plan but also prepare the way for potential additional growth beyond 2016 by looking at strategies to resolve infrastructure capacity issues.

A Changing Climate

The UK Climate Impacts Programme (UKCIP) produces projections using recent advances in climate science to better quantify some of the uncertainties associated with climate modelling. UKCIP predicts Suffolk's climate to experience the following:

- An increase in the number of very hot days
- A decrease in the number of very cold days
- An increased risk of drought
- An increase in extreme sea level flooding events
- An increase in the number extreme weather events
- A longer growing season.

UKCIP launched its latest projections for the UK climate in June 2009. The UK Climate Projections have been created to help the UK to plan for a changing climate. The Projections contain information on observed and future climate change, based on the latest scientific understanding.

Our actions to address the climate change challenge will need to be twofold:

- **Mitigation** – Action taken to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
- **Adaptation** – Adjustment in natural or human systems in response to actual or expected stimuli or their effects, which moderates harm or exploits beneficial opportunities arising from climate change.

The challenge for the Core Strategy is to deliver a high quality sustainable environment which contributes towards mitigating against and adapting to climate change.

3 Spatial Vision for St Edmundsbury

3.1 It is considered essential that the Core Strategy sets out a vision of what the borough will look like and how it will function in the future.

3.2 The overall vision and area-based visions have been prepared to provide a locally-specific spatial context to the Core Strategy. This has been derived through the identification of key issues and priorities during the consultations and community engagement undertaken in the various preparation stages of this document. Whilst the vision should be drawn up in close correlation with the Sustainable Community Strategy, it has been decided that the vision should have close regard to the local strategic partnerships objectives in view of the absence of an overall vision in that Strategy.

Vision for St Edmundsbury

By 2031 St Edmundsbury will remain a vibrant part of Suffolk and a region where the distinctive local character, unique local heritage and environmental and cultural assets are retained and enhanced for the enjoyment of all. The Borough will be a safe place to live with strong communities. Employment growth and development will produce a prosperous sustainable economy including sustainable tourism. All residents of the borough will have an equal opportunity to access services, jobs, housing and leisure facilities to maximise their potential to live and work in an environmentally sustainable manner. A hierarchy and network of town and village centres will grow and develop to provide a wide range of services in a good environment and accessible to all, appropriate to the size of settlement.

The borough will respond to the challenge of delivering growth in a manner that does not just respect the heritage and culture of St Edmundsbury but actually strives to enhance them in an environmentally sustainable way. The natural and built environment and local biodiversity of the borough will be protected and where possible enhanced to increase access to the countryside and the provision of green open space in recognition of the county ambition to become the greenest county. The challenges of climate change will be addressed to ensure that the specific threats that Suffolk faces are mitigated but that other adaptations are also made such as an increase in renewable energy and water efficiency and an active decrease in carbon emissions. All new development will respect the Breckland Special Protection Area, Special Areas of Conservation and Sites of Special Scientific Interest.

Bury St Edmunds and Haverhill will be the cultural and economic hearts of the borough with strong, sustainable links to the surrounding key services centres, villages and countryside.

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.

Haverhill

- Regeneration of the town will continue with the aim of being able to have a more attractive retail, leisure and employment offer to its residents to decrease the amount of out-commuting and to grow an organic 21st Century town based on strong community.
- The town centre will be a high quality environment where pedestrians and other non-car users can move around safely and comfortably.
- Development will be focused initially on the north-west Haverhill site and long-term development located on the north eastern edge of Haverhill.
- Existing surrounding settlements will be protected from coalescence and have green buffer zones developed between them and Haverhill to maintain their integrity.
- Haverhill will diversify its employment base, building on the bio-chemical industry and capitalising on the strong links it has with Cambridge and Stansted.
- To achieve the latter, long-term sustainable transport solutions will be developed to mitigate the difficulties of accessing strategic road networks along the A1307, A1017 and A143.
- Within the town, cycling and pedestrian links will be established.

Outside Bury St Edmunds and Haverhill, new development will be focused primarily on those settlements where there are good levels of services and facilities, having regard to the environmental and infrastructure capacity of those settlements and the desire to safeguard existing services and employment.

Strategic Spatial Objectives

3.3 It is essential that the Core Strategy provides measurable objectives that set the context for spatial policies and proposals in the Local Development Framework. The objectives will also provide a framework for performance measurement in the Council's Annual Monitoring Report. The recent Replacement St Edmundsbury Borough Local Plan already contains relatively up-to-date strategic aims for planning in the borough. The Core Strategy maintains these objectives (A to I), with some amendments, and adds an additional objective (J) to address issues around global warming and climate change.

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.

4 Framework for Sustainable Development

4.1 The past 20 years have seen a growing realisation that the current model of development is unsustainable. We are seeing the increasing burden our way of life places on the planet on which we depend:

- the consequences of already unavoidable climate change
- increasing stress on resources and environmental systems – water, land and air – from the way we produce, consume and waste resources; and
- increasing loss of biodiversity locally and globally.

4.2 The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations.

4.3 The Government published its Sustainable Development Strategy, “Securing the Future”, in 2005 in which it set out four aims for sustainable development. These are:

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- the prudent use of natural resources; and,
- the maintenance of high and stable levels of economic growth and employment.

4.4 These aims should be pursued in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment, and a just society that promotes social inclusion, sustainable communities and personal well being, in ways that protect and enhance the physical environment and optimise resource and energy use.

4.5 Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development.

Policy CS1 - St Edmundsbury Spatial Strategy

Regional Spatial Strategy context

4.6 In putting together our strategy, we have conformed to the proposed levels of growth in housing and jobs prescribed in the East of England Plan. The Plan requires a minimum of 10,000 new homes to be built in St Edmundsbury between 2001 and 2021, with a minimum of a further 5,400 between 2021 and 2031. In addition, there is a requirement to provide a proportion of the identified 18,000 new jobs that the regional plan identifies will be required in Forest Heath, Mid Suffolk and St Edmundsbury between 2001 and 2021.

4.7 In terms of housing, a number of the 10,000 new homes have already been built and more have got planning permission but have not yet been finished. In addition, a number of sites have been allocated in the Replacement Local Plan for housing, and we have examined whether the circumstances have changed since the local plan was published, that would mean some of these sites will not be developed. With this information in mind, Policy CS1 illustrates the minimum number of new homes the Local Development Framework will need to cater for.

4.8 The East of England Regional Assembly has been asked by the government to roll forward the East of England Plan to make provision for housing growth to 2031. The work on this has commenced and will continue as this Core Strategy is taken through to adoption. It may be that the housing requirements for St Edmundsbury through to 2031 might increase as a result of this work, which will need to be taken into account through a revision to the LDF.

4.9 As set out in Policy CS1, the use of previously developed land should be maximised through a sequential approach to the identification of development locations in settlements. It is also important that the development of previously developed sites is balanced with the need to ensure an adequate supply of development land to deliver the strategy.

Policy CS1 - St Edmundsbury Spatial Strategy

The spatial strategy provides a framework for environmentally sustainable economic growth within the overall guidelines of the East of England Plan and the context of the Western Suffolk Sustainable Community Strategy. The Key Diagram illustrates the Council's vision for the management of growth in the borough for the period to 2031. The protection of the natural and historic environment, the distinctive character of settlements and the ability to deliver infrastructure will take priority when determining the location of future development.

Opportunities to use previously developed land and buildings for new development will be maximised through a sequential approach to the identification of development locations in settlements. The development of previously developed sites will be balanced with the need to release further greenfield land for development in the context of the delivery of the spatial targets. The towns of Bury St Edmunds and Haverhill will be the main focus for the location of new development, supported by appropriate levels of development in Key Service Centres, Local Service Centres and Infill Villages. In particular, longer term strategic growth will be provided to the south-east and north-east of Bury St Edmunds and the north-west and north-east of Haverhill. Lesser, mixed use development will take place on the eastern, north-western and western edges of Bury St Edmunds.

All growth around Bury St Edmunds and Haverhill will protect the identity of those villages that surround the towns and strategic landscaped buffers will be identified and where necessary provided to ensure that the settlements do not become part of the larger urban area. Precise boundaries to determine the extent of the built up area of the towns will be defined in preparing the Area Action Plans for Bury St Edmunds and Haverhill.

Provision is made for a commensurate proportion of the 18,000 new jobs allocated in the East of England Plan for the rest of Suffolk and the same Plan's requirement for at least 15,400 new homes (net) between 2001 and 2031.

The table below sets out the components of the new housing provision and its proposed distribution across the borough. All new allocations are minimum numbers.

Town / settlement category		Already built 2001-2009	Currently permitted (April 2009)	Remaining Local Plan allocations rolled forward	Strategic directions of growth	Other potential*	Rural windfall	Total	Percentage
Bury St Edmunds		1759	818	441	4350	750		8118	52
Haverhill		1037	291	1273	2500	200		5301	34
Rural Area	Key Service Centres	592	245	240		565	325	2212	14
	Local Service Centres			35		200			
	Other villages					10			
Totals		3388	1354	1989	6850	1725	325	15631	
<p>* The figures in the "Other potential" column are rounded and include:</p> <ul style="list-style-type: none"> • large sites that have gained planning consent since 1 April 2008; • sites with approved development briefs or masterplans (including North West Haverhill); or • are identified in the Strategic Housing Land Availability Assessment (SHLAA). <p>Area Action Plans for Bury St Edmunds and Haverhill and a Site Allocations Development Plan Document for the rural area will identify the location and precise boundaries of future development land.</p>									

4.10 The Core Strategy makes provision for the construction of at least 9,000 new homes in St Edmundsbury between 2008 and 2031. These homes will be provided as follows:

2008 – 2016 481 per annum
 2017 – 2021 577 per annum
 2022 – 2031 583 per annum

4.11 A number of new homes have been constructed since 2001, the base date for the East of England Plan and further sites have a valid planning consent and/or are currently under construction. Notwithstanding the current downturn in the housing market, there remains a demand for new homes in the borough over the long term to meet the demand created by natural growth in the existing population and inward migration. The Core Strategy therefore needs to be in a position to respond to this demand and identify, in broad terms, where at least 9000 new homes will be built between 2008 and 2031 to meet the requirements of the East of England Plan.

4.12 We have reappraised all sites in the Replacement Borough Local Plan 2016 that was adopted in 2006 and made provision for those sites that have not yet got planning permission to come forward in the LDF. In addition, we have undertaken a separate Strategic Housing Land Availability Assessment (SHLAA) in accordance with government guidelines that has identified available and deliverable sites over a 15 year timeframe. As the housing requirement is based on the situation at 1 April 2008, it is considered important to take account of a number of larger sites that have either gained planning consent or have approved development briefs or masterplans since that time. Their omission from the housing requirements calculation would have a significant impact on the need to identify new sites for homes.

4.13 In the rural area there are a large number of villages that have continued to demonstrate that they are capable of delivering a significant proportion of new homes. Policy CS4 sets out our settlement hierarchy for the Local Development Framework and some 44 settlements in the rural area. Our monitoring in the form of the Annual Monitoring Report and, prior to this, housing land availability studies have demonstrated that there is an ongoing proportion of new homes in the rural area being built on sites within housing settlement boundaries that cannot be identified through the plan making process. This is especially the case for sites that have an area of less than 0.2 hectares or a capacity of less than 10 new homes and that are not identified in the Strategic Housing Land Availability Assessment process. An allowance is made for 25 new homes a year to come forward on windfall sites of less than 10 homes in the rural area. This equates to around half a new home being constructed in each settlement every year. Our monitoring has identified that, on average, 93 new homes a year have been built on all sites in the rural area since 2001 and, on this basis, the provision for 25 new homes a year on rural windfall sites is a very conservative estimate.

4.14 Strategic directions of growth are identified on the Key Diagram in Bury St Edmunds and Haverhill and the estimate of the potential amount of housing that can be delivered in these areas is based on the environmental capacity and community infrastructure requirements of each area. Specific policy requirements are set out in Policies CS11 and CS12.

4.15 We have sought to estimate the house building rate that will be required through to 2031 to meet these targets. However, given the current slow down in new house building, we think that the delivery of new homes in the next couple of years is likely to be less than the Regional Plan envisages. A housing trajectory is included at Appendix 3 which further illustrates the predicted rate of housing growth in the borough.

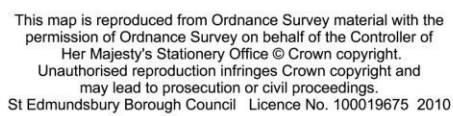
Proposals Map

4.16 The Proposals Map will ultimately illustrate the spatial aspects of all documents within the Local Development Framework. Map layers will build up as documents are produced. This is the first time that the Proposals Map has been published and it shows all strategic landscape and environmental designations which are being carried forward from the Replacement Local Plan without amendment. The Map also illustrates the two strategic employment sites in Bury St Edmunds and Haverhill and the existing large housing allocation at north-west Haverhill.

Key Diagram

4.17 The Key Diagram illustrates the Spatial Strategy and illustrates the broad policy objectives for St Edmundsbury. The Strategy provides a framework for balancing the distribution of growth with the protection of the natural and built environment that makes St Edmundsbury so distinct.












Local Development Framework Proposals Map - December 2010

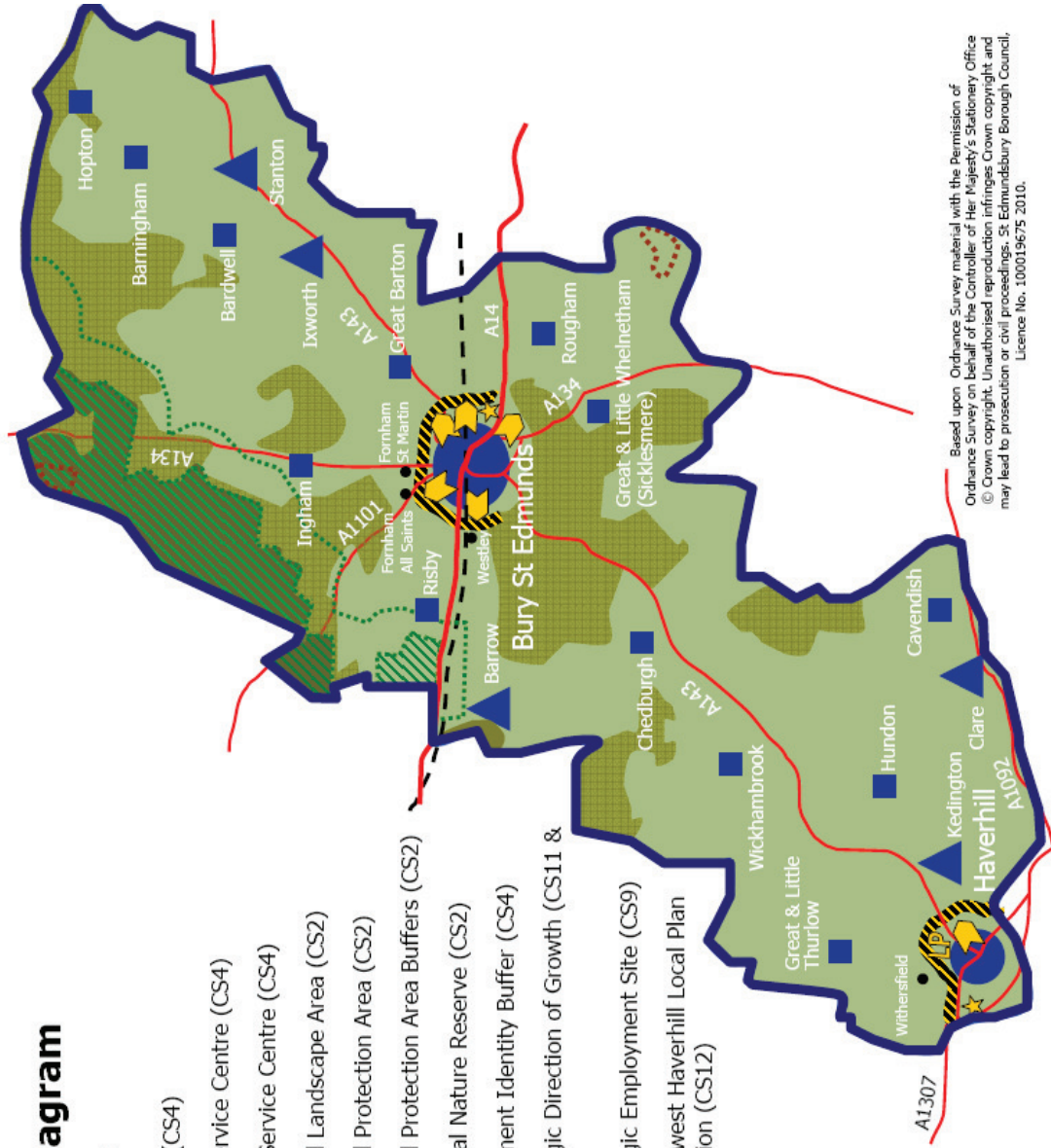


Map 4.2 Key Diagram

Key Diagram

Not to scale

-  Town (CS4)
-  Key Service Centre (CS4)
-  Local Service Centre (CS4)
-  Special Landscape Area (CS2)
-  Special Protection Area (CS2)
-  Special Protection Area Buffers (CS2)
-  National Nature Reserve (CS2)
-  Settlement Identity Buffer (CS4)
-  Strategic Direction of Growth (CS11 & CS12)
-  Strategic Employment Site (CS9)
-  North-west Haverhill Local Plan allocation (CS12)



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Policy CS2 - Sustainable Development

4.18 A fundamental aim of the Core Strategy is to ensure that development within the borough is sustainable. Sustainable development is a core principle underpinning all spatial planning. Sustainable development aims to ensure a better quality of life for everyone, now and in the future. The principles of sustainable development should form the basis for individual decisions which people take regularly about where to live, and work, shop, where to travel, how to dispose of waste, and how to use energy and other natural resources efficiently. Sustainable development will not only underpin the policies and proposals in the Local Development Framework but will also form the basis of decisions on individual planning applications.

4.19 There are certain broad requirements which all development should meet if it is to be acceptable. Proposals must be acceptable in terms of their: impact on the landscape, natural environment and cultural heritage; quality of design; sustainable use of resources; amenity; highway safety; and infrastructure.

4.20 The landscape of the borough is both natural and man-made. Over time many features in our local environment have been lost through development and changes in farming practices and land management. Local authorities have a duty to protect biodiversity and enhance the natural and built environment, and national policies and international, European and UK regulations protect the countryside, landscape and its geodiversity and biodiversity for its own sake. Policies in the Core Strategy and the Development Management DPD support their protection and the potential impact that development might have on them.

4.21 Sites protected for their international, European, national or local importance for their biodiversity or geodiversity value are illustrated on Map 2.1 in Section 2 of this document.

4.22 The various designations and data available for the borough indicate the range, richness and diversity of the landscape. These include the underlying geology, the quality of the farmland, the presence of trees and woodlands, brecklands, historic parklands, ponds, and river valleys. Although existing designated sites are protected, conservation alone is not enough, and the council will continue to protect and manage designated sites across the borough.

4.23 Within St Edmundsbury there are three sites of European conservation interest which have been assessed through a Habitat Regulations Assessment Screening, to ensure that the policies within the plan have no likely significant effect on the European sites. ⁽¹⁾ The results of the Habitats Regulations Assessment Screening shows that the broad locations for growth, identified in policies CS11 and CS12, are not likely to have significant effects on the European sites. The following avoidance and mitigation measures are included to ensure that the Core Strategy is not likely to have a significant effect on the interest features of the SPA;

1. The identification of a 1,500m buffer zone from the edge of those parts of the SPA that support or are capable of supporting stone curlews
2. The identification of a 400m buffer zone from the edge of those parts of the SPA that support or are capable of supporting nightjar or woodlark.

4.24 Development in either of these buffers which would lead to an adverse effect on the integrity of the SPA will not be allowed, unless the tests of Regulation 49 of the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) are met.

4.25 As a result of research undertaken by Footprint Ecology ⁽²⁾ to support Breckland District Council's Core Strategy (2009), it has been determined that the same approach should be applied in St Edmundsbury, in respect of determining a further 1,500m buffer to fall around those areas which have supported 5 or more nesting attempts by Stone Curlew since 1995, which lie outside of the SPA, but act as supporting habitat. All development within 1,500m of these areas will require a project level HRA. Where it cannot be ascertained that development will not have an adverse effect on the integrity of the SPA, it will not be permitted, unless the tests of Regulation 49 of the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) are met.

4.26 The Council considers that a baseline visitor survey and study regarding visitor impact to the SPA is a broader piece of work which it is willing to undertake in coordination with other neighbouring authorities. Such a study would be beneficial to the Council, to improve understanding of the issues of recreational impact, to supplement the Local Development Framework evidence base on this issue, and to identify additional mitigation measures which may further reduce the likelihood of significant effects to the SPA. The Council is therefore willing to engage, as appropriate, in work to assess recreational disturbance impacts to Breckland SPA in support of any initiatives promoted through the review of the RSS.

4.27 None of the broad locations for growth, in policies CS11 or CS12, fall within the SPA or the buffers identified above. These measures ensure a consistent cross boundary approach with Breckland District Council and Forest Heath District Council and are set out in Policy CS2 below, the Proposals Map and the Key Diagram.

4.28 Suffolk County Council and the district and borough councils in Suffolk have carried out a Landscape Character Assessment (2009) that includes a wide variety of factors, such as geology, topography, soil types, ecology, ground cover and condition, land use, field patterns, cultural influences, and historical changes. Whilst this provides a good level of information it is insufficiently detailed at borough level to form the basis for the replacement of the Special Landscape Area (SLA) designation as advised in PPS7: Sustainable Development in Rural Areas. Therefore, for the time being the SLAs will continue to be protected through inclusion in policies in the Development Management DPD until a more detailed Landscape Character Assessment of the borough is carried out.

4.29 As well as, and often in conjunction with national or local designations, the countryside is vital "green space", and a fundamental part of the borough's green infrastructure. We will continue to protect, manage and encourage the creation of a network of green spaces, and ensure access to them.

4.30 As referred to elsewhere in the Core Strategy, the built environment is also part of our environment, and the protection and enhancement of the built environment will also be a key objective for the borough council.

(1) Special Protection Areas (SPAs) and Special Areas of Conservation (SACs)

(2) The effect of housing development and roads on the distribution of stone curlews in the Brecks' (2008) Footprint Ecology, Wareham, Dorset. Report for Breckland District Council.

Policy CS2 Sustainable Development

A high quality, sustainable environment will be achieved by designing and incorporating measures appropriate to the nature and scale of development, including:

The protection and enhancement of natural resources:

- A) making the most resource efficient use of land and infrastructure;**
- B) protecting and enhancing biodiversity, wildlife and geodiversity, and avoiding impact on areas of nature conservation interest in both rural and built up areas;**
- C) identifying, protecting and conserving: a network of designated sites including the Breckland Special Protection Area (SPA)* and other sites of national and local importance; Biodiversity Action Plan (BAP) habitat and species; wildlife or green corridors, ecological networks; and other green spaces will be identified, protected and habitats created as appropriate;**
- D) conserving and, wherever possible, enhancing the character and quality of local landscapes and the wider countryside and public access to them, in a way that recognises and protects the fragility of these resources;**
- E) conserving and, wherever possible, enhancing other natural resources including, air quality and the quality and local distinctiveness of soils;**
- F) protecting the quality and availability of water resources;**
- G) maximising the efficient use of water including recycling of used water and rain water harvesting;**
- H) maximising the potential of existing and new sources of energy from biomass including timber and other energy crops; and**

Sustainable design of the built environment:

- I) providing the infrastructure and services necessary to serve the development;**
- J) incorporating the principles of sustainable design and construction in accordance with recognised appropriate national standards and codes of practice to cover the following themes:-**

- **Energy and CO₂ Emissions – seeking, where feasible and viable, carbon neutral development, low carbon sources and decentralised energy generation;**
- **Water – ensuring water efficiency by managing water demand and using such waste water reuse methods as rainwater harvesting and grey water recycling;**
- **Materials - minimising the use of resources and making use of local materials;**
- **Surface Water Run-off – incorporating flood prevention and risk management measures, such as sustainable urban drainage;**
- **Waste – adhering to the waste hierarchy during construction and following development to prevent waste generation and ensure reuse, recovery and recycling;**

- **Pollution – remedying existing pollution or contamination and preventing further pollution arising from development proposals;**
- **Transport – minimising the need for travel and ensuring a balance between transport infrastructure and pedestrians;**
- **Health and Wellbeing – ensuring that the development enhances the quality of life of future occupants and users;**
- **Ecology – valuing and enhancing the ecological features of the development site, where appropriate.**

K) ensuring that developments and their occupants are capable of managing the impact of heat stress and other extreme weather events;

L) making a positive contribution towards the vitality of the area through an appropriate mix of uses. In areas of strategic growth this will include employment, community, retail, social, health and recreation facilities (including the protection and provision of informal and formal recreation, parks, open spaces and allotments);

M) creating a safe environment which enhances the quality of the public realm;

N) making a positive contribution to local distinctiveness, character, townscape and the setting of settlements;

O) conserving or enhancing the historic environment including archaeological resources.

Where appropriate, site specific and area targets, along with detail of viability, to meet national standards and codes, will be set out in the Development Management document, Area Action Plans and the Rural Site Allocations document.

*** Only development that will not adversely affect the integrity of the SPA will be permitted. In applying this policy a buffer zone has been defined that extends 1,500m from the edge of those parts of the SPA that support or are capable of supporting stone curlews, within which:-**

a) Permission may be granted for the re-use of existing buildings and for development which will be completely masked from the SPA by existing development; alternatively

b) Permission may be granted for other development not mentioned in sub paragraph (a) provided it is demonstrated by an appropriate assessment that the development will not adversely affect the integrity of the SPA.

A further 1,500m buffer zone has been defined which extends around those areas (shown on the Proposals Map) outside of the SPA which have supported 5 or more nesting attempts by stone curlew since 1995 and as such act as supporting stone curlew habitat, within which permission may be granted in accordance with a) and b) above. Additionally within this zone, where it can be shown that proposals to mitigate the effects of development would avoid or overcome an adverse impact on the integrity of the SPA or qualifying features, planning permission may be granted provided the Local Planning Authority is satisfied that those proposals will be implemented. In these areas development may also be acceptable providing alternative land outside the SPA can be secured to mitigate any potential effects.

Development at Risby (which lies partly within the 1,500m stone-curlew

buffer) will be possible if it is fully screened from the Breckland SPA by existing development. A project level appropriate assessment should be undertaken to ensure no adverse affect upon the integrity of the SPA.

A 400m buffer zone has been defined around those parts of the SPA that support or are capable of supporting nightjar and woodlark. Any development proposal within this zone will need to clearly demonstrate that it will not adversely affect the integrity of the SPA.

Building for Life

4.31 We will have regard to the Commission for Architecture and the Built Environment's (CABE) "Building for Life" standards as a tool for considering proposals for new housing development.

4.32 The Building for Life standard is the national benchmark for well-designed housing and neighbourhoods in England and was launched by the Deputy Prime Minister in 2003. It can prove a helpful tool in recognising and influencing good design in terms of how it contributes positively to place-making. There are 20 criteria, divided into the main categories of: character; roads, parking and pedestrianisation; design and construction; and environment and community.

4.33 These standards have been adopted and are a performance indicator that will need to be monitored as part of the Annual Monitoring Report. Details of these standards can be found at www.buildingforlife.org and on the council's website at www.stedmundsbury.gov.uk

Code for Sustainable Homes

4.34 The Code for Sustainable Homes is an environmental assessment method for rating and certifying the performance of new homes. It is a national standard for use in the design and construction of new homes with a view to encouraging continuous improvement in sustainable home building.

4.35 The Code is based on EcoHomes and provides a comprehensive measure of the sustainability of new homes, ensuring that sustainable homes deliver real improvements in key areas such as carbon dioxide emissions and water use.

4.36 The Code covers nine categories of sustainable design including:

- Energy and CO2 Emissions
- Water
- Materials
- Surface Water Run-off
- Waste
- Pollution
- Health and Wellbeing
- Management
- Ecology.

4.37 One or more performance requirements (assessment criteria) are assigned by the Code to all of the environmental issues. When each performance requirement is achieved, a credit is awarded (except the four mandatory requirements with no associated credits). The total number of credits available to a Category is the sum of credits available for all the issues within it.

4.38 The Code became operational in April 2007 in England, and having a Code rating for new build homes mandatory (with certain exceptions), from 1st May 2008.

4.39 The Government's ambition for the Code is that it becomes the single national standard for the design and construction of sustainable homes, and that it drives improvements in home building practice.

Building Research Establishment Environmental Assessment Method (BREEAM)

4.40 BREEAM is the Building Research Establishment's environmental assessment method for commercial buildings. It sets the standard for best practice in sustainable design and has become the de facto measure used to describe a building's environmental performance.

4.41 BREEAM assesses the performance of buildings against a similar set of categories to that used by the Code for Sustainable Homes.

4.42 Credits are awarded in each area and a set of environmental weightings then enables the credits to be added together to produce a single overall score. The building is then rated on a scale of:

- PASS *
- GOOD **
- VERY GOOD ***
- EXCELLENT ****

4.43 In considering planning applications the Council will adhere to national codes and targets for Code for Sustainable Homes, BREEAM and Building for Life, which, as stated in Policy CS2, will be set out in lower tier Development Plan Documents to be backed up by viability details.

Policy CS3 - Design and Local Distinctiveness

4.44 Successful places depend upon good design. Cultural opportunities are also vital attractions in successful towns and cities. The involvement of urban designers, landscape architects and artists and crafts people early in the design process will help greatly in creating an urban form which is culturally stimulating and unique, while the creation of attractive open spaces can make a significant difference to the quality of the urban environment.

4.45 The most successful urban places are unique and memorable because they combine an attractive built environment with a lively mix of functions. As a consequence they tend to be reasonably self-contained, being capable of meeting the local needs of their communities. Getting these qualities right at the outset of any development will deliver more prosperous communities and truly distinctive places.

4.46 There are many parts of the borough which, although not of sufficient architectural or historic merit to warrant Conservation Area status, nevertheless have a strong local identity which is valued by residents and contributes positively to the borough's character. Areas will develop strong links around a variety of shared interests or common values, and community interaction can be influenced by the type and location of housing and other facilities. In areas attractive to families with children, for instance, the local school or play area will be important focal points, and community networks can build from these links.

4.47 It is important that the streetscape, or "public realm" of our town centres is safe, attractive and people-friendly to encourage walking, cycling, shopping, sight-seeing and other leisure activities. In some cases traffic will need to be calmed to provide a safe and attractive street environment. Bury St Edmunds and Haverhill will be priority areas for streetscape improvements and traffic management to support the additional growth in these towns. Schemes will be identified in the Area Action Plans to be prepared for the two towns, and a detailed policy requiring new development to contribute to improvements to the public realm will be included in the Development Management DPD.

4.48 The design and layout of development can have a significant impact on the environment, quality of life and the use of limited resources. Concept Statements, Development Briefs and Masterplans will be required on certain sites to help in providing definition and meaning to a place which is to be created and to assist in setting out the framework for investment and implementation.

Policy CS3 Design and Local Distinctiveness

Proposals for new development must create and contribute to a high quality, safe and sustainable environment.

Proposals will be expected to address, as appropriate, the following components:

- **detailed heritage and conservation design appraisals and information;**
- **consideration of protection of the landscape and historic views;**
- **an understanding of the local context and an indication of how the proposal will enhance the area and improve community safety;**
- **protection of the natural and historic environment;**
- **in proposals for housing, the density and mix of housing;**

- **provision or enhancement of open space, play, leisure and cultural facilities;**
- **access and transport considerations.**

Concept Statements/Development Briefs and Masterplans will be required for sites which by virtue of size, location or proposed mix of uses are determined by the local planning authority to require a masterplanning approach. A landscape/townscape appraisal will be an essential component for Concept Statements, Development Briefs and Masterplans. Area Action Plans and Site Allocations DPDs will define those sites where this approach is required. In some cases the content required for Concept Statements will be included in Area Action Plans.

In Bury St Edmunds and Haverhill improvements to the environment of streets and spaces to secure attractive, safe and people-friendly town centres will be a priority. Proposals for new development in the towns will be required to contribute to improving the public realm. The Area Action Plans and the Development Management DPD will include specific schemes and policies to support this.

Policy CS4 - Settlement Hierarchy and Identity

Rural Areas

4.49 Whilst the two towns of Bury St Edmunds and Haverhill will provide the main focus for large scale growth in the borough, a high proportion of the new housing and employment development in the borough will be located in the rural areas, in those villages which have a range of services and facilities to meet local needs.

4.50 Borough wide local services and facilities surveys are undertaken annually with the last one completed in spring 2009. These surveys assess the services available to people to help the council to identify those settlements that should be the focus of development, as they have access to the widest range of services and will reduce the need to rely on the car.

4.51 The additional growth in the rural areas will be dependent upon the capacity of the natural and built environment to accommodate development without unacceptable environmental harm being caused, and the ability of existing or planned infrastructure to cope with the development.

4.52 The Core Strategy identifies three hierarchies of settlement in the rural area where development will normally be acceptable;

Key Service Centres

4.53 The five villages identified as Key Service Centres generally have a wide range of services as well as local employment provision. New housing developments of between 20 and 70 houses and some additional jobs are already planned in some of these settlements. These settlements meet the criteria set out in The East of England Plan for the designation of Key Service Centres as follows:

"Large villages with a good level of services, which might include:

- a primary school within the settlement and a secondary school within the settlement or easily accessible by public transport;
- primary health care facilities;
- a range of retail and service provision capable of meeting day-to-day needs, in particular for convenience shopping;
- local employment opportunities; and
- frequent public transport to higher order settlements."

4.54 The Key Service Centres will be the main focus for additional homes, jobs and community facilities outside of Bury St Edmunds and Haverhill. However, the scale of growth in the individual settlements will be dependent upon the local environmental and infrastructure capacity of the settlement concerned. This is a matter that will be addressed through the more detailed work of the Rural Site Allocations Development Plan Document and we will seek to involve the local communities in determining the most appropriate levels of growth and the locations for that development.

Local Service Centres

4.55 In order to improve the sustainability of development in the rural areas, we are designating a category of village titled "Local Service Centre". These will be villages that have at least three of the following:

- a primary school;

- community, leisure and social facilities;
- convenience goods shop;
- local employment opportunities; or,
- a good journey to work public transport service to higher order towns.

4.56 We have identified 13 villages that meet these criteria. Within these settlements, some small scale housing and employment development will be encouraged. As a general guide, we consider that a limit of ten homes per development site would be appropriate, although more than one site might be identified in the village during the plan period. However, the scale of growth in the individual settlements will be dependent upon the local environmental and infrastructure capacity of the settlement concerned. This is a matter that will be addressed through the Rural Site Allocations Development Plan Document. Proposed development sites would normally be adjacent to existing housing settlement boundaries.

4.57 Further information on Key Service Centres and Local Service Centres can be found in Chapter 7 – Strategy for the Rural Areas.

Infill Villages

4.58 Villages that only have a limited range of services and less than Local Service Centres, are designated Infill Villages. In these villages, only infill development comprising single dwellings or small groups of five homes or less within the designated housing settlement boundary would be permitted. This would be dependent on other environmental and infrastructure constraints.

Countryside

4.59 A number of small settlements across the borough do not benefit from having any services or facilities at all or have only limited services like a recreation ground, village hall or a pub. In these circumstances, the residents predominantly rely on the motor car to get to work, shops or use other facilities. We consider that in these settlements the construction of further new homes is unsustainable and it is unlikely that additional development would provide sufficient further customers to render the provision of a shop or other community facility viable. We therefore propose to remove the housing settlement boundaries of those villages which would prevent any further development from taking place unless exceptional circumstances apply, for example replacement dwellings or dwellings for key agricultural workers. Maps illustrating those settlements where the boundaries have been removed can be found in Appendix 4.

4.60 Within the borough there are some nationally important operational MOD sites. We recognise the importance of defence both nationally and to the local area and economy, and provide a positive framework for the continued operation of defence sites within the Borough. Subject to environmental and infrastructure impact the Council supports the sustainable development of MOD sites to meet operational requirements.

Protecting Settlement Identity

4.61 We recognise that the strategy for the further growth of Bury St Edmunds and Haverhill, in particular, could threaten the identity of neighbouring settlements through potential coalescence. There is no designated Green Belt around these towns and therefore it is for the local planning policy frameworks to determine the role of land between settlements. It is not uncommon for this land to be under

severe pressure for development and this can erode the separation and identity of nearby settlements. Where proposals for urban extensions and strategic sites on greenfield land are considered, it will be essential to have regard to the protection of the individual character and identity of nearby settlements and the potential to provide positive enhancements for that community should be high on the list of factors to be considered in determining whether greenfield urban extensions should be developed.

Policy CS4 Settlement Hierarchy and Identity	
All proposals for new development will be expected to have regard to the position of the site within the settlement hierarchy as follows;	
Towns	
Bury St Edmunds	Haverhill
Key Service Centres	
Barrow	Clare
Ixworth	Kedington
Stanton	
Local Service Centres	
Bardwell	Barningham
Cavendish	Chedburgh
Great Barton	Great & Little Thurlow
Great & Little Whelnetham	Hopton
Hundon	Ingham
Risby	Rougham
Wickhambrook	
Infill Villages	
Barnham	Bradfield St George
Chevington	Coney Weston
Cowlinge	Fornham All Saints
Fornham St Martin	Great Bradley

Hawkedon	Hepworth
Honington & Sapiston	RAF Honington
Horringer	Lidgate
Market Weston	Ousden
Pakenham	Rede
Stanningfield	Stansfield
Stoke by Clare	Stradishall
Thelnetham	Troston
Whepstead	Withersfield
Countryside	
All other settlements not identified in the list above and where a housing settlement boundary is not identified on the Proposals Map.	
Careful consideration will be given to maintaining the identity, character and historical context of settlements, to ensure new development does not detract from the environmental quality, townscape, functional vitality and setting of the settlement as a whole. The coalescence of towns with surrounding settlements through new development will not be allowed to happen.	

Policy CS5 - Affordable Housing

Issues and Trends

4.62 One of the top priorities of the Borough Council is the availability of affordable housing. The borough has some of the highest house prices in Suffolk and, despite fluctuations in prices and economic conditions, homes are still difficult to purchase for many, given the lower than county average incomes across the borough.

4.63 There are currently in the region of 5,200 households on the housing register (June 2009), of which approximately 50% are single person households, 40% families and 10% older people. There is an increased need for supported housing, particularly for older people, however, the current direction of national policy does not encourage sheltered housing schemes and has a preference for supporting older people in their own homes.

4.64 At the end of 2008:

- The average sale price of market housing in St Edmundsbury was £218,000;
- The average household income was £450 a week (£23,400 a year);
- The house purchase affordability ratio was eight times average earnings; and
- The necessary household income to afford the cheapest market property was in the region of £52,000

4.65 The term “affordable housing” is used to encompass intermediate and social (or affordable) rented housing, irrespective of tenure or ownership (whether exclusive or shared) or financial arrangements, that will be available to people who cannot afford to rent or buy houses available on the open market.

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

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

4.67 Planning policies have been in place for nearly ten years to assist with delivering affordable housing through the planning process, but in 2006/7 only 22.6% of all new homes completed in the borough were classed as affordable. This is considerably below the needs identified in our Housing Requirements Study commissioned in 2005. The study concluded that 40% of all housing provided should be affordable and that we should seek to secure affordable housing on as many sites as possible in order to maximise affordable housing delivery across the borough.

4.68 Government planning policy on affordable homes is contained within Planning Policy Statement 3: Housing published in 2006. It requires Local Development Frameworks to:

- i. Set an overall target for the amount of affordable housing to be provided;
- ii. Set separate targets for social-rented and intermediate affordable housing where appropriate;

- iii. Specify the size and type of affordable housing needed in particular locations;
- iv. Set out the range of circumstances in which affordable housing will be required including site size thresholds; and
- v. Set out the approach to seeking developer contributions to facilitate the provision of affordable housing.

4.69 The Government's national indicative minimum site size threshold is 15 homes, although Local Planning Authorities can set lower minimum thresholds where viable and practicable, including in rural areas. The Council has been working to a lower threshold in the rural areas in recent years, but there is sufficient evidence to demonstrate that the thresholds are not delivering optimal affordable housing and that they should be changed.

4.70 The preferred approach therefore is to reduce the threshold and ask for a smaller percentage of affordable homes on smaller sites in Bury St Edmunds and Haverhill. It is considered that this will be a more viable option for developers and provide a better distribution and more integrated provision of affordable homes in these areas.

4.71 In addition, Planning Policy Statement 3: Housing states that Local Planning Authorities need to undertake an informed assessment of the economic viability of any threshold and proportion of affordable housing proposed as part of their LDF including their likely impact upon overall levels of housing delivery and creating mixed communities.

4.72 To meet this requirement the Borough Council has undertaken an Affordable Housing Economic Viability Assessment in conjunction with three other Local Authorities – Forest Heath District Council, Fenland District Council, East Cambridgeshire District Council, and Cambridgeshire Horizons. The study, as part of the LDF evidence base, has tested the financial viability of different proportions of affordable housing and varying thresholds across a number of locations in the borough, against a range of market conditions.

4.73 The conclusions of the study support Policy CS5 which puts forward an appropriate set of targets given that a balance needs to be sought between the level of housing need, and viability factors. Compared with higher value areas where increased targets are more sustainable, there is more limited scope for typical local development value levels to support affordable housing alongside increasing requirements and cost areas associated with building specification, renewable energy and wider planning obligations.

4.74 Since the Local Plan target of 40% was adopted in 2006, there have been certain changes which means that this is no longer a viable or achievable target, including a down turn in the economy and changes to the housing market.

4.75 The study has found that seeking more than 30% affordable housing, as a borough-wide target (applicable to sites of 30 dwellings or more), could represent an over ambitious target, even if the current market conditions change and become more buoyant.

4.76 On smaller sites, the viability study recommends a reduced target of 20% affordable housing be sought. This is not because smaller sites are necessarily more or less viable than larger ones, by way of their size alone. It recognises, however, that sites of 5 to 14 dwellings in the larger settlements would be impacted by affordable housing policy for the first time. The first time impact of

this policy area is the most significant. Alongside this factor, the study acknowledges that the development values produced by such schemes will usually be smaller and can be more marginal in relation to existing/alternative use values.

4.77 The study recognises that, subject to further viability review and the relevant development brief / master planning processes in due course, there is scope for consideration of a higher target than the general 30% in respect of particular strategic development areas. In the absence of this further work it would be inappropriate to set higher targets for these locations at this stage. However, consideration can be given to alternative targets for individual sites in the forthcoming Area Action Plans subject to detailed viability assessment.

4.78 Any affordable housing provided under the terms of Policy CS5 should be available in perpetuity for those in local need. The Borough Council will only work with Registered Providers – independent housing organisations registered with the Homes and Communities Agency – in the provision of such housing and in particular would aim to work through Housing Associations as the main providers of rented affordable housing.

4.79 Policy CS5 will be subject to monitoring and review and, through the Annual Monitoring Report, will set out any necessary actions/contingencies to ensure that the affordable housing targets are delivered as appropriate.

Policy CS5 Affordable Housing

Developers will be expected to integrate land for affordable homes within sites where housing is proposed, to ensure that affordable housing is provided and comes forward in parallel with market homes, with targets as follows:

- 1. Where sites are between 0.17 hectares and 0.3 hectares or between 5 and 9 dwellings, 20% shall be affordable.**
- 2. Where sites are 0.3 hectares and above or 10 dwellings or more are proposed, 30% shall be affordable**

On those broad locations for development, identified in policies CS11 and CS12, individual targets for affordable housing may be set. These would be subject to master planning and a viability review, the details of which would be set out in the Area Action Plans for Bury St Edmunds and Haverhill.

These criteria shall also apply where a site is part of a wider but contiguous site.

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

The mix, size, type and tenure of affordable homes should meet the local identified housing need and be appropriately weighted to ensure that the provision makes at least a proportionate contribution to the categories of greatest need. Where it is demonstrated/proven that such an approach is necessary, the Local Planning Authority will consider issues of development viability and mix, including additional costs associated with the development of brownfield sites and the provision of significant community benefits, and may be willing to negotiate a lower percentage or tenure mix of affordable housing.

Policy CS6 – Gypsies, Travellers and Travelling Showpeople

4.80 In considering the needs of gypsies and travelling show people, the Borough Council will have regard to government and regional policy. A single issue review of the East of England Plan, "Planning for Gypsy and Traveller Accommodation" has been carried out, and the Secretary of State published the final policy in July 2009.

4.81 The review sets out the number of authorised pitches in each authority, and under Policy H3 sets targets for the provision of pitches by 2011. St Edmundsbury is required to provide a minimum of 20 additional pitches by 2011 (the number of authorised pitches in 2008 was two). In addition, beyond this period the review requires the Council to plan for an annual 3% increase in overall pitch provision. For St Edmundsbury this would mean an additional requirement of 17 pitches between 2011 and 2021.

4.82 Policy H4 of the review sets out the provision for Travelling Showpeople and requires nine plots to be provided in Suffolk between 2006 and 2011. Beyond this period there is a requirement for a 1.5% annual increase. This accommodation will be provided to meet identified needs through joint partnership working as required under Policy H4 of the review.

4.83 Sites for permanent and transit accommodation will be identified in the Area Action Plans for Bury St Edmunds and Haverhill and the Rural Site Allocations DPDs after consultation with the community and all interested parties.

Policy CS6 Gypsies, Travellers and Travelling Showpeople

Sites will be identified for Gypsies, Travellers and Travelling Showpeople in the Rural Site Allocations DPD and the Area Action Plans for Bury St Edmunds and Haverhill in accordance with national and regional policy. Proposals for Gypsy sites and sites for Travelling Showpeople will be permitted where a site has been identified in a DPD, or in the interim, where they would not cause unacceptable harm having regard to the following factors:

- a) Designated and protected habitats and species, heritage designations, soil and water quality, and other natural resources;**
- b) The location in relation to schools, medical facilities, shops and other local services and community facilities;**
- c) The amenities of nearby occupiers;**
- d) Their size and scale in relation to any nearby existing community;**
- e) The character and appearance of the countryside;**
- f) The provision of a satisfactory means of access and the adequacy of the highway network.**

A condition or legal agreement to control the future uses of sites for Gypsies and Travelling Showpeople may be imposed, as appropriate.

Where the use is short term, the development will be limited by a temporary permission.

Policy CS7 - Sustainable Transport

4.84 The Government's long term strategy for a modern, efficient and sustainable transport system was unveiled on the 20th July 2004 in '*The Future of Transport*' White Paper. The strategy sets out a vision for;

- the **road** network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;
- the **rail** network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;
- **bus** services that are reliable, flexible, convenient and tailored to local needs;
- making **walking** and **cycling** a real alternative for local trips

4.85 The East of England Plan (2008) includes the Regional Transport Strategy (RTS). This establishes a framework for the delivery of transport investment and policy priorities at the regional level which support the aims of the spatial strategy. The objectives of the RTS are to increase the number of travel movements by sustainable modes, such as walking, cycling and public transport. An objective is also to enable the provision of infrastructure and transport services that are required to support existing communities and development proposed in the spatial strategy.

4.86 Measures are proposed for urban areas and Key Centres for Development and Change like Bury St Edmunds to reduce car dependency and bring a modal shift away from the car to alternative modes of travel. Bury St Edmunds is defined as a regional transport node in Policy T5 where priorities should be to improve the integration of strategic and local networks, including the need to improve access to rail stations and develop strategic park and ride sites.

4.87 The Plan recognises the challenges faced by rural areas, like St Edmundsbury, where reliance on the car, for many people, is essential due to the lack of transport alternatives.

4.88 The Suffolk Local Transport Plan (2006-2011) contains local objectives towards achieving a sustainable transport network. The problems of traffic congestion in the market towns of Haverhill and Bury St Edmunds is noted, as is the high number of daily vehicle movements passing through Haverhill due to out commuting to Cambridge. The Plan acknowledges the economic importance of Bury St Edmunds within western Suffolk and that future development could be limited by increasing congestion at junctions on the A14. The implementation programme identifies specific objectives for St Edmundsbury including the need to relieve congestion in and around Bury St Edmunds town centre and improve public transport, walking and cycling in the town. Whilst the rural areas are not suffering a high level of congestion, many rural areas experience inappropriate traffic levels and the associated noise, safety issues and visual impacts.

4.89 The Bury St Edmunds Transport Strategy (2006) identifies the nature and scale of transport infrastructure required to support Bury St Edmunds' role as a Key Centre for Development and Change. The study undertook an assessment of the degree to which the capacity of the local transport network, particularly the A14 junctions, will limit future employment, service and housing growth in and around the town. It identified that the town has few major transport problems but does have a considerable urban heritage to protect. It was concluded that the

levels of development being discussed at the time could cause significant traffic congestion problems in the future and as such the study has been updated

4.90 All strategic sites in the Bury St Edmunds Transport Strategy were re-tested in 2009 and the outcomes from this have helped inform the Infrastructure Delivery Plan and will help inform the Area Action Plan for Bury St Edmunds.

Strategic Highway Network

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

4.92 Other roads in the borough which are part of the Primary Route Network are carrying large volumes of traffic. Where they pass through villages, the local environment is being put under significant pressure. Increased levels of traffic between Bury St Edmunds and Diss on the A143, between Bury St Edmunds and Thetford on the A134 and between Haverhill and Cambridge on the A1307 are of particular concern.

4.93 Bury St Edmunds has good transport links and is centrally placed in the region. It is close to the A14 and has the only railway station in the borough, linking it with London to the south, Ipswich to the east and Cambridge and Peterborough to the west.

4.94 Haverhill lies on the A1307, less than 20 miles from Cambridge and 16 miles from the M11 to London. It is part of the wider M11 corridor and is near Stansted Airport. There are aspirations to reinstate a rail link between Haverhill and Cambridge. The A1017 south east of Haverhill provides important links to the east coast and there is a need for appropriate measures to improve this route.

4.95 The rural areas of the borough are highly dependent on the car and through traffic for some communities, such as Great Barton, Clare and Ingham, is a major environmental issue. Although not the highway authority, the Council will continue to explore ways of delivering improvements for these settlements including, where feasible, the delivery of bypasses. Whilst an aim of the Local Development Framework is to improve access to public transport for all sectors of the community, it should also be recognised that given the rural nature of the borough many residents may continue to rely on the private car. The Council will be seeking to reduce the need to travel by car by securing improvements to public transport infrastructure, particularly in the rural areas where new development is proposed.

4.96 Accessibility is central to the creation of sustainable communities where homes, services, facilities and employment are provided within walking distance, or within reach of a good quality public transport network.

Policy CS7 Sustainable Transport

The Council will develop and promote a high quality and sustainable transport system across the borough and reduce the need for travel through spatial planning and design.

All proposals for development will be required to provide for travel by a range of means of transport other than the private car in accordance with the following hierarchy:

- **Walking**
- **Cycling**
- **Public Transport (including taxis)**
- **Commercial vehicles**
- **Cars**

All development proposals will be required to be accessible to people of all abilities including those with mobility impairments.

New commercial development, including leisure uses and visitor attractions, which generate significant demands for travel, should be located in areas well served by a variety of transport modes. Where appropriate, development proposals that will have significant transport implications will be required to have a transport assessment and travel plan showing how car based travel to and from the site can be minimised.

Policy CS8 - Strategic Transport Improvements

4.97 The route of the A14 from Felixstowe to Cambridge has been identified as an area that can accommodate significant economic growth and residential development. In St Edmundsbury several of the A14 intersections are nearing capacity at peak times. Unless this problem is tackled, the borough may not be in a position to benefit from this growth. The current capacity issues in relation to the A14 intersections in Bury St Edmunds will need to be addressed as part of a wider sustainable transport strategy for the East of England, and measures such as the provision of park and ride, car parking and access demand management, bus prioritisation, greater emphasis on public transport, walking and cycling will need to be investigated further.

4.98 Regional and local transport funding will be necessary, in part, to enable the provision of transport infrastructure to alleviate existing problems and mitigate against new issues arising from the allocation of development sites. Planning obligation and Community Infrastructure Levy contributions will be maximised both to provide facilities directly and to lever funding from other sources. Further details on measures to be used are in Chapter 8 Implementation and Monitoring.

Policy CS8 Strategic Transport Improvements

The Council will continue to work with relevant partners, including Suffolk County Council and the Highways Agency, and developers, to secure the necessary transport infrastructure, as identified in the Infrastructure Delivery Plan and, in particular to achieve improvements to:

- **Junctions 43 and 44 of the A14 adjacent to Bury St Edmunds;**
- **Transport safety on the A1307 between Haverhill and the A11;**
- **Relieve the adverse impacts of traffic in Bury St Edmunds, Haverhill and those villages which have identified transport issues;**
- **Rail infrastructure in the borough;**
- **The public transport network in the towns and rural areas;**
- **Rights of Way in the borough to achieve the objectives of the Suffolk Rights of Way Improvement Plan; and**
- **The Rougham Road/Sicklesmere Road through the delivery of a A134 relief road as part of the strategic growth to the south east of Bury St Edmunds**

4.99 In urban areas, particularly town centres, freight movement can add congestion at certain times of day. Overnight parking for lorries and roadside services are important facilities and policies to manage this matter will be included, where necessary, within the Area Action Plans for Bury St Edmunds and Haverhill and the Rural Site Allocations document.

Policy CS9 - Employment and the Local Economy

4.100 Economic and employment policies for St Edmundsbury in the Core Strategy and Local Development Documents are shaped by the integrated layers of policies that flow from national to regional, sub-regional and county-wide policies and objectives. The East of England Plan (2008) sets an ambitious target of 18,000 for the creation of jobs in the "Rest of Suffolk" (Mid Suffolk / St Edmundsbury / Forest Heath).

4.101 The Government's policy approach to the rural economy is part of a continuing focus which started with the Rural White Paper and subsequent publication of Planning Policy Statement (PPS) 7 Sustainable Development in Rural Areas, and included, in 2008, the review by Matthew Taylor MP of the Rural Economy and Affordable Housing. In December 2009 the Government published Planning Policy Statement 4: Planning for Sustainable Economic Growth which amalgamates policy advice in Planning PPGs and PPSs into a single new PPS. ⁽³⁾ As part of this exercise rural policies have been re-examined and integrated to highlight that rural areas have an important contribution to make to the regional and national economy. A supportive, flexible and empowering approach is set out in PPS4, and it is clear that local planning authorities will be expected to plan positively for a sustainable rural economy in Local Development Documents.

4.102 The Government has indicated that, following the Taylor report, it will introduce and re-emphasise policies that remove significant barriers to rural economic development and that authorities are encouraged to make use of the advances in technology to take into account different ways of working. The Core Strategy and other LDDs will set out local policies for economic development and employment within this national and regional policy framework.

4.103 As a Key Centre for Development and Change, Bury St Edmunds will be expected to provide for the development of a wide range of well-located, quality employment premises for the town and the wider area of western Suffolk. Haverhill is well placed to build on recent growth in new, high quality employment premises as part of the Cambridge sub-region offering a wider range of employment opportunities in the future, particularly in research and development, biotechnology, distribution and new industries.

Western Suffolk Employment Land Review (ELR)

4.104 To address the target new jobs figure of 18,000 in the RSS for "the rest of Suffolk" (Mid Suffolk, St Edmundsbury and Forest Heath) the three authorities involved have worked together and commissioned consultants to jointly produce a Western Suffolk Employment Land Review (ELR).

4.105 The study shows that both Bury St Edmunds and Haverhill have strong demand for employment land and potential for employment growth over the plan period. The ELR recommends the promotion of Bury St Edmunds as a Key Centre for Development and Change, and concurs with the long-term strategy of developing the Suffolk Business Park to the east of the town. Alongside this it recommends carrying out a phasing assessment and quality audit of the existing employment areas to ensure a managed balance between employment land and other land uses, and the provision of appropriately located employment land premises fit for the 21st century.

4.106 It is anticipated that employment opportunities in Haverhill will continue to grow in response to proximity to Cambridge and the M11, in particular providing

the potential for the location of good quality Research and Development and/or high value manufacturing premises in proximity to Cambridge, as well as storage and distribution. The ELR recommends the promotion of Haverhill as part of the Cambridge sub-region and the encouragement of development on existing allocated sites. It also recommends working with partners to improve and upgrade the A1307 Cambridge road.

4.107 Employment in areas outside the Town and Country Planning 'B' Use Classes (business, industrial and storage and distribution) are dominant in the borough, and this, combined with proximity to Cambridge, mean that it is important that employment policies are robust and forward looking to cope with both retaining and strengthening the key employment sectors in the west of Suffolk, and flexible encouraging and nurturing the establishment and location of businesses in new and developing industries.

The Local Economy

4.108 St Edmundsbury has a diverse and growing economy. The Core Strategy supports, encourages and provides for the development of land and use of buildings for employment purposes, appropriate in scale to the towns and villages, and in sustainable locations. Policy needs to be sufficiently flexible to suit and promote diversity and recognise changing patterns and types of employment throughout the plan period and beyond.

4.109 The development of 68.28 hectares of allocated employment land to the east of the Suffolk Business Park in Bury St Edmunds (See Proposals Map, Key Diagram and Appendix 5) will secure an eastern relief road with direct access from the A14 and a 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 (i.e. businesses that may not fit neatly into the B Use Classes). This will be addressed in more detail in the Bury St Edmunds Area Action Plan.

4.110 Haverhill is close to the M11 corridor and Stansted Airport. Its proximity to Cambridge has increased its economic prosperity. Employment sites are mainly manufacturing and storage, although one of the largest employers Genzyme, is a biotechnology company. Detailed policies will be set out in other Local Development Documents, including the Haverhill Area Action Plan.

4.111 Culture, tourism and the creative industries are of growing regional and local importance, and St Edmundsbury is in a good position to optimise the opportunities that these activities bring to the local economy. Whilst the term "employment" to describe land and premises used for commercial purposes will continue to refer to uses in the B Use Classes, we will take a broader view of "employment" in proposals that involve non-B Use Classes (including tourism) jobs and/or positive benefits to the local economy providing a convincing case is put forward and the proposal complies with the objectives of sustainable development. If necessary, detailed policies will be included in the other DPDs.

4.112 Development for employment opportunities that fall outside the B Classes in the Town & Country Use Classes Order will be considered on their merits dependent on location, the number and quality of jobs created, and satisfying criteria in detailed policies in Development Plan Documents. Sustainable employment development will be encouraged, including proposals for home-based

working, such as workspace extensions (subject to criteria including scale, noise and disturbance), and live/work units. The conversion or redevelopment of traditional rural buildings to create small local business parks or rural enterprise hubs in sustainable locations and in scale and character with their surroundings will also be encouraged.

Policy CS9 Employment and the Local Economy

Provision will be made for development that will aim to deliver at least 13,000 additional jobs in the borough by 2026. Employment land east of Suffolk Business Park, Bury St Edmunds (68.28 hectares) and Hanchett End at Haverhill (12 hectares) (Proposals Map, Key Diagram and Appendix 5) is allocated to enable the delivery of additional jobs in sustainable locations in the towns of Bury St Edmunds and Haverhill.

Employment growth will also be achieved by the allocation of land for employment uses in mixed use developments in Bury St Edmunds, Haverhill, and the Key and Local Service Centres, and through policies supporting growth in the rural economy, retail, leisure and tourism. Existing General Employment Areas in or near Key Service Centres or Local Service Centres will continue to be protected and promoted for employment uses.

Policies in Area Action Plans will ensure employment growth within a diverse local economy that will deliver a substantial proportion of the jobs target for "the Rest of Suffolk" identified in the East of England Plan. Growth will focus on Bury St Edmunds in the north of the borough to ensure that the town can fulfil its role as a Key Centre for Development and Change, by providing for quality employment development at the Suffolk Business Park. In the south of the borough, growth will be concentrated in Haverhill so that it can continue to meet the local employment needs in the Greater Cambridge area, particularly those of research and development and bio-technology industries.

Existing employment areas will continue to meet local and sub-regional needs at Clare, Great Wratting, Chedburgh, Barnham, Saxham and Stanton/Hepworth (Shepherd's Grove).

Proposals for growth in Key Service Centres and Local Service Centres will be expected to include provision for employment land and premises to meet local needs and encourage sustainable communities including, where viable, integrated within strategic areas of growth.

All employment proposals will be expected to meet the criteria set out in Policy CS2 to protect and enhance natural resources and ensure the sustainable design of the built environment.

Policies in Development Plan Documents will set criteria for the continued encouragement of sustainable employment development and tourism development opportunities (including conversion of suitable buildings) in villages and rural areas.

3. This PPS replaces Planning Policy Guidance Note 4: Industrial, commercial development and small firms (PPG4, 1992), Planning Policy Guidance Note 5: Simplified Planning Zones (PPG5, 1992), Planning Policy Statement 6: Planning for town centres (PPS6, 2005), Planning Policy

Statement 7: Sustainable development in rural areas (PPS7) (as far as it relates to economic development) and paragraphs 53, 54 and Annex D of Planning Policy Guidance Note 13: Transport.

Policy CS10 - Retail, Leisure, Cultural and Office Provision

4.113 Government planning policy on town centres and retail was published in 2010 in Planning Policy Statement 4: Planning for Sustainable Economic Growth. This document brings together a set of policies on planning for sustainable economic growth in urban and rural areas. The document states that when considering sites for development, regard should be had to the need and scale of the proposed development, the application of the sequential approach and the need to assess the impact of any development on existing centres and ensure locations are accessible by a wide means of transport.

4.114 The East of England Plan, in Policy E5, identifies Bury St Edmunds as a Major Centre, with a role of strategic importance for retail and other town centre purposes. Policy SS6 of the Plan sets out the overall aims for town centre development. It is important that the retail economy in the borough is planned positively, and as the East of England Plan states, is located in existing centres and is consistent with the scale and type of retail they provide.

Retail, Leisure and Office Hierarchy

4.115 The main centres in the borough are diverse and cater for a wide range of different customers. The borough has two towns and five Key Service Centres and 13 Local Service Centres, as identified in Core Strategy Policy CS4. The settlement hierarchy reflects the differences in the towns and larger villages across the borough and role of these settlements in terms of retail, leisure and office development which is expanded on below.

Towns

4.116 Bury St Edmunds is the 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 meeting needs outside the borough. The 'arc' retail development (opened spring 2009) and the development of a multiplex cinema (opened end 2005) has helped to confirm Bury St Edmunds role as a destination shopping and leisure centre. The town provides a high quality shopping environment and offers a range of attractive shops and services in a pleasant setting.

4.117 Haverhill is an important centre serving a large area including the town itself and a number of surrounding smaller settlements. The ease of access to Cambridge and proximity to other retail centres limits Haverhill's catchment area. There is a council led 10 year programme of investment in Haverhill to help strengthen the centre and to promote inward investment. This investment has recently included the development of a multiplex cinema and restaurants (opened autumn 2008) and refurbishment of the town's leisure centre (opened July 2009).

4.118 The Employment Land Review (2009), which forms part of the LDF evidence base, concluded that the current office space in Haverhill was of a higher quality than that in Bury St Edmunds due to the recently completed new build development in the town.

4.119 In addition to the main shopping areas in the two towns there are a number of smaller local centres which provide shops and services to cater for the every day needs of the local community.

Key Service and Local Service Centres and Rural Areas

4.120 The primary function of the Key Service and Local Service Centres is to ensure they continue to provide services and shops which meet the everyday needs of their populations and neighbouring smaller villages. The individual characteristics of these settlements are set out later in this document.

4.121 It is important that economic development in rural areas is strictly controlled. The countryside should be protected with most new development in rural areas located in or on the edge of those existing settlements identified as Key Service and Local Service Centres.

2007 Bury St Edmunds and Haverhill Retail, Leisure and Offices Study

4.122 In 2007 Donaldsons undertook a Retail, Leisure and Offices Study for Bury St Edmunds and Haverhill to help inform the Local Development Framework. The study identified some key areas in relation to the need for future retail, leisure and office floor space in the towns up to 2021;

Bury St Edmunds

- The opening of the 'arc' in spring 2009, on the former Cattlemarket site in Bury St Edmunds, will fulfil the need for comparison goods floor space until 2021 and address a weakness in terms of a lack of large modern shops. Any proposals after this date would need to be subject to a detailed retail assessment.
- There is a qualitative and quantitative need for two new discount food stores in Bury St Edmunds.
- There is some forecast need for additional warehouse floor space in Bury St Edmunds which increases significantly towards 2021. This would need to be located in accordance with the sequential approach.
- There is currently no identified need for any additional commercial leisure sites in the town, although if operator demand is forthcoming, some commercial leisure facilities, such as branded restaurants, could be included in mixed use schemes in the town centre.
- There is no need to identify and allocate sites for new office sites and new sites should be considered on their merits in accordance with guidance in PPS6.

Haverhill

- The need for convenience goods stores will, in the short term, be met by the existing provision and the new Tesco store (opened September 2009).
- There would be sufficient expenditure from 2011 to support additional comparison goods floor space in the town.
- The principal need in Haverhill is to introduce a greater range of shops and services and to encourage a greater concentration of retail uses in the town centre.

- There are a lack of eating out venues and further provision would improve the attractiveness of the town centre as a place to visit and the evening economy.
- There is no pressing need to identify new commercial leisure developments in Haverhill. As and when proposals arise, they should in principle be welcomed and accommodated in accordance with the sequential approach.
- Demand for new offices in Haverhill is weak and there is no pressing need to allocate new sites. However there is a need to diversify the employment base. As with Bury St Edmunds it is considered that sites coming forward should be considered on their own merits in accordance with national, regional and local policy.

Infrastructure and Environmental Capacity Appraisal (2009)

4.123 It is acknowledged that the Retail, Leisure and Offices Study assessed the relevant market information and forecasts in 2005/6 when the economy was buoyant and they will be interpreted and used in that context. More detailed work on retail need for both towns will be undertaken in preparing the Area Action Plans for Bury St Edmunds and Haverhill.

4.124 The St Edmundsbury and Forest Heath Infrastructure and Environmental Capacity Appraisal (2009) identified requirements for additional retail, leisure and office floor space in the borough in line with projected housing growth figures to 2031. These areas are likely to include those outlined in the 2007 Retail Study above, as well as the small scale growth of existing local centres in towns and villages and at the identified broad locations for development which are outlined in the chapters on the Strategies for Bury St Edmunds and Haverhill.

4.125 It is recognised that through the Local Development Framework it is difficult to predict the need for future retail, leisure and office development up to 2031 given the changing nature of business, and the predicted growth of technology based businesses such as on-line shopping. The Annual Monitoring Report will be used to keep under review the network and hierarchy of centres, the need for additional development and the vitality and viability of existing centres.

4.126 More detailed policies on retail, leisure and office development, including site allocations, will be included within the Development Management Document, Area Action Plans for Bury St Edmunds and Haverhill and the Rural Site Allocations document.

Policy CS10 Retail, Leisure, Cultural and Office Provision

The town centres of Bury St Edmunds and Haverhill will continue to be the focus for new retail, leisure, cultural and office development, taking into account:

- **the need to maintain their vitality and viability;**
- **the requirement to assess and accommodate the need for future growth;**
- **the sequential approach to development;**
- **the impact of any development on existing centres; and**
- **the need to ensure locations are accessible by a variety of modes of transport**

The 2007 Retail Appraisal identified the need for additional retail floorspace in Bury St

Edmunds and Haverhill as outlined in the table below:

	2011 (sq m net)		2016 (sq m net)		2021 (sq m net)	
Location (1) (2) (3)	Convenience Goods	Comparison Goods	Convenience Goods	Comparison Goods	Convenience Goods	Comparison Goods
Bury St Edmunds Town Centre	2,800	2,000	3,350	11,350	3,900	22,100
Bury St Edmunds Non Central	-150	2,050	400	9,300	950	17,550
Haverhill Town Centre	2,100	2,250	2,400	3,600	2,650	5,050
Haverhill Non Central	0	-50	200	700	400	1,550

(1) The forecasts in the table are cumulative, i.e. the forecasts for each date include the forecasts for the previous dates and are not additional to those earlier requirements.

(2) The forecasts are for new floorspace in addition to the permitted Cattle Market scheme in Bury St Edmunds town centre. They include the proposed superstore on the Roys site in Bury St Edmunds town centre and the Tesco superstore in Haverhill; the net comparison goods sales areas in which should be subtracted from the forecasts, to arrive at the capacity for further floorspace thereafter

(3)The 'Town Centre' and 'Non Central' retail floorspace figures should not be used to prejudge the outcome of the sequential approach.

Since the Appraisal was completed, additional consents have been granted for (Asda) 3,400 sq metres net of convenience goods floorspace in Bury St Edmunds and (Tesco) 3,988 sq metres net of convenience goods floorspace in Haverhill. The net areas should be subtracted from the above forecasts in the 2011 column to arrive at the capacity of further floorspace thereafter.

Retail and leisure activity elsewhere will be focused on those Key Service and Local Service Centres identified in Core Strategy Policy CS4 and in the new local centres located in the areas for growth identified in Policies CS11 and CS12. The development of services and facilities in these locations will be expected to be of an appropriate scale and character to reflect the role and function of the local centres and in accordance with the sequential approach.

5 Strategy for Bury St Edmunds

5.1 This nationally significant historic market town will be the main focus for the location of new development, in accordance with its role as a Key Centre for Development and Change in the East of England Plan. Its strategic location on the A14, midway between the Cambridge Growth Area and the Haven Gateway Growth Point make it ideally placed to grow in a sustainable manner while playing an important role in the settlement hierarchy of the region. The town has accommodated a consistent level of growth for many years, averaging 225 new homes a year since 1991, but failure to resolve the infrastructure issues identified in the RSS will have a significantly detrimental impact on the further growth of the local economy.

5.2 It is estimated that, by 2031, we will need to find sites for at least 3,500 new homes, over and above those that are already identified in the Local Plan or are being built at the moment. However, this will be dependent upon the capacity of the natural and built environment to accommodate this growth without unacceptable damage being caused and the ability of existing or planned infrastructure to cope with the development, particularly in the longer term.

5.3 The medieval historic core, with its high quality architecture and archaeological heritage is of exceptional value. It will be essential for development to respect this heritage and avoid any detrimental impact on its unique fabric. This should include careful consideration of indirect impacts or pressures, for instance, from increased traffic or for development that is out of scale or character with the centre. There may be a need for additional shopping and leisure floor space in the town centre, which should remain the focus for such uses and the Area Action Plan will identify how such needs might be accommodated. In addition, the countryside around the town plays an important role in separating the urban area from the surrounding villages and this policy of separation will be maintained.

5.4 The A14 trunk road and the railway, while making the town highly accessible within the region, act as significant barriers to movement within in the town. The central and eastern junctions (43 and 44) are at capacity at peak times making it difficult to travel from north of the A14 to the town centre. There are few opportunities to cross the A14 and the railway by foot or cycle, thereby increasing reliance on the motor car to gain access from northern suburbs to the town centre.

5.5 It is proposed to prepare an Area Action Plan for the whole of Bury St Edmunds as part of the Local Development Framework. The Area Action Plan will provide a more detailed framework for managing the long-term sustainable growth of the town and work commenced on this in late 2009.

5.6 Across the town there will need to be a balanced approach to catering for motorised journeys and other methods of travel in order to manage levels of congestion, air quality and road safety. The delivery of sustainable transport solutions should remain a high priority and measures to reduce out-commuting, especially by car, will be encouraged.

5.7 The provision of good quality green infrastructure will remain a high priority, as will the need to address localised issues of deprivation and the incidence of crime. In particular, the lack of accessible good quality open spaces in the north-west of the town will need to be addressed by the Area Action Plan. In addition, the future growth of West Suffolk College/University Campus Suffolk, the potential

relocation of West Suffolk Hospital and the need for a new Secondary School are major issues that the Area Action Plan will need to encompass.

Developing the strategy - Issues and Options

5.8 The Core Strategy Preferred Options Document (November 2008) considered the options for meeting the strategic growth of Bury St Edmunds as part of the overall spatial strategy. The following options were examined:

- 1 Mildenhall Road / Tut Hill;
- 2 North of Westley (promoted for employment use only);
- 3 Westley / Horringer edge;
- 4 Rougham edge;
- 5 Moreton Hall; and
- 6 Compiegne Way, A143

5.9 Each of these options was considered carefully against a range of sustainability criteria including the provision, availability and potential to deliver different levels of infrastructure, its potential impact on the environment and its ability to integrate fully with the existing built up area and bring benefits (Core Strategy Submission Sustainability Appraisal). As part of the evaluation process the Borough Council also worked with a range of stakeholders to assess the impact and deliverability of infrastructure to meet the community's needs and produced a number of evidence based studies which helped inform our final selected strategy.

5.10 This evaluation confirmed that:

- some of the options would not be available to deliver housing until later in the plan period due to the need to deliver major infrastructure required by the development;
- the identification of some sites for development could result in the coalescence of Bury St Edmunds and surrounding villages unless appropriate policies were put in place to protect the physical limits of any new development;
- it was unlikely that one option alone could meet all the housing need requirements of the town and a balanced supply of housing over the whole of the LDF period; and
- some larger, long term releases would need to make provision for significant community infrastructure as capacity in existing facilities would be reached.

5.11 On this basis, all five options that would be capable of accommodating additional housing are being proposed for various levels of development during the plan period, but the capacity of each is to be determined by environmental considerations that would seek to minimise their impact on environmental and infrastructure capacity.

Broad Locations for Growth

5.12 The Key Diagram identifies the broad location for the future strategic growth of the town. These are sites that will primarily be capable of delivering a mix of uses including homes, jobs, community and social facilities that will be developed over a longer period. The government describe strategic sites as those that are "central to the achievement of the strategy." The Area Action Plan will need to provide more detail about the boundaries and mix of uses to be accommodated in these locations. However, the Area Action Plan will need to have regard to the

policies in this Core Strategy, in particular in relation to protecting the identity of settlements and the delivery of infrastructure.

Policy CS11 Bury St Edmunds Strategic Growth

An Area Action Plan DPD will be prepared for Bury St Edmunds that will provide a co-ordinated spatial planning framework for the whole town, including the release of larger, strategic greenfield sites.

Subject to other relevant policies, in particular CS2, the release of strategic greenfield sites will have regard to the spatial strategy in CS1 and the need to ensure that all essential infrastructure is in place before any development is occupied or as required by the local planning authority.

In order to accommodate the long term strategic growth for the town, land will be released, in a phased manner, in the following locations:

i) 2011 onwards - Limited growth to the north-west 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.**

ii) 2011 onwards – Limited growth completing the existing Moreton Hall urban extension 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;**
- **Enabling potential transport links to the north of the railway line;**

The additional housing will not be permitted until the completion of the Eastern Relief Road to junction 45 of the A14 (Rookery Crossroads).

iii) Medium term - Limited growth to the west 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.**

iv) Long term strategic growth - north-east Bury St Edmunds 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 1,250 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;**

v) Long term strategic growth – south-east Bury St Edmunds 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 A134 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;**
- **Contributes to reducing congestion at appropriate junctions on the A14 in Bury St Edmunds;**

- **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; and**
- **Delivers around 1,250 homes of mixed tenure and size, including affordable homes;**

In each case, the actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of detailed masterplans in which the local community and other stakeholders have been fully engaged.

Provision of affordable housing and, where appropriate, sites for gypsy's and travellers should be made in accordance with Policies CS5 and CS6.

6 Strategy for Haverhill

6.1 Haverhill has consistently accommodated high levels of growth and is well placed to make a contribution to the accommodation of growth in the Cambridge sub-region, as well as the wider London, Stansted, Cambridge, Peterborough Corridor Growth Area. In addition, sites are available in the town centre for future retail, leisure and service development necessary for balanced growth. The proximity of Stansted Airport, around 30 minutes drive to the south of the town, is resulting in a number of residents working at the airport as well as businesses locating in the town that require easy access to the airport.

6.2 The higher than average levels of manufacturing based industry in the town has led to an imbalance in the employment base and a high level of out-commuting. However the town is well placed to seize upon the opportunities for growth presented by the restrictions around Cambridge and the intensification of the use of the existing runway at Stansted.

6.3 A similar level of growth to that currently provided for in the Replacement Local Plan will take place in the town in order to encourage further inward investment. The growth will be in homes and, most importantly, jobs in an effort to try and reduce the levels of out-commuting and create a better balance of employment types in the town.

6.4 It is proposed to prepare an Area Action Plan for the whole of Haverhill as part of the Local Development Framework. The Area Action Plan will provide a more detailed framework for managing the long-term sustainable growth of the town and work commenced on this in late 2009.

6.5 Across the town there will need to be a balanced approach to catering for motorised journeys and other methods of travel in order to manage levels of congestion, air quality and road safety. The delivery of sustainable transport solutions will remain a high priority and measures to reduce out-commuting, especially by car, will be encouraged. Ways of encouraging cross town trips by non car traffic will particularly be encouraged.

6.6 Regeneration of the town centre to improve opportunities for retail, leisure and business opportunities will remain a priority and this will include the improvement of the environment and management of traffic to resolve vehicle/pedestrian conflict.

6.7 The provision of good quality green infrastructure will remain a high priority, as will the need to address localised issues of deprivation.

6.8 A strategic site has previously been identified through the Local Plan for a housing led development in north-west Haverhill that will be developed over a long timescale (See Proposals Map, Key Diagram and Appendix 5). However, due to the limited opportunities for the re-use of previously developed land, it will be necessary to release a further greenfield site on the edge of the town to meet the local needs for housing, jobs and other facilities. Details of how the preferred site was selected are set out below.

Developing the strategy - Issues and Options

6.9 The Core Strategy Preferred Options and Strategic Sites Issues and Options Document (November 2008) considered the alternatives for meeting the greenfield element of the Borough's growth requirements around Haverhill and the following options were examined:

- Development to the western edge of the town beyond Hanchett End to the north and south of the A1307;
- Development to the northern edge of the town beyond the area recently developed at Withersfield Road;
- Development to the north-eastern edge beyond Samuel Ward Upper School and Chalkstone Way; or
- A combination of these approaches

6.10 Each of these options was considered against a range of sustainability criteria including the provision, availability and potential to deliver different levels of infrastructure, its potential impact on the environment and its ability to integrate fully with the existing urban fabric and bring benefits (Core Strategy Submission Sustainability Appraisal). As part of the evaluation process the Borough Council also worked with a range of stakeholders to assess the impact and deliverability of infrastructure to meet the community's needs and produced a number of evidence based studies, including the Infrastructure and Environmental Capacity Appraisal, which helped inform our selection of a suitable area for development.

6.11 This evaluation confirmed that a critical mass is required to deliver essential infrastructure requirements such as schools and health care facilities. These would not be delivered by adopting a combination approach.

6.12 As the Infrastructure and Environmental Capacity Appraisal confirmed, development of the western edge of the town would be least likely to integrate with the existing urban fabric, being the most remote from the town centre and would be most likely to encourage out commuting to Cambridge. Furthermore, although the low lying area has minimal environmental impact, parts are subject to risk from flooding. The area is also poorly located for foul water disposal being located at the furthest point from the waste treatment works, likely to overburden the existing sewerage network including the town centre.

6.13 The northern edge is less remote from the centre than the western edge, but it would be the most likely to have a significant environmental impact, being the closest point to the adjacent village of Withersfield and likely to conflict with Policy CS4 which seeks to protect settlement identity.

6.14 The results of the background work to the Core Strategy concluded that the most appropriate location for the future growth of the town was the land extending beyond Samuel Ward Upper School and Chalkstone Way forming the north-eastern edge to Haverhill. This location is well positioned to accommodate future long term strategic growth for the town and create sustainable communities following the completion of the strategic site to the North West. The area is well located for integration with the existing pattern of development with foot and cycle links to the town centre and employment areas.

6.15 Careful planning will be required to ensure that the ridge creating the visual boundary with Kedington is not breached and the Scheduled Ancient Monument at Wilsey Farm is protected.

6.16 The release of land in this area will bring considerable community gain through the provision of open space and community facilities.

6.17 The strategy for growth will provide for at least 2,500 new homes in Haverhill by 2031, over and above those that are already identified in the Local Plan and are being rolled forward or are being built at the moment. However, this

will be dependent upon the capacity of the natural and built environment to accommodate this growth without unacceptable damage being caused and the ability of existing or planned infrastructure to cope with the development.

6.18 The Key Diagram identifies the broad location for the future strategic growth of the town. This site will primarily be capable of delivering a mix of uses including homes, jobs, community and social facilities that will be developed over a longer period. The government describe strategic sites as those that are “central to the achievement of the strategy.” The Area Action Plan for Haverhill will need to provide more detail about the boundaries and mix of uses to be accommodated in this location and it is expected that the development of the area will be informed by a masterplan that will be the subject of extensive public engagement during its preparation. However, the Area Action Plan will need to have regard to the policies in this Core Strategy, in particular in relation to protecting the identity of settlements and the delivery of infrastructure.

Policy CS12 Haverhill Strategic Growth

An Area Action Plan DPD will be prepared for Haverhill that will provide a co-ordinated spatial planning framework for the whole town including the release of larger, strategic, greenfield, sites.

Land north-west of Haverhill allocated in Policies HAV2 and HAV8 of the Replacement St Edmundsbury Borough Local Plan 2016 is confirmed by this Core Strategy, with the potential to deliver 1,150 new homes and other services and facilities and the north-west relief road. The development will be undertaken in accordance with the masterplan that was approved by the Council in June 2009.

In addition, it will be necessary to release a larger, strategic greenfield site at Haverhill to deliver the development strategy of the Local Development Framework. Subject to other relevant policies, in particular CS2, the site will be released in a phased manner, having regard to the spatial strategy in Policy CS1, and the need to ensure that all essential infrastructure is in place before any development is occupied and that agreements are in place to deliver the desirable infrastructure required as a result of the development.

Land on the north-eastern edge of Haverhill will:

- **Maintain the identity and segregation of Kedington and Little Wratting;**
- **Provide new high quality strategic public open space and recreation facilities;**
- **Protect by appropriate means the Scheduled Ancient Monument at Wilsey Farm;**
- **Provide improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations;**
- **Deliver 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;**
- **Deliver around 2,500 homes of mixed tenure and size, including affordable homes; and**

- **Provide opportunities for B1 use class local employment.**

It is unlikely that the development at the north-eastern edge will commence before 2021. The actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of detailed masterplans in which the local community and other stakeholders have been fully engaged.

Provision of affordable housing and, where appropriate, sites for gypsy's and travellers should be made in accordance with Policies CS5 and CS6.

7 Strategy for the Rural Areas

7.1 Nationally, 20 percent of the population live in rural areas. The rural population of St Edmundsbury is therefore above average at 41.5 percent. We have defined rural as everywhere in the borough outside Bury St Edmunds and Haverhill.

7.2 Rural St Edmundsbury has attractive villages and large swathes of unspoilt countryside. Our rural residents report that one of the best things about living in the countryside is its peaceful nature. The beauty and peace of the countryside offer an excellent quality of life.

7.3 The population of St Edmundsbury's rural areas increased by 3.2 percent between 1991 and 2001; this was less than the rate of increase in the towns. Nationally there are growing differences between the age profiles of rural and urban England, as highlighted in the Commission for Rural Communities' State of the Countryside Report 2007. A high proportion of older people live in the rural areas and there has been a reduction in the proportion of people aged between 20 and 35 years living in the countryside.

7.4 Nationally, while virtually all households in urban areas have access to services, a much smaller proportion of those in rural villages have similar access to services. This again reflected in the rural areas in the borough, where the number of post offices, shops and public houses is declining. There is therefore a dependence upon the main towns that provide employment, schools, shops and health and leisure activities. However, since public transport is not always available, it makes it very difficult for some people, particularly those without their own transport, to access any services. This can lead to rural isolation and thus a reduced quality of life.

7.5 The borough has an adopted Rural Action Plan which identifies a series of actions which contribute to preserving and enhancing the social, economic and environmental well-being of rural St Edmundsbury.

7.6 Through the various stages of developing the Core Strategy it is clear that residents value the history, visual quality and unique character of the towns, villages and countryside in the borough. Retaining the local character and distinctiveness of the built environment will be an important prerequisite of new development proposals. Detailed policies will be set out in the Development Management DPD and the Rural Site Allocations document.

7.7 Policy CS4 details those five larger villages which have been identified as Key Service Centres. These Key Service Centre villages will be the main focus for additional homes, jobs and community facilities outside of Bury St Edmunds and Haverhill. However, growth will not simply be divided between these and other villages. The scale of growth in individual settlements will be dependent upon local environmental and infrastructure capacity of the village concerned. The Infrastructure and Environmental Capacity Appraisal has assisted in identifying the possible constraints to further development in the Key Service Centres. This information has helped us to develop a broad strategy for the future growth of these settlements to 2031 and the key characteristics which must be protected and enhanced. Set out below is a broad strategy for growth for each of the villages, taking into account the individual characteristics of each settlement.

7.8 Specific allocations of land for growth will be set out in the Rural Site Allocations DPD, and local communities will be involved in preparing this

document which will determine the most appropriate levels of and the locations for growth in each Key Service Centre.

7.9 Where statements have been made about local services and facilities these relate to the spring 2009 village survey undertaken by the Council. Statements about bus services relate to how easy it is to travel during peak periods by bus to major employment centres, for example, a 'poor' bus service means that services are unavailable at peak periods.

Key Service Centres

Barrow

7.10 Barrow is one of the smaller Key Service Centres but is close to Bury St Edmunds for access to employment and a wide range of services. The village enjoys a good range of services and the compact nature of the settlement provides the opportunity for housing growth to be located within walking distance of all the services and amenities.

7.11 Proposals for growth will need to be sensitive to the proximity of the adjacent settlement of Denham, and care will be needed to avoid coalescence. Depending on the scale, planned growth will require additional or enhanced and expanded services such as GPs, a dentist, and expanded (or new) primary school, sports pitches and open spaces. These requirements will be detailed in the Rural Site Allocations DPD.

7.12 Barrow is a vibrant village and provides a well serviced centre where appropriate and well designed growth that has regard to local conditions, such as flooding, through the plan period will support and strengthen the range and choice of services and facilities and the contribute to the community life and character of the village.

Clare

7.13 Clare is an attractive historic settlement with a lively centre providing a good range of shops and key services, facilities, including a library, sports grounds, allotments and open spaces. The popularity of the settlement has created problems with lack of parking, and whilst bus journeys to towns such as Haverhill and Sudbury are relatively fast and regular throughout the day, there are no regular bus services suitable for commuting out of the village to work.

7.14 The historic settlement pattern follows the road north to south and south west with the Middle School and a group of houses a short distance to the east. This mainly linear pattern of development and the flood risk areas along the two river corridors through the settlement and to the south will strongly influence possible locations for growth. However, it also has the benefit of potentially absorbing areas of growth close to the centre. Great care will be required with the scale, siting and design of new development to ensure it respects the landscape setting and attractive historic qualities of Clare, as well as localised flooding issues.

7.15 Growth in Clare should consolidate and enhance local community services and facilities, particularly local shops and businesses, and should take place at a steady pace so that changes to the physical infrastructure and fabric as well as to the social and community character of the settlement are absorbed gradually.

Ixworth

7.16 Ixworth is one of the largest Key Service Centres with a Middle and a Primary School, GPs' Surgery, a Library, Police and Fire Station, and range of other key services. The A143 borders the village to the east, and the A1088 to the north giving good access to Bury St Edmunds and Thetford, and providing natural boundaries to growth in these areas. There are flood risk areas along river corridors to the south and west of the settlement which will also naturally limit growth in these directions. The settlement is both compact and constrained by these features, and these factors, together with the attractive historic core and conservation area will provide challenges when planning for growth in Ixworth.

7.17 There is potential to accommodate further housing growth over the plan period on the eastern edge of the village as a natural extension to an area of twentieth century housing. This potential has been the subject of consideration with the local community during Issues and Options stages of preparing the Rural Site Allocations Document.

7.18 Employment and housing growth in Ixworth will help sustain existing services and facilities, although some services, such as the Primary School and wastewater treatment may need to be expanded or improved. The compact character of the village will remain as the flood risk areas to the south and west and the existing roads to the east and north provide defined boundaries for an expanded settlement.

Kedington

7.19 Kedington is a settlement divided by the River Stour and a large green area in the centre of the village. The village has a good range of services and facilities including a primary school, library and range of local shops. It is very close to Haverhill for jobs, shops, leisure and cultural activities. There is a flood risk area along the river corridor and this, along with the central green area, and the attractive character of the village creates significant challenges to finding suitable locations for growth.

7.20 Development in Kedington will need to be of a scale to suit both the character of the village and the capacity of services, such as the primary school, and the potential impact of increased traffic on local junctions. Some additional population will help to sustain the good range of services already present in the village.

Stanton

7.21 Stanton is the largest of the Key Service Centres and is very compact, with the A143 forming a physical barrier to the west and north of the village. There is a good journey to work bus service to Bury St Edmunds and a large employment area, Shepherd's Grove, is situated on a former airfield to the east of the village. The centre of the village is a Conservation Area and contains a good range of key services, including GPs, Primary and Middle schools, a mobile library, sports facilities and open space.

7.22 There are opportunities for Stanton to grow within the constraints of the A143 and the capacity of the village services and facilities. The capacity of the wastewater treatment works (which also services Ixworth) may need to be examined, and additional primary school places provided if significant levels of growth are considered for Stanton.

7.23 The growth of this Key Service Centre should support the existing good range of services and facilities, and should be implemented steadily through the plan period to ensure that the additional population and the demand for services and facilities are absorbed gradually into the community.

Local Service Centres

7.24 Policy CS4 also details those villages which have been identified as Local Service Centres. These Local Service Centre villages with a few services and facilities, such as a shop and a school, tend to be local centres for a wider rural area than the settlement alone. These villages will be able to accommodate some small scale growth which will be dependent upon local environmental and infrastructure capacity of the village concerned. Set out below is a broad overview of each of these villages, setting out the individual characteristics of each settlement. The services and facilities referred to in the villages were in place as of Spring 2009.

7.25 Specific allocations of land for growth will be set out in the Rural Site Allocations DPD, and local communities will be involved in preparing this document which will determine the most appropriate levels of and the locations for growth in each Local Service Centre.

Bardwell

7.26 Bardwell has a population of 690 and a reasonable level of local services for a village of its size. Although it has a post office Bardwell lacks a convenience goods shop, and has poor public transport links to Bury St Edmunds. However, it does have a primary school, two pubs, a village hall, and some employment in the village, and is close to employment opportunities in Stanton and Ixworth, to which it has a very basic bus service.

Barningham

7.27 Barningham has a decent level of local services, commensurate with its population of 928. It has a primary school and convenience goods shop, as well as a pub and village hall. However, it does have limited local employment opportunities and a lack of public transport although it is only 2.5 miles from Stanton, approximately 10 miles from Bury St Edmunds and 9 miles to Thetford.

Cavendish

7.28 Cavendish has a population of 922 and is a significant tourism attraction for Suffolk and East Anglia and has a very good range of local services with three pubs, a post office, village hall, school and a selection of shops. The village does however lack a good bus service to the nearby employment centres in Sudbury and Haverhill.

Chedburgh

7.29 Chedburgh has a population of 648. It lacks a primary school, and the shop has recently closed. Nearby Chevington has a post office and a shop which is used by Chedburgh residents. Chedburgh does have a good range of employment opportunities, a basic journey to work bus service to Bury St Edmunds and is directly off the main road, the A143, between Haverhill and Bury St Edmunds.

Great Barton

7.30 Great Barton is the largest of the Local Service Centres with a population of 2,085. It has a very good range of services including a village hall, Post office,

five shops (including good convenience shop in garage), one pub, a school and a petrol station. Great Barton only has limited employment opportunities but it is very close to Bury St Edmunds with a decent bus service to the town.

Great & Little Thurlow

7.31 Great and Little Thurlow have a combined population of 951; they share a primary school and shop, and have a village hall and pub. There are very few local employment opportunities, apart from those provided by the Thurlow Estate. There is a poor bus service to the villages.

Great & Little Whelnetham

7.32 Great & Little Whelnetham has a reasonable level of services although the primary school is some way from the settlement boundary. It has a reasonably high level of local employment opportunities and good bus service to Bury St Edmunds. Its population is 1,014.

Hopton

7.33 Hopton has a population of 627 and good range of services and facilities, including a doctors and a dentist, but lacks a good bus service to Bury St Edmunds.

Hundon

7.34 Hundon has a population of 1061. The village has very few local employment opportunities and a limited bus service to Haverhill, but does have a primary school, community shop, two pubs and a community centre.

Ingham

7.35 Ingham is the smallest Local Service Centre with a population of 419. It lacks a primary school, but has a shop and post office and good level of local employment opportunities. Considering its proximity to Bury St Edmunds, and that it is on a main road, the village has a poor bus service.

Risby

7.36 Risby is located close to Bury St Edmunds and has a population of 829. It does not have any primary health care facilities or convenience shop, although recently (March 2009) the farm shop has started stocking convenience goods. The bus service to Bury St Edmunds is not considered to be 'frequent'. At the time of the Core Strategy Preferred Options Consultation we suggested that Risby would be suitable as a Key Service Centre. Results of the previous consultation and additional evidence based work has resulted in Risby being reclassified as a Local Service Centre and so will take a smaller scale of development than originally proposed.

Rougham

7.37 Rougham has a pub, village hall, shop and post office, and primary school, although this is some distance from the main settlement. It has a population of 1,158. Within the parish boundary is Rougham Airfield which hosts many public events but this is outside the current housing settlement boundary.

Wickhambrook

7.38 Wickhambrook is located on the B1063 road to Newmarket, less than a mile west of the A143, 10.5 miles from Bury St Edmunds and 9 miles from Haverhill.

Although small, the village is relatively well equipped to provide for day-to-day local needs with a primary school, GPs' surgery, social centre, sports and play facilities, a convenience store, post office and petrol station. It is a hub for a number of smaller villages and rural hamlets but has limited public transport and local employment opportunities.

Policy CS13 Rural Areas

7.39 It is important that the scale and type of development permitted in rural settlements maintains the sustainability of these communities and that development outside these settlements is controlled.

Policy CS13 Rural Areas

The scale of development in Key Service Centres, Local Service Centres and Infill Villages, as defined in Policy CS1, will reflect the need to maintain the sustainability of local services for the communities they serve, the diversification of the economy and the provision of housing for local needs.

Development outside the settlements defined in Policy CS4 will be strictly controlled, with a priority on protecting and enhancing the character, appearance, historic qualities and biodiversity of the countryside while promoting sustainable diversification of the rural economy. Policies in the Development Management DPD and Rural Site Allocations DPD will set out detailed uses which are appropriate in rural areas.

8 Infrastructure, Implementation and Monitoring

8.1 Delivery and monitoring of progress will be crucial to the success of the Core Strategy policies. For this reason a delivery framework, together with indicators and targets are set out to monitor the implementation of the plan. The purpose of this chapter is to provide some added explanation which pulls together the various policy strands and to set out comprehensive policies regarding joint working and the role of developer contributions in delivering the required community infrastructure. All of these components combined make up the Delivery, Implementation and Monitoring Plan for the Core Strategy.

Joint Working

8.2 The Core Strategy sets out a vision of how change in St Edmundsbury will be managed over the next 20 years. When considering delivery and implementation, it is important to recognise that the Core Strategy is a spatial document and not solely a land use plan. As such it seeks to express the aspirations of the West Suffolk Sustainable Community Strategy, along with the Council's own priorities and national/regional policies. Influencing and managing the development and use of land is a key delivery mechanism, but the Core Strategy will rely also upon a concerted effort on the part of various organisations, businesses, public sector bodies, developers and individuals in achieving the implementation of its policies.

8.3 The Council has already established a Growth Area Partnership Board with a remit to manage and co-ordinate the delivery of major development projects. The role and membership of the Board will be reviewed on a regular basis to ensure it is in the strongest possible position to deliver the strategic development projects of the LDF.

Environmental and Infrastructure Capacity Appraisal

8.4 To successfully implement the Core Strategy it will be necessary to coordinate and fund new infrastructure to deliver development and to ensure that unacceptable strain is not placed upon existing infrastructure. Key infrastructure provisions include water supply, sewerage, drainage, energy provision, health provision, police resources, open space and transport infrastructure.

8.5 It is essential that the Local Development Framework is underpinned by a robust evidence base in terms of what infrastructure is currently available and what will be required to deliver the growth strategy. To meet this requirement, independent consultants were appointed to undertake an Infrastructure and Environmental Capacity Appraisal on behalf of St Edmundsbury Borough Council (SEBC) and Forest Heath District Council (FHDC) in mid 2008.

8.6 The study seeks to assess the need for and means of providing and maintaining social, physical and environmental infrastructure to support housing growth in these areas, for the period to 2031.

Objectives of the Study

8.7 Within the Infrastructure Appraisal, the St Edmundsbury element considers the infrastructure capacity of the borough as a whole, as well as considering the towns of Bury St Edmunds and Haverhill and the Key Service Centres as set out in Policy CS4.

8.8 The role of the study was to consider the infrastructure issues and capacity implications of meeting the adopted Regional Spatial Strategy growth figures in the current round of Local Development Documents.

8.9 The study also considered the infrastructure/environmental capacity thresholds which might limit the scope for housing growth beyond existing Regional Spatial Strategy proposals, most immediately for the period to 2031, and examined how these might be overcome.

8.10 In particular the study considered how development in the area might be accommodated and identified specifically:

- What infrastructure will be needed to support this?
- When it will be needed?
- How can it be funded?
- What are the options?
- What are the associated risks?
- Where relevant, how can long term future maintenance be secured?

8.11 Whilst key stakeholders were involved throughout the production of the Core Strategy through a series of topic based focus groups, the outputs from these meetings were supplemented through the consultant led engagement with stakeholders during the development of the infrastructure appraisal. This has ensured a robust outcome that provides certainty of the need for infrastructure and the potential costs of provision.

Outcomes of the Study

8.12 The Infrastructure and Environmental Capacity Appraisal identified no capacity issues that could not be overcome through mitigation measures. The key infrastructure capacity issues and risks of non delivery to improve capacity are set out in a series of settlement tables in Appendix 6, detailing towns and Key Service Centres as established in Policy CS4. These tables also set out the fundamental, essential and required infrastructure for each of these settlements along with tipping points (number of new homes required before a certain level of infrastructure is required). Finally the tables set out a broad estimation of how the required infrastructure provision will be met. All of the information in the tables is summarised from the Infrastructure and Environmental Capacity Appraisal which, along with the Core Strategy Infrastructure Delivery Plan, should be read alongside these tables.

8.13 The tables are accompanied by a visual representation of the figures and analysis contained within the main report. These figures are not designed to be used as a definitive identification of what infrastructure is required at each level of growth but does provide an overview of the likely types of infrastructure required.

8.14 When assessing the requirement for infrastructure associated with housing growth, in a policy and delivery climate where resources are limited, there is a need to focus on what is most needed, and to make choices and trade-offs between the costs and benefits associated with different requirements. This is particularly relevant at a time when public finances are likely to be constrained, and where development values are pressured by a difficult market.

8.15 For this reason, the Study has sought to categorise different infrastructure types based on a high level view of its necessity in bringing forward development. It seeks to distinguish between:

- a 'Fundamental' infrastructure required to overcome development 'showstoppers'. This category includes infrastructure that is so fundamental to growth taking place that without it development (or occupancy of

development) could not occur (e.g. supply of water, utilities or access). These are infrastructure types that must be provided up-front to support development;

b 'Essential' infrastructure required to ensure development can be implemented with no detrimental effects on site, to the settlement and beyond. Infrastructure in this category will be essential to achieving growth in a timely and sustainable manner, and which must be delivered at least in the medium to long term or to allow later phases to proceed, but where (subject to location) a short term alternative might be possible (e.g. school provision, where the possibility exists to bus children to a nearby town or village); and

c 'Required' infrastructure to ensure sustainable communities are created. This category includes infrastructure which is deemed necessary by virtue of legitimate policy objectives (e.g. around access to amenities) and the desire to achieve high quality and sustainable development.

8.16 For clarification, the third category 'Required' does not imply that it is not legitimate to seek provision of such infrastructure through s.106 agreements, or other legitimate arrangements, in accordance with the relevant guidance/SPD.

8.17 The Borough Council recognises that larger developments could have an impact outside the administrative boundary, e.g. traffic impact. While some work has been undertaken to assess traffic impact it will be necessary for the other DPDs to assess wider impact and make the necessary arrangements for the mitigation of any such impact.

8.18 By definition, the exercise of defining the above is one that is strategic, largely location blind and is a function of policy weight attached before the establishment of a formal pattern of growth. It should be recognised that it is wholly possible for infrastructure to sit within different categories in different locations/developments. As the study seeks to assess a broad spectrum of infrastructure classes these have been categorised into the three guiding principles 'fundamental', 'essential' and 'required' as set out in the table below.

Table 8.1 Infrastructure Types

Infrastructure Type	Fundamental	Essential	Required
Natural Environment and Green Infrastructure			
Local/National Nature Reserves			X
Sports Pitches			X
Non-Pitch Sports Areas			X
Amenity Open Space			X
Allotments			X
Children's Play Areas			X

Infrastructure Type	Fundamental	Essential	Required
Social Infrastructure			
Health - GPs		X	
Health - Dentists		X	
Nursing Homes – Social Care			X
Education – Primary Schools (pupil places)		X	
Education – Middle Schools (pupil places)		X	
Education – Upper Schools (pupil places)		X	
Community Centres			X
Libraries			X
Emergency Services			
Police, Ambulance, Fire and Rescue		X	
Transport			
Road Network	X		
Public Transport	X		
Utilities			
Water	X		
Energy	X		
Leisure, Business and Retail			
Swimming Pools			X
Sports Halls			X
Indoor Bowls			X
Business Support			X

Infrastructure Type	Fundamental	Essential	Required
Arts and Culture (Galleries)			X
Local Convenience Shop		X	
Other Retail (including Town Centre and Key Service Centre Provision)			X

Schools Reorganisation

8.19 Schools are important focal points for communities and meet an essential local need. St Edmundsbury has a school organisation structure which currently operates on the basis of first, middle and secondary schools. Suffolk County Council is currently implementing a Schools Reorganisation Review (SOR) to simplify this structure, and change to a primary/secondary two tier system over a phased period. The intention is that this will enable much better use of resources. This will have implications for existing schools in the Borough, both organisationally and in terms of physical needs. Some may need more space and others less.

8.20 As well as providing for educational needs, many schools provide an important focus for local communities providing facilities for recreation and adult learning. The Local Development Framework, will, through policies in the Area Action Plans, seek to retain all existing school sites which are identified as surplus to requirements through SOR, for community uses and only allowing them to be developed for commercial gain as a last resort.

8.21 The emerging Site-specific Rural Allocations Development Plan Document and Area Action Plans for Bury St Edmunds and Haverhill will set out more detailed policies for those schools where some change in space requirements is envisaged. The Area Action Plan for Bury St Edmunds will identify a site for a new secondary school in the town, although it is envisaged that a location on the eastern side of the town would provide a better balance in the distribution of the towns education establishments, for which there is an identified need. The final choice of site will be based on accessibility, environmental impact and ensuring the site is large enough to accommodate future needs.

Balancing the supply of infrastructure and the delivery of development

8.22 Planning Policy Statement 12 (PPS12) states that the Local Development Framework Core Strategy is the means for "orchestrating the necessary social, physical and green infrastructure required to ensure that sustainable communities are created". Within this context, an Infrastructure Delivery Plan has been prepared as an important part of the evidence base that underpins this Core Strategy. It will be submitted for examination alongside the Core Strategy.

Paragraph 4.8 of PPS12 describes the role of the Infrastructure Delivery Plan.

The Infrastructure Delivery Plan may also be used to provide a basis to calculate appropriate charging mechanisms, should it be decided to implement locally the new Community Infrastructure Levy (CIL). Final guidance on the CIL is expected to be published by the Government in Spring 2010 and no provision can therefore be made for its introduction at this time.

8.23 The Infrastructure Delivery Plan briefly outlines the infrastructure projects required to deliver the development strategy of the Core Strategy and is based on the outcomes of work undertaken for the Council in the preparation of an Infrastructure and Environment Capacity Study. In addition, a separate study of Green Infrastructure requirements has been prepared. Transport infrastructure requirements are being assessed separately by the County Council as highway authority and this work will be published shortly, at which point the Infrastructure Delivery Plan will be updated.

8.24 In some areas the actual cost of infrastructure is unknown at present and these cost uncertainties increase when trying to project delivery plans beyond the short to medium term. It is therefore essential that this document is regularly reviewed as part of the Council's LDF Annual Monitoring Report in order to reappraise needs and costs. In addition, some projects are large and will take a number of years to come to fruition. However, the fact that LDF plans for the longer term, to 2031, provides some certainty for infrastructure providers and enables them to plan for this provision within their own investment programmes.

8.25 Following on from the above, Policy CS14 sets out our approach to the sequential development of sites and community infrastructure capacity and tariffs.

Policy CS14 Community Infrastructure Capacity and Tariffs

An Infrastructure Delivery Plan has been prepared to supplement the Core Strategy and ensure that development and the delivery of infrastructure is coordinated.

All new proposals for development will be required to demonstrate that the necessary on and off-site infrastructure capacity required to support the development and to mitigate the impact of it on existing infrastructure exists or will exist prior to that development being occupied.

In circumstances where the provision or improvement of infrastructure or other works or facilities is necessary, both within and beyond the borough boundary, to address community or environmental needs associated with new development or to mitigate the impact of development on the environment or existing communities, standard charges and/or standard formulae will be imposed for the payment of financial contributions towards such infrastructure, works or facilities to ensure that all such development makes an appropriate and reasonable contribution to the costs of provision.

The requirement to pay the standard charge and/or standard formulae will be reviewed and modified as appropriate in circumstances where the provision of infrastructure, works or facilities normally covered by standard charges is to be provided as part of the development proposals.

The provision of infrastructure will be linked directly to phasing of development on land throughout the borough to ensure that there is no detrimental impact on existing infrastructure, the environment or residential amenity. It will be coordinated and delivered in partnership with other authorities and agencies such as the local highways authority, local education authority, the environment agency, primary care trusts, Suffolk Constabulary, utility companies and other private

and public sector partners. The Local Strategic Partnership will also have an important role to play in the co-ordination of infrastructure delivery.

Key infrastructure requirements to deliver the objectives of the Core Strategy include, but are not limited to:

1. Fundamental Infrastructure

- **New relief roads in Bury St Edmunds;**
- **Improved sustainable transport links between new neighbourhoods and town centres and other destinations, including cycle networks;**
- **Junction improvements to A14;**
- **Additional substations and upgrades to wastewater works.**

2. Essential Infrastructure

- **Additional school place provision, including new school sites;**
- **Additional GPs and Dentists;**
- **Local convenience shops;**
- **Police resources such as Police Community Support Officers.**

3. Required Infrastructure

- **Community facilities across the borough;**
- **Leisure, open space, recreation provision and public realm enhancements.**

Policy CS15 Plan, Monitor, Manage

Monitoring, Targets and Indicators

8.26 One of the aims of the new Local Development Framework system is to be more flexible with the ability to respond quickly to changing circumstances through the 'plan, monitor and manage' approach. Government guidance on monitoring LDFs advises that a structured approach to developing indicators is necessary, recognising their different types and purposes. This enables different parts of the plan to be updated as and when needed. A sound plan should therefore include clear mechanisms to:

- monitor the strategy's preparation and outcomes by reviewing its performance, effectiveness and relevance
- manage its implementation by taking early action to overcome barriers to delivery, or reviewing the strategy to meet changing circumstances.

8.27 An essential component of the Core Strategy is a framework with clear objectives to deliver the strategy. We have already identified a number of strategic documents with objectives that the Local Development Framework can play a major part in delivering. Strengthening the relationship between the Sustainable Community Strategy and the Local Development Framework will help this approach.

8.28 Monitoring involves measuring indicators which enable the establishment of a link between the implementation of the plan and the likely significant effect

(positive or negative) being monitored. It helps to ensure that any adverse effects arising during implementation of the plan can be identified and action can be taken to address them.

8.29 The monitoring indicators set out in Appendix 7 are intended to measure the key outcomes sought, and provide a brief guide to overall progress on the Core Strategy. Each Development Plan Document will be monitored individually, and the results brought together in the Annual Monitoring Report. The involvement of partner organisations will be sought wherever appropriate and are in many instances already being undertaken.

8.30 Future Annual Monitoring Reports will therefore need to identify whether:

- The policies are achieving their objectives and especially whether they are delivering sustainable development;
- the policies are having unintended consequences;
- the assumptions and objectives that support the policies are still relevant; and,
- our targets are being achieved, especially in relation to the delivery for new homes and jobs.

8.31 The Sustainability Assessment process has identified a range of significant sustainability effects (and indicators) which will require monitoring as part of the plan implementation. Sustainability Appraisal monitoring will be incorporated into wider monitoring arrangements reported in the Annual Monitoring Report. The sustainability effects which should be monitored and the indicators to be utilised are included in the Sustainability Appraisal which accompanies the Core Strategy.

Policy CS15 Plan, Monitor, Manage

Compliance with policies and allocations in the Local Development Framework (LDF) will be continuously monitored throughout the plan period. If, through monitoring, it appears that policies and allocations are not being met, the following mechanisms will be triggered:

1. **Review of housing and employment land supply and allocations;**
2. **Action to bring forward sites for development, wherever possible in partnership with landowners and developers;**
3. **Action to bring forward development on previously developed land;**
4. **Action to secure the timely provision of infrastructure;**
5. **Review of relevant parts of the LDF**

Appendix 1: Glossary of Terms

List of acronyms and technical terms used in St Edmundsbury documents

Items in italics each have a definition.

Glossary		
Acronym	Term	Definition
	Accessibility	The ability of everybody to go conveniently where they want.
	Adoption	The final confirmation of a <i>Local Development Document</i> as having statutory 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: <ul style="list-style-type: none"> – 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. – 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.
	Rural Site Allocations DPD	The document within the St Edmundsbury <i>Local Development Framework</i> that will contain site specific allocations for rural areas. It will have the status of a <i>Development Plan Document</i> .
AMR	Annual Monitoring Report	Annual report on the progress of preparing the <i>Local Development Framework</i> Report and the extent to which policies are being achieved.
	Areas subject to planning restrictions	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
BAP	Biodiversity Action Plan	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. The

		definition covers the curtilage of the development. Opposite to <i>greenfield</i> land.
	Conservation Area	Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.
	Core Strategy	The <i>Local Development Framework</i> 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 <i>Development Plan Document</i> .
CAP	Community Action Plan	Community-led processes for identifying local needs and priorities, prepared within the context of the <i>Community Plan</i> .
CP	Community Plan	The long term vision and action plan for St Edmundsbury articulating the aspirations, needs and priorities of the local community – prepared by the <i>Local Strategic Partnership</i> .
	Development Plan	The statutory Development Plan comprises the <i>Regional Spatial Strategy</i> and the <i>Development Plan Documents</i> contained in the <i>Local Development Framework</i> .
DPD	Development Plan Document	Development Plan Documents outline the key development goals of the <i>Local Development Framework</i> .
	Development Management DPD	The document within the St Edmundsbury <i>LDF</i> which will contain detailed policies guiding particular forms of development. It will have the status of a <i>Development Plan Document</i> .
	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 <i>Housing Settlement Boundary</i> .
	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.
HSB	Housing Settlement Boundary	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 <i>Development Plan</i> .

		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 <i>Development Plan Documents</i> and issued for consultation.
LDD	Local Development Document	The various individual documents (<i>DPD</i> , <i>SCI</i> , <i>SPD</i>) in the <i>LDF</i> .
LDF	Local Development Framework	The name for the portfolio of Local Development Documents. It consists of <i>Development Plan Documents</i> , <i>Supplementary Planning Documents</i> , a <i>Statement of Community Involvement</i> , the <i>Local Development Scheme</i> and <i>Annual Monitoring Reports</i> . Together these documents will provide the framework for delivering the <i>spatial planning</i> strategy for St Edmundsbury.
LDS	Local Development Scheme	A public statement setting out which documents will make up the <i>LDF</i> , and when they will be produced.
	Local Plan	The plan produced under the former planning system by District Councils. The Replacement St Edmundsbury Local Plan 2016 will be replaced by the <i>LDF</i> .
LTP	Local Transport Plan	The transport strategy prepared by the local transport authority, i.e. Suffolk County Council.
PPG	Planning Policy Guidance	Guidance produced by the Government on planning matters (being replaced by <i>PPSs</i>).
PPS	Planning Policy Statement	Statements of National Planning Policy issued by the Government (to replace <i>PPGs</i>).
	Preferred Options	Document(s) produced as part of the preparation of <i>Development Plan Documents</i> , and issued for formal public participation. It shows the preferred "direction" of a <i>Development Plan Document</i> .
	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.
RPG	Regional Planning Guidance	The strategic plan for the region prepared under the former planning system, now replaced by the <i>Regional Spatial Strategy</i> .

RSS	Regional Spatial Strategy	The broad spatial strategy for the region prepared by the East of England Regional Assembly, and forming part of the statutory <i>Development Plan</i> .
	Rural Service Centre	A larger village that fits within the Spatial Strategy set out in policies SS1 and SS4 of the East of England Plan, i.e. villages that include some or all of the services and facilities listed in paragraph 3.17 of the East of England Plan.
SA	Sustainability Appraisal	Identifies and evaluates the effects of the strategy or plan on social, environmental and economic conditions.
SCI	Statement of Community Involvement	Document setting out how and when stakeholders and other interested parties will be consulted and involved in the preparation of the <i>LDF</i> (and in the consideration of individual planning applications).
SEA	Strategic Environmental Assessment	An assessment of the environmental effects of a plan or programme required by EU Directive 2001/42/EC. Combined with the Assessment <i>Sustainability Appraisal</i> .
	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 Proposals Map.
	Spatial planning	The concept of spatial planning is intended to be at the heart of the new planning system. Previously, the focus of the planning system was narrow and regulatory. The new spatial planning system of <i>RSS</i> and <i>LDF</i> is much wider and more inclusive. Spatial planning concerns itself with places, how they function and relate together – and its objectives are to manage change to secure the best achievable quality of life for all in the community, without wasting scarce resources or spoiling the environment. It will include policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission, and which may be implemented by other means.
SPD	Supplementary	Elaborates on policies or proposals in <i>DPDs</i> ,

	Planning Document	and gives additional guidance.
SPG	Supplementary Planning Guidance	Provides guidance or development briefs to supplement policies and proposals in a <i>Local Plan</i> (being replaced by <i>SPD</i>).
	Structure Plan	The strategic plan produced under the former planning system by County Councils. The Suffolk Structure Plan (and the St Edmundsbury Local Plan) will be replaced by the <i>RSS</i> and <i>LDF</i> .
The Act	Planning and Compulsory Purchase Act 2004	Puts in place the new statutory framework for preparing <i>RSS</i> and <i>LDFs</i> .
The Regulations	Town and Country Planning (Local Development) (England) Regulations 2004	The formal Government regulations that define how the <i>LDF</i> is produced.
UCS	Urban Capacity Study	A study produced (and kept under review) to assess the amount of land available for housing on <i>brownfield</i> land (previously developed land). The latest St Edmundsbury Urban Capacity Study was published in September 2005.

Appendix 2: Saved St Edmundsbury Replacement Local Plan (2016) Policies

Saved Policies to be replaced

The St Edmundsbury Replacement 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 Core Strategy

Replacement St Edmundsbury Local Plan 2016 policy reference	Purpose of policy	Where policy is superseded by the Core Strategy
DS1: Settlement Hierarchy	Provides the strategic framework for location of development in the area.	CS4
DS3: Development Design and Impact	Safeguards the impact of development on the wider area	CS3
H3:Affordable Housing	The Local Plan policy seeks to ensure that 40% of all new housing, above a certain threshold, is affordable.	CS5
TCR1:Shopping Centres	Relates to retail, commercial and business uses and development permitted in defined shopping centres.	CS10
T2:Hierarchical Approach to Site Access	Relates to a hierarchical approach to site access for non-residential developments.	CS7
IM1:Developer Contributions	The Local Plan policy outlines the criteria for developer contributions to support infrastructure delivery as part of development.	CS14

Key to abbreviations:

CS Core Strategy policies

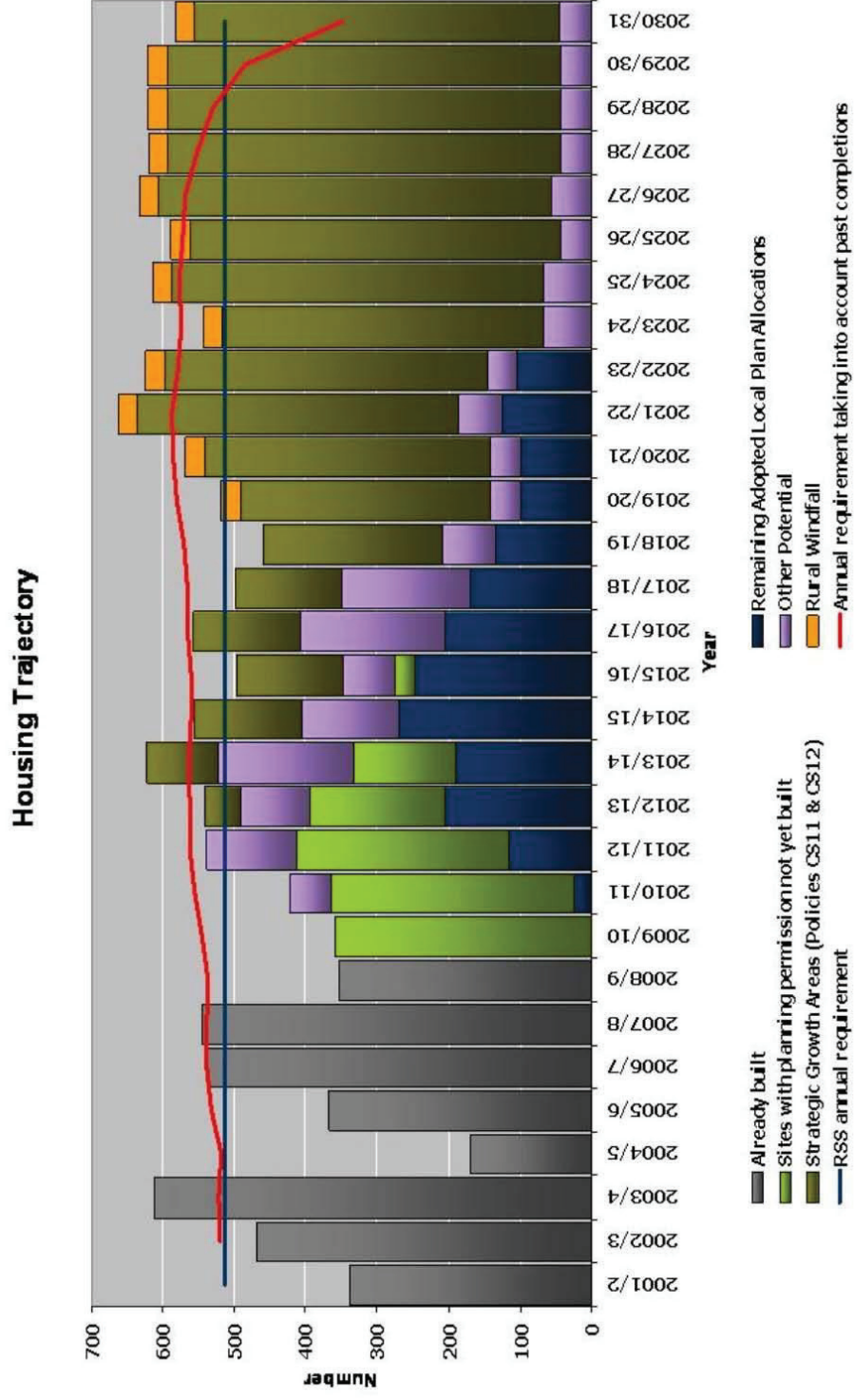
Appendix 3: Housing Trajectory

Figure 3.1 Housing Trajectory

	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Already built	338	468	612	170	367	536	546	351												
Remaining Adopted Local Plan Allocations									0	25	116	205	190	269	245	205	170	135	100	100
Sites with planning permission not yet built									358	338	297	189	142	0	30	0	0	0	0	0
Other Potential									0	60	125	97	190	136	72	202	178	74	42	42
Strategic Growth Areas (Policies CS11 & CS12)									0	0	0	50	100	150	150	150	150	250	350	400
Rural Windfall																			27	27
Total Completions	338	468	612	170	367	536	546	351	358	423	538	541	622	555	497	557	498	459	519	569













	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
Already built											3388
Remaining Adopted Local Plan Allocations	124	105	0	0	0	0	0	0	0	0	1989
Sites with planning permission not yet built	0	0	0	0	0	0	0	0	0	0	1354
Other Potential	62	42	67	67	42	55	43	44	44	46	1730
Strategic Growth Areas (Policies CS11 & CS12)	450	450	450	520	520	550	550	550	550	510	6850
Rural Windfall	27	27	27	27	27	27	27	27	27	27	324
Total Completions	663	624	544	614	589	632	620	621	621	583	15635

Figure 3.2 Housing Trajectory Diagram



Appendix 4: Policy CS4 Settlements with boundaries removed

Core Strategy Document Key to Inset Maps

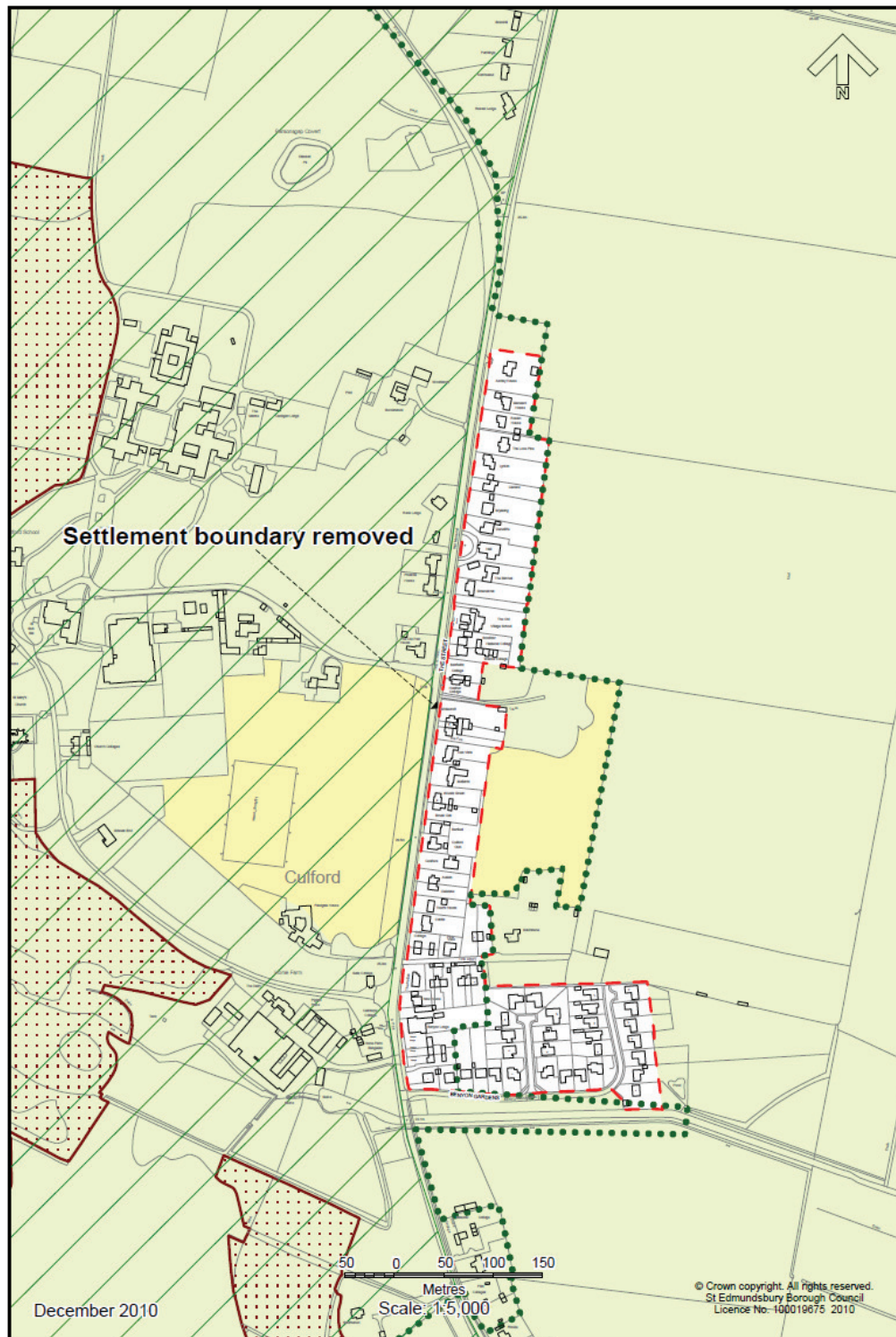
	Countryside
	Housing Settlement Boundary
	Housing Settlement Boundary removed
	Area Subject to Planning Restrictions
	Recreational Open Space
	Amenity Open Space
	Urban Edge
	Conservation Area*
	National Nature Reserve*
	Site of Special Scientific Interest*
	County Wildlife Sites*
	Local Wildlife Sites*
	Special Area of Conservation (SAC)*
	Special Landscape Area
	Strategic Greenfield Site
	Strategic Employment Site
	Employment Area
	Proposed Road
	Outside Local Plan Area

Designations marked with * were correct at the time of printing, please check current information.

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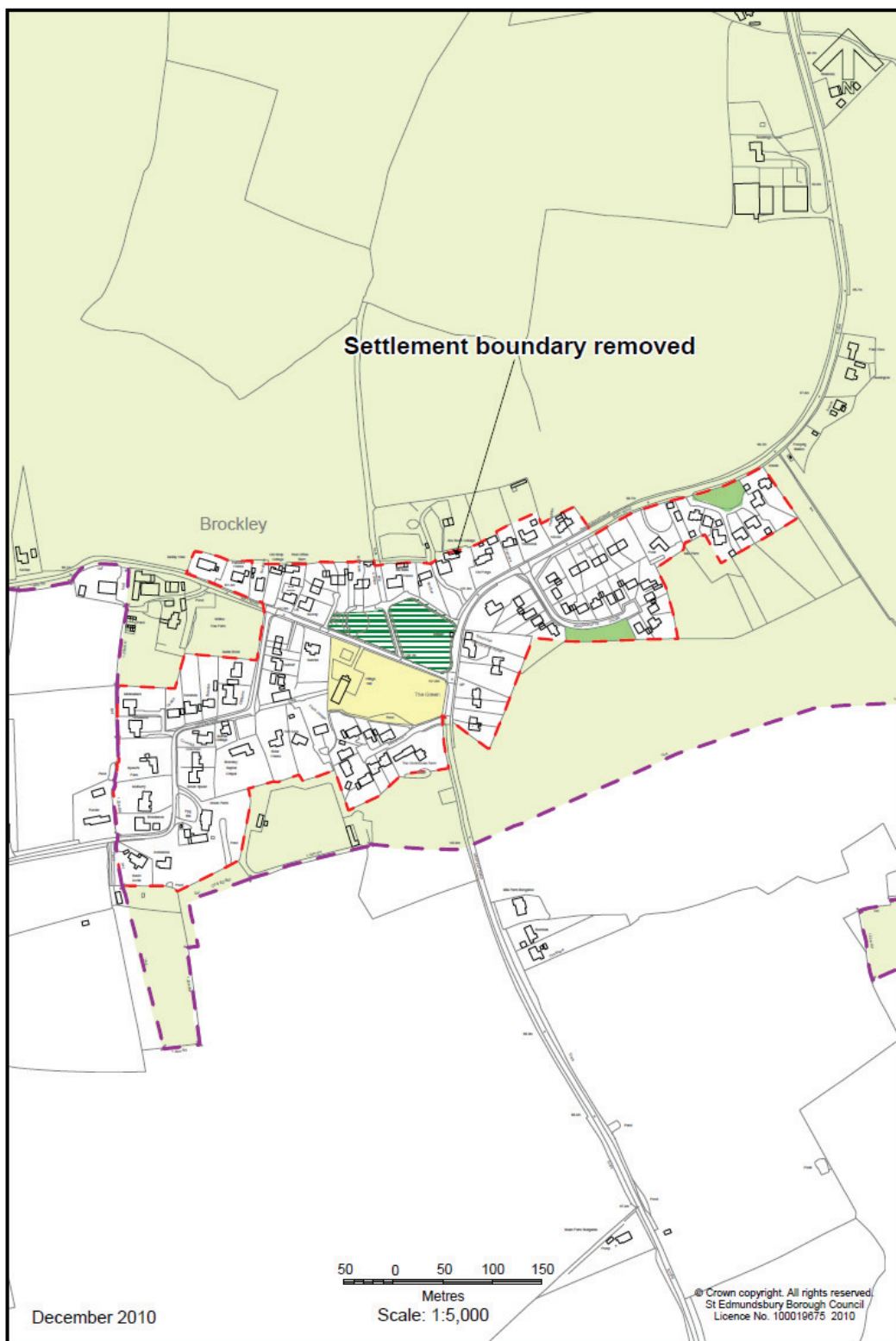
Policy CS4 Settlement Hierarchy and Identity

Culford



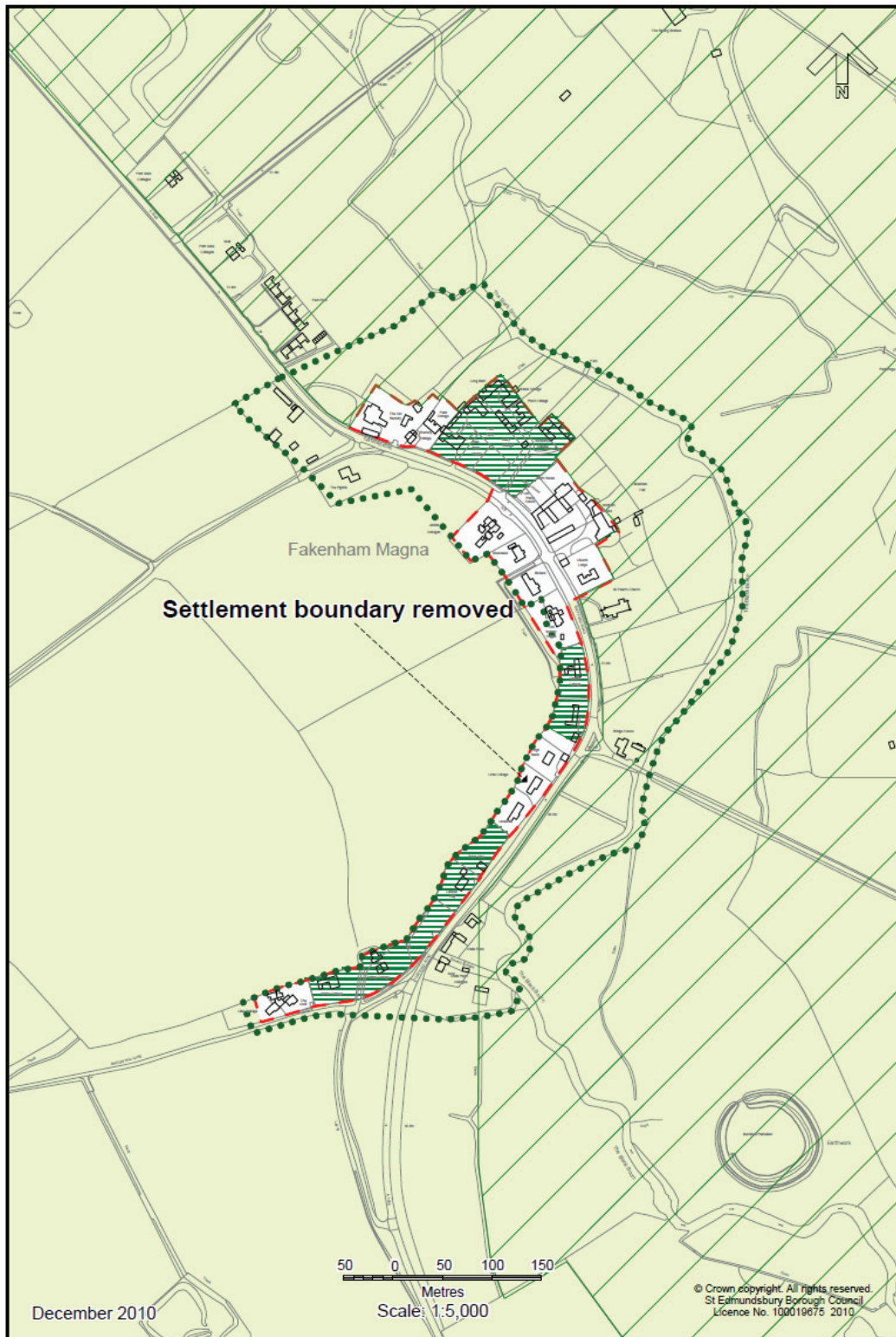
Policy CS4 Settlement Hierarchy and Identity

Brockley



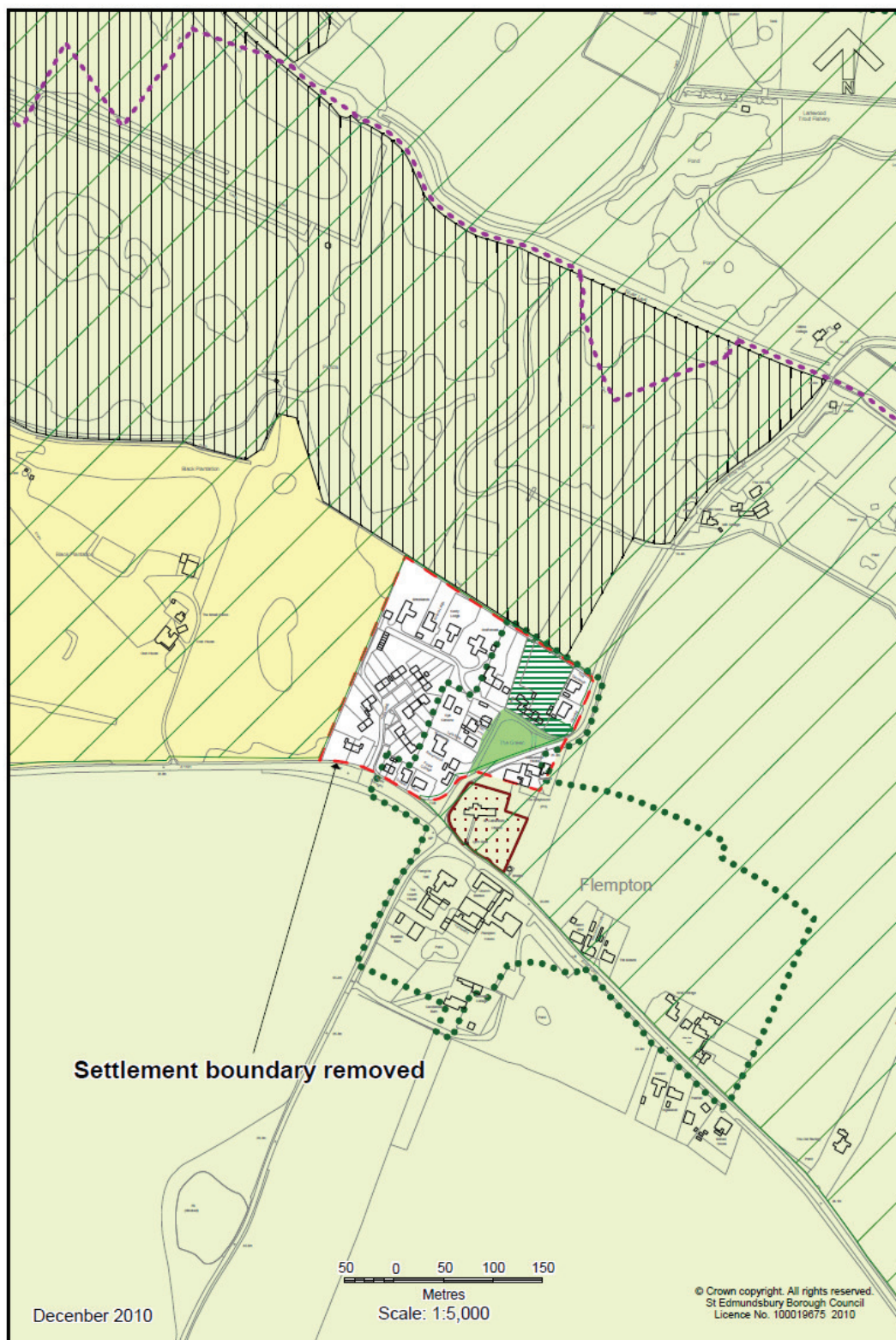
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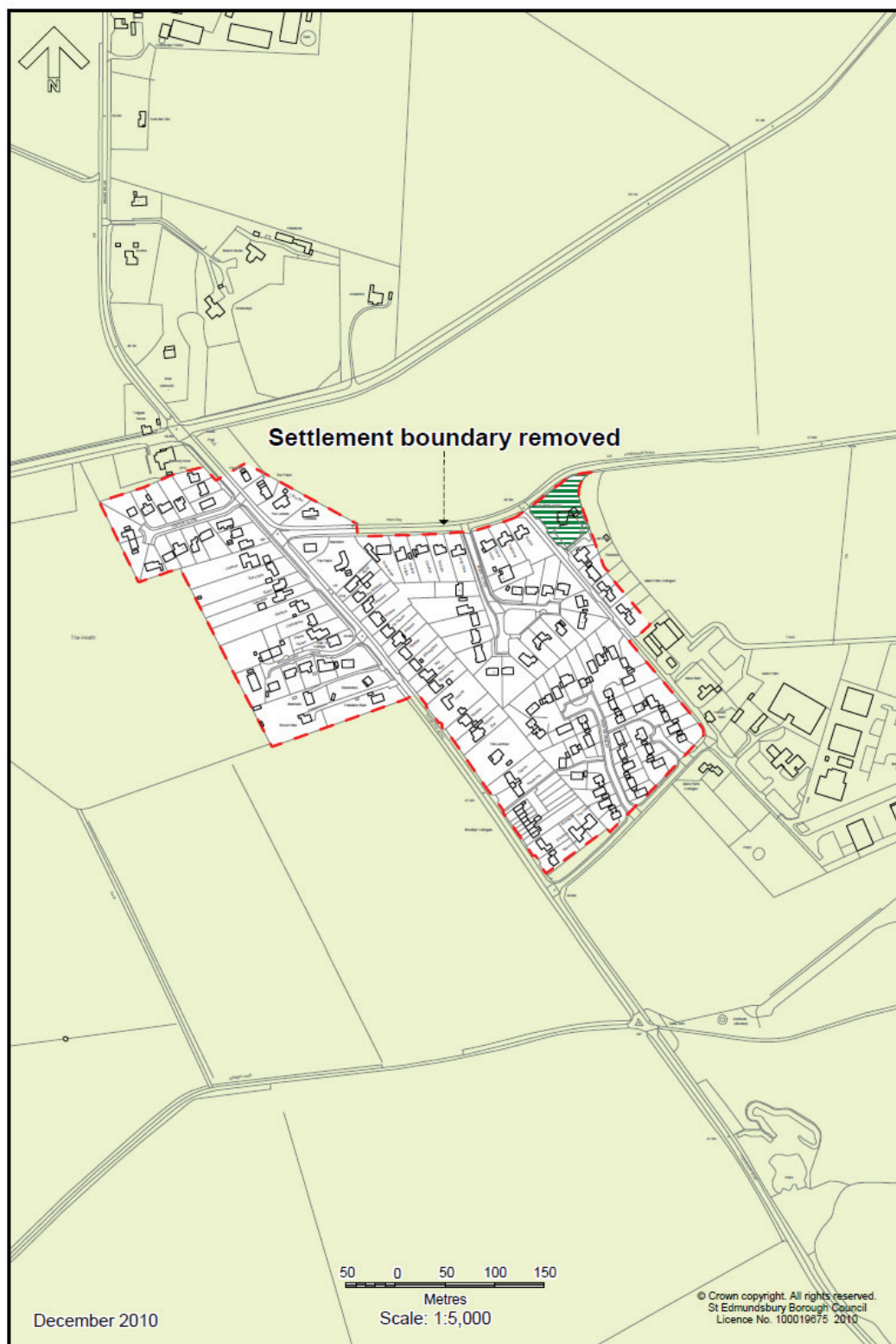
Fakenham Magna



Policy CS4 Settlement Hierarchy and Identity

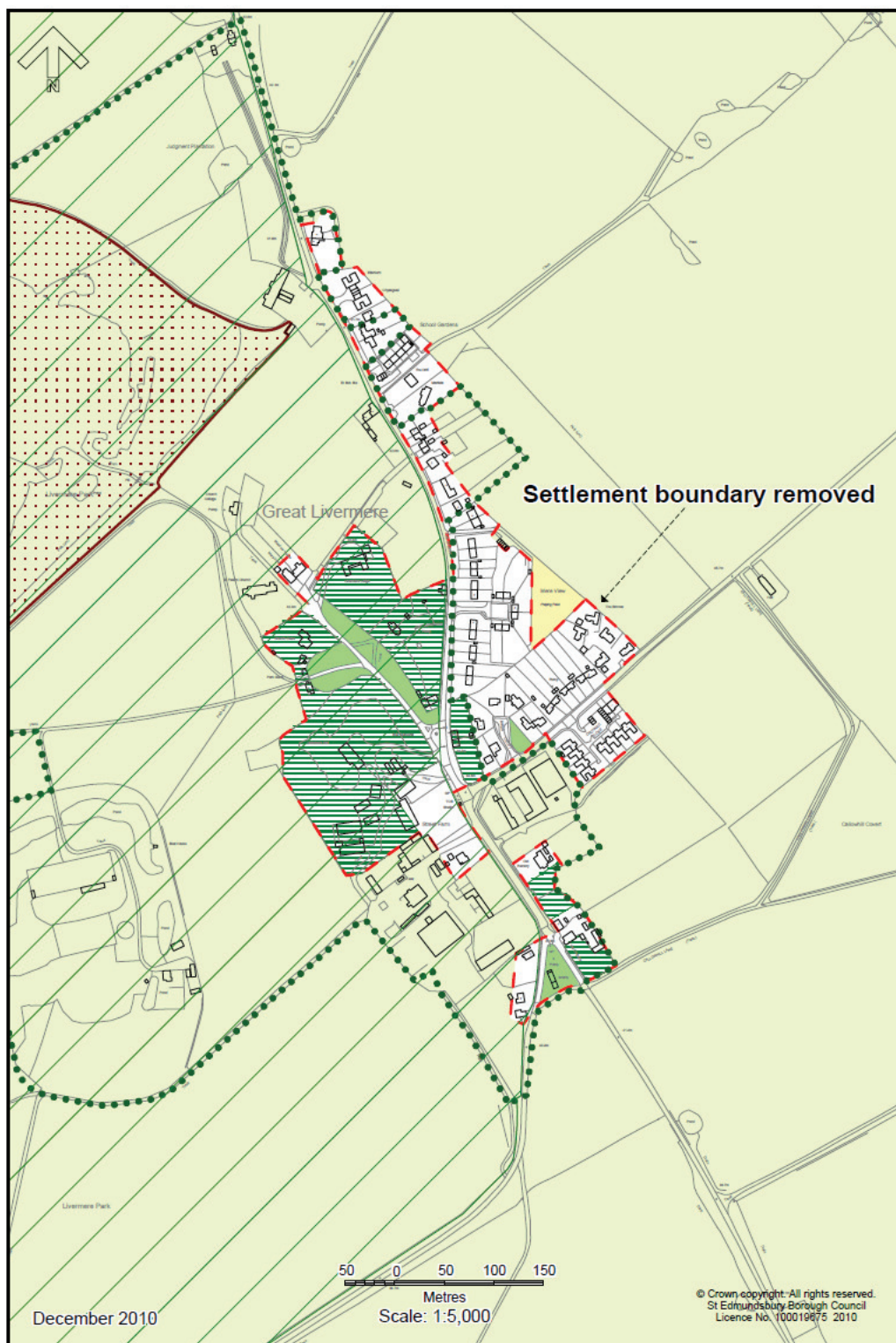
Flempton



Policy CS4 Settlement Hierarchy and Identity Great Barton Hamlet

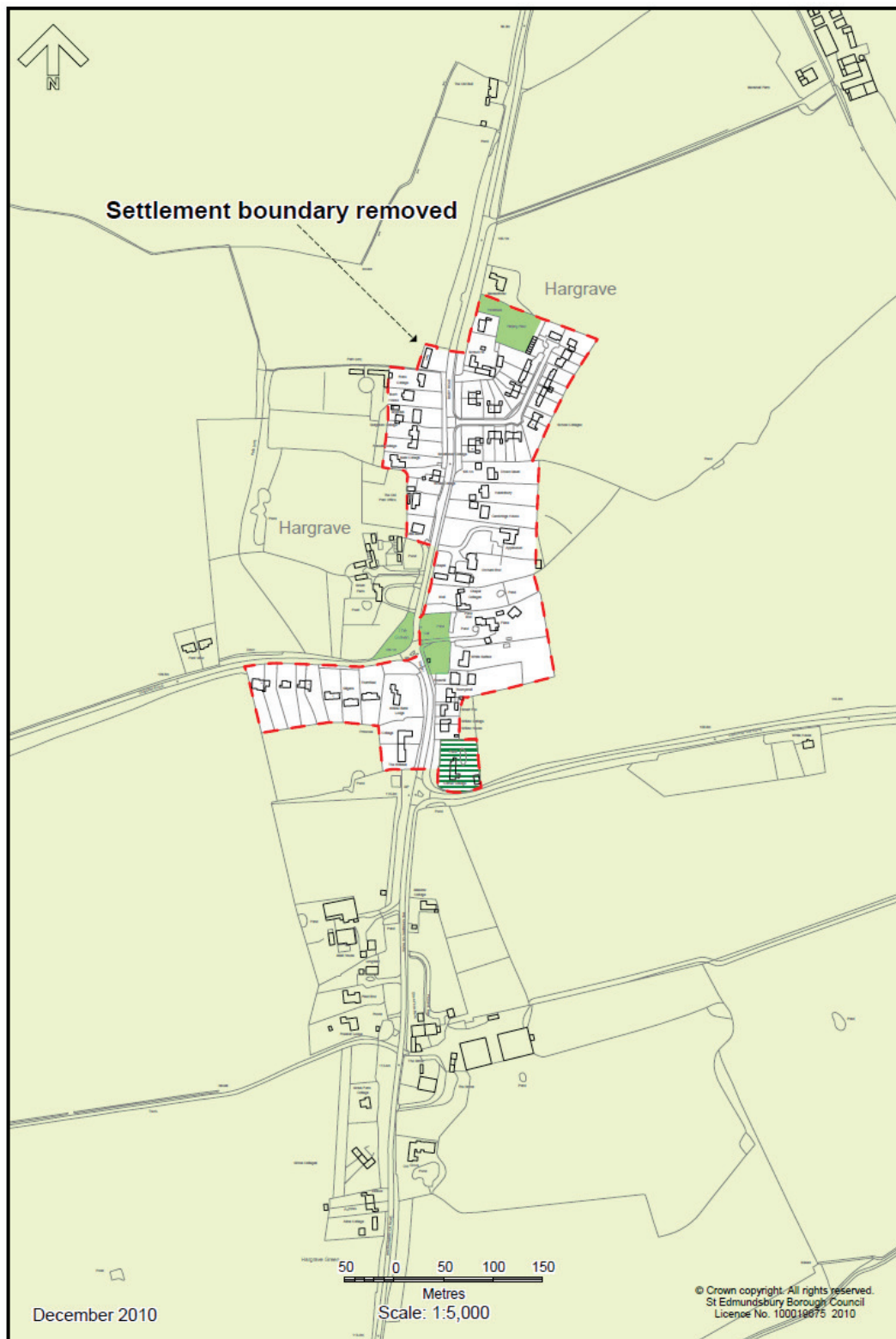
Policy CS4 Settlement Hierarchy and Identity

Great Livermere



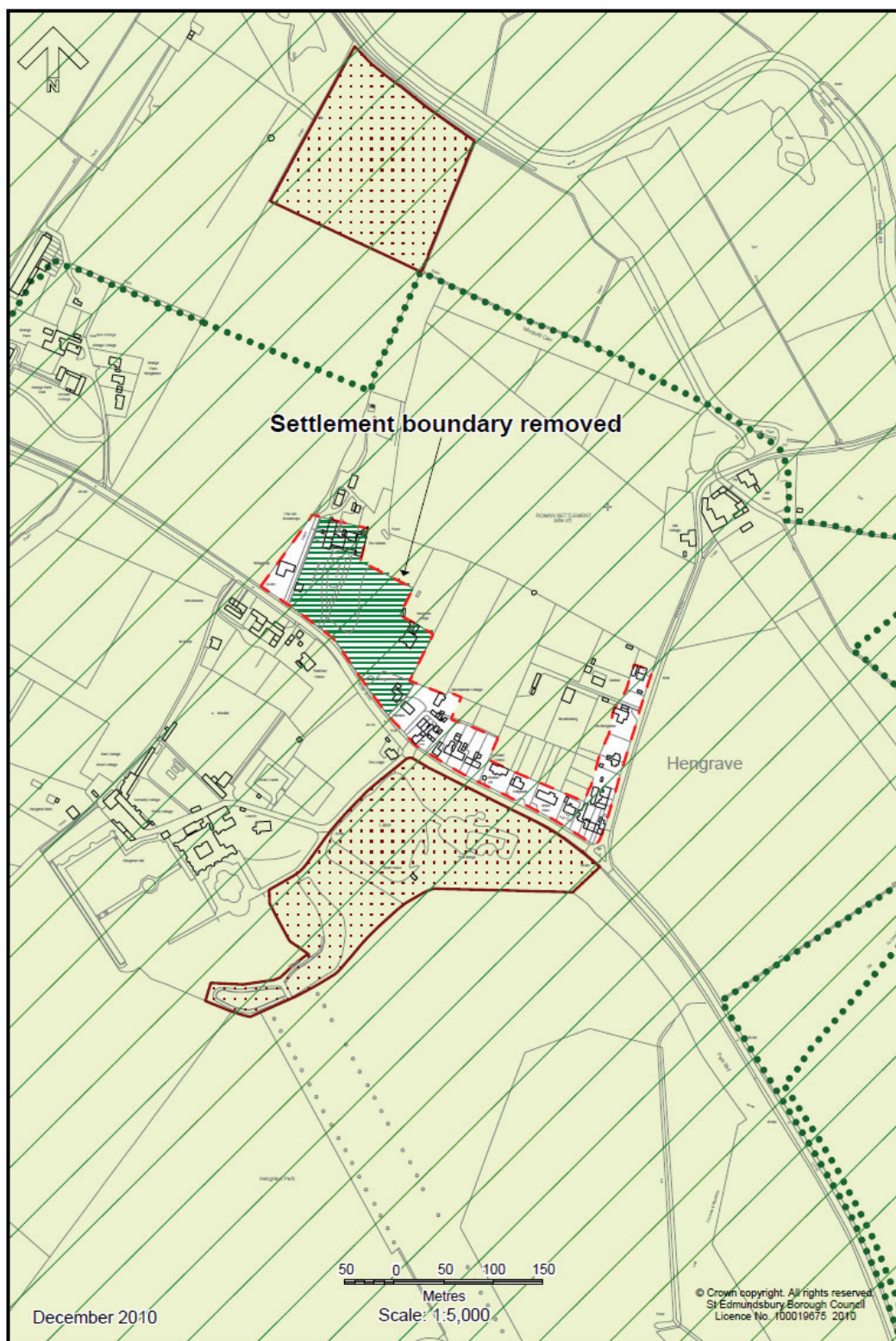
Policy CS4 Settlement Hierarchy and Identity

Hargrave



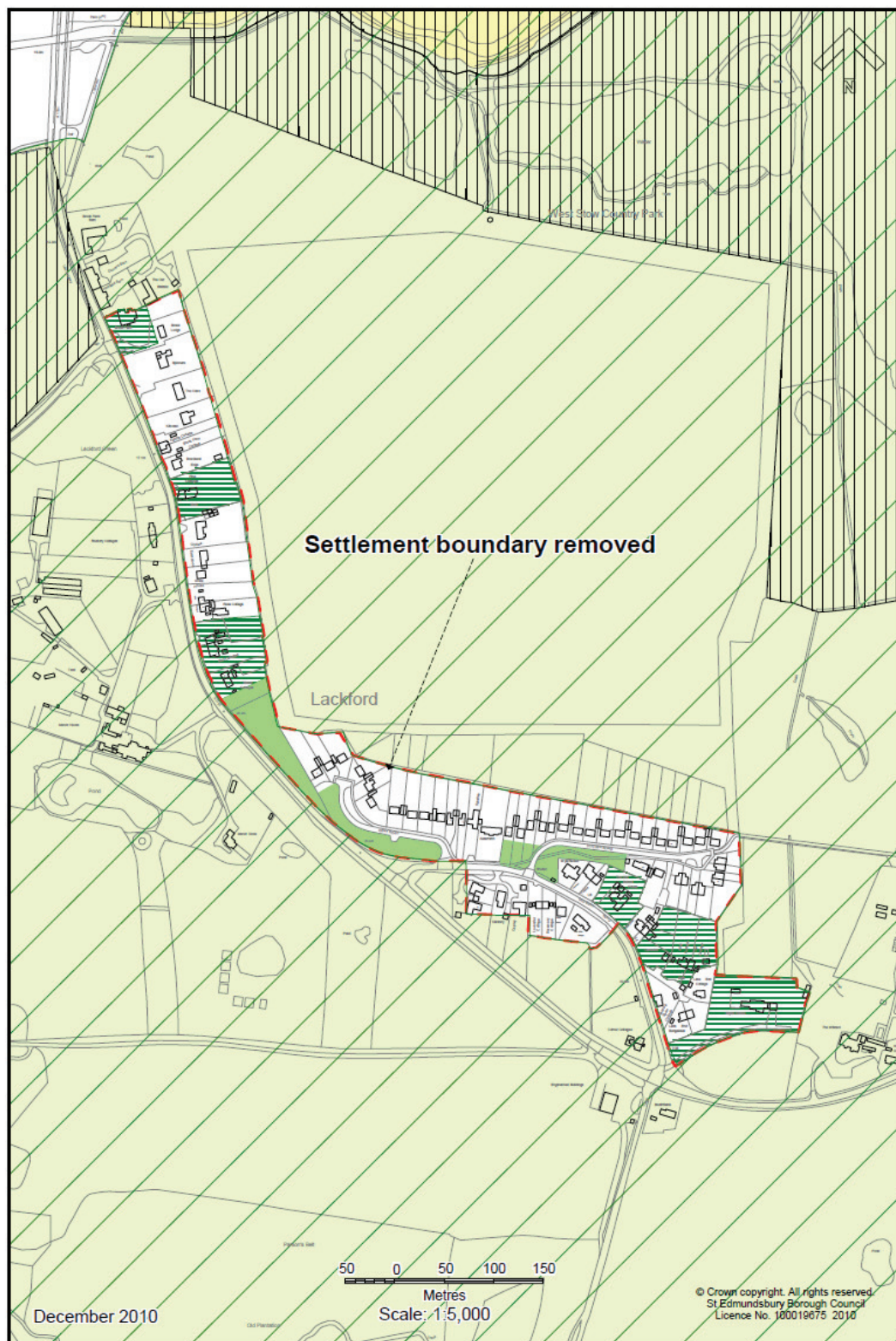
Policy CS4 Settlement Hierarchy and Identity

Hengrave



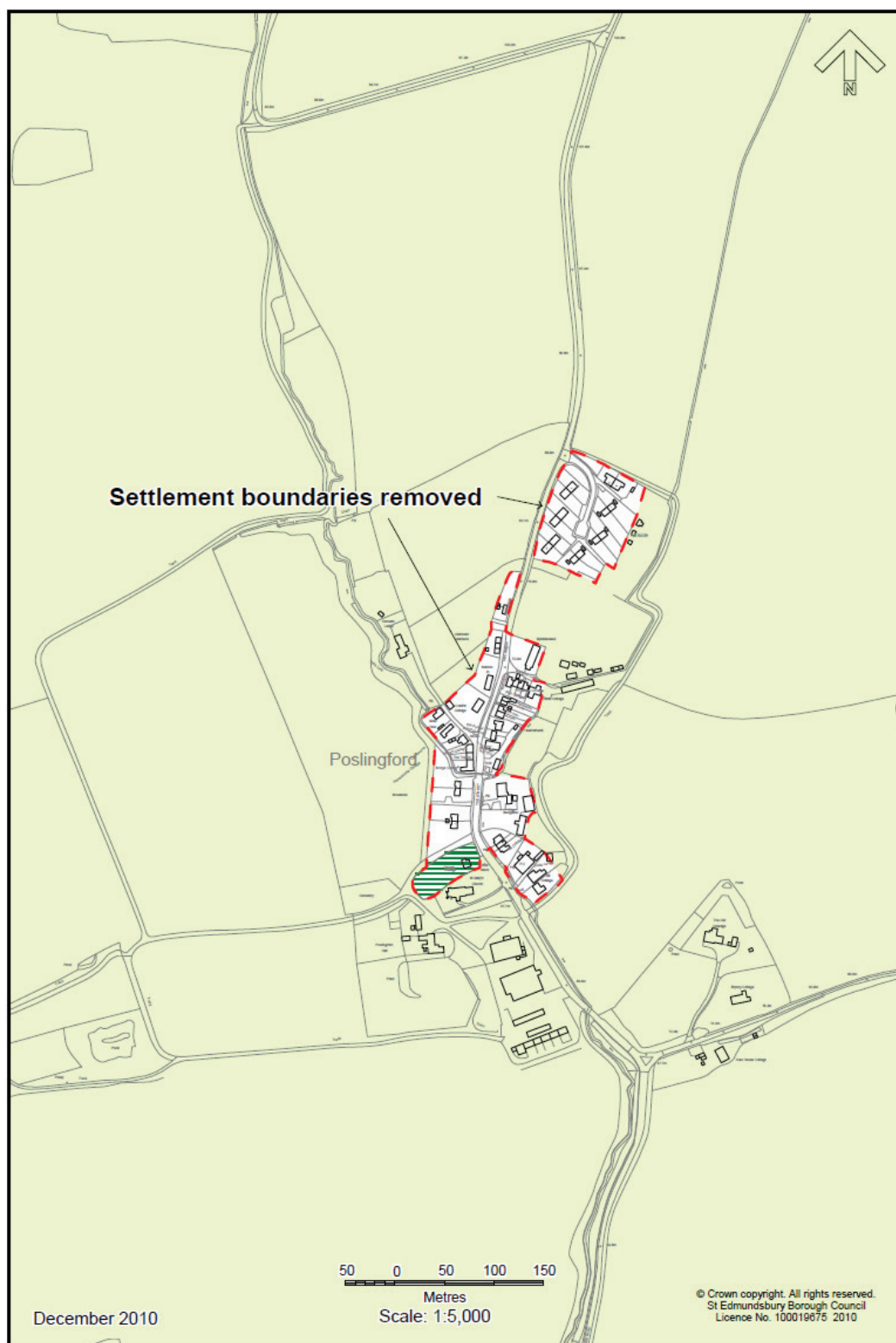
Policy CS4 Settlement Hierarchy and Identity

Lackford



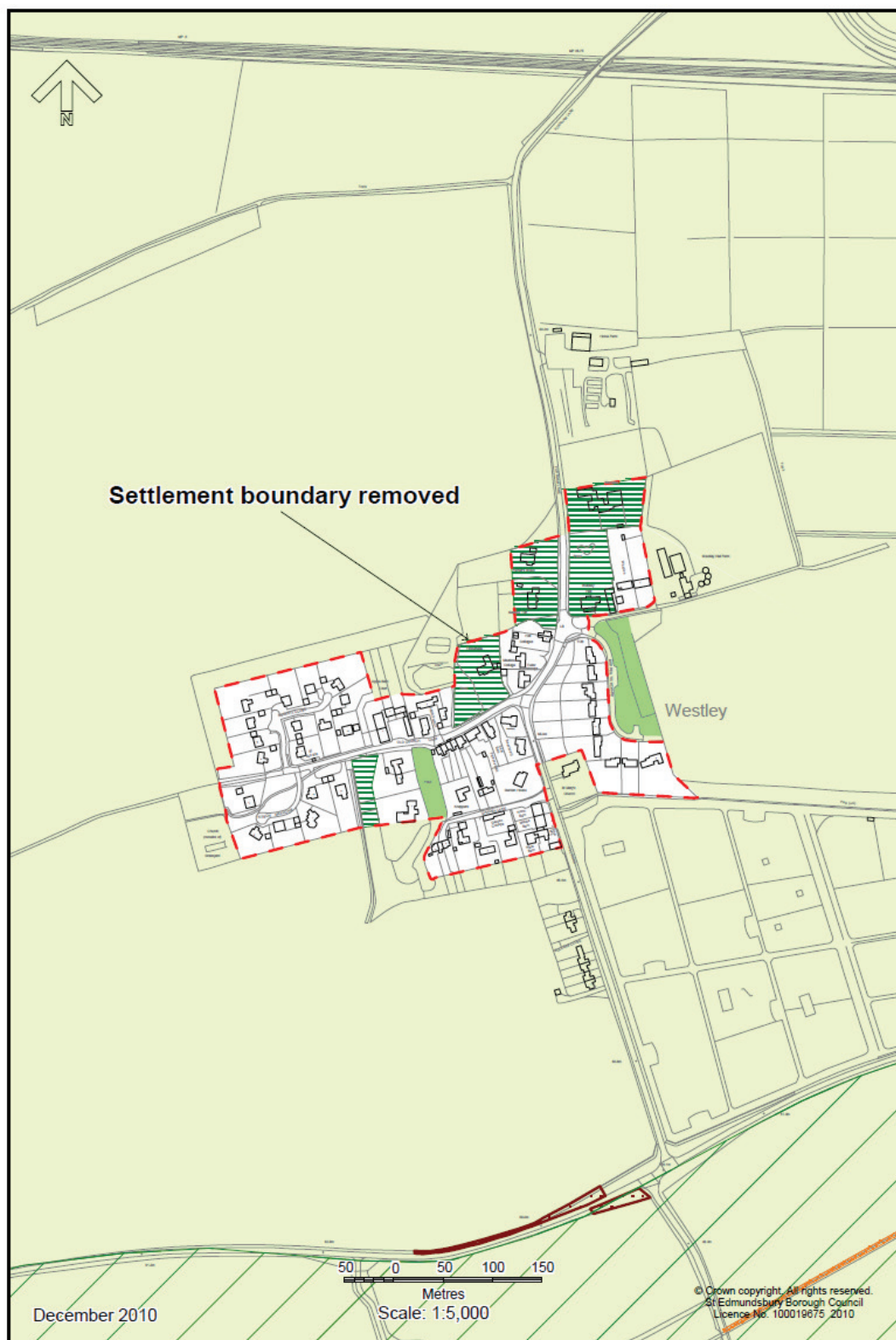
Policy CS4 Settlement Hierarchy and Identity

Poslingford



Policy CS4 Settlement Hierarchy and Identity

Westley



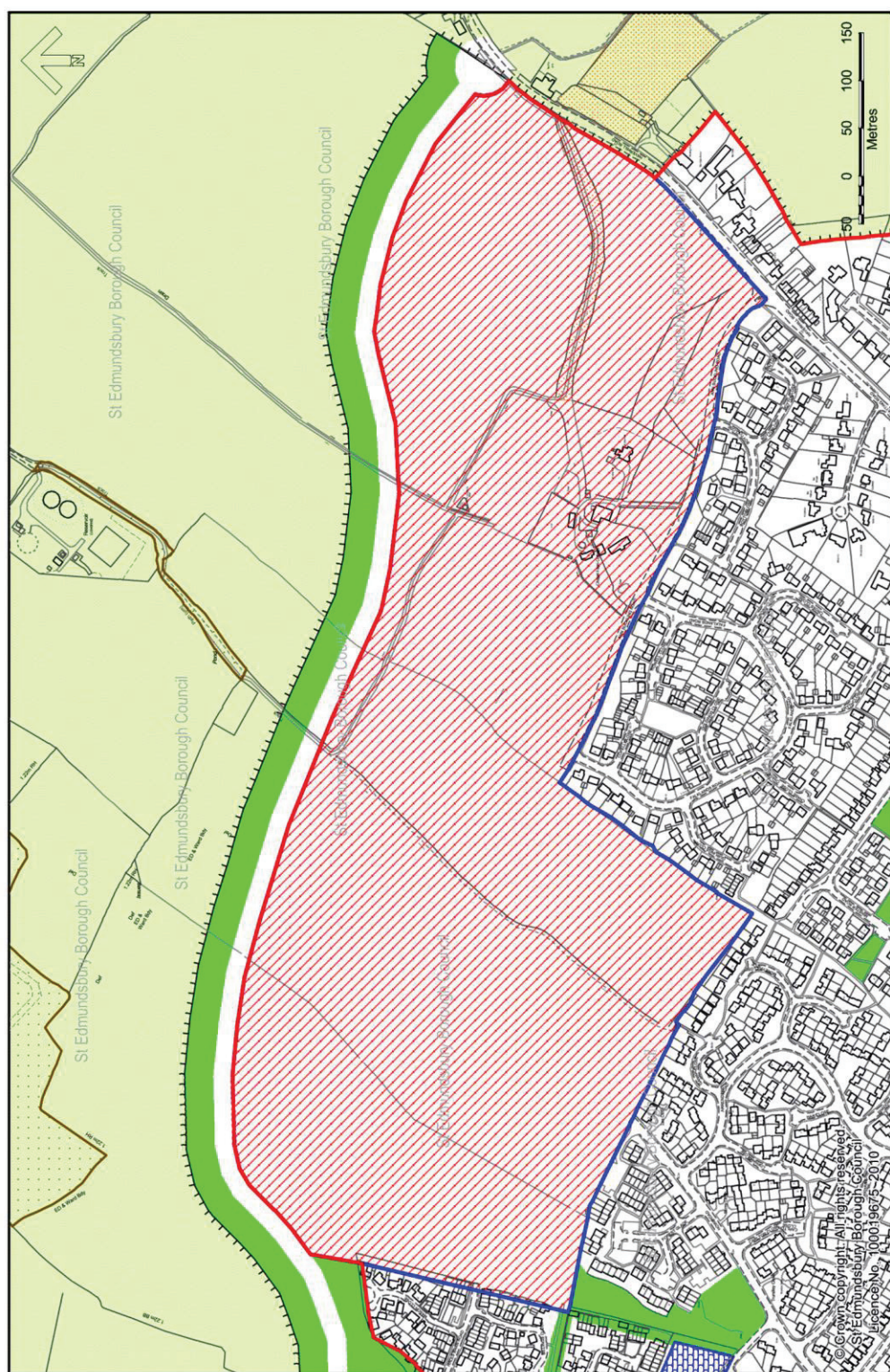
Appendix 5: Strategic Site Allocations

Core Strategy Document Key to Inset Maps

	Countryside
	Housing Settlement Boundary
	Housing Settlement Boundary removed
	Area Subject to Planning Restrictions
	Recreational Open Space
	Amenity Open Space
	Urban Edge
	Conservation Area*
	National Nature Reserve*
	Site of Special Scientific Interest*
	County Wildlife Sites*
	Local Wildlife Sites*
	Special Area of Conservation (SAC)*
	Special Landscape Area
	Strategic Greenfield Site
	Strategic Employment Site
	Employment Area
	Proposed Road
	Outside Local Plan Area

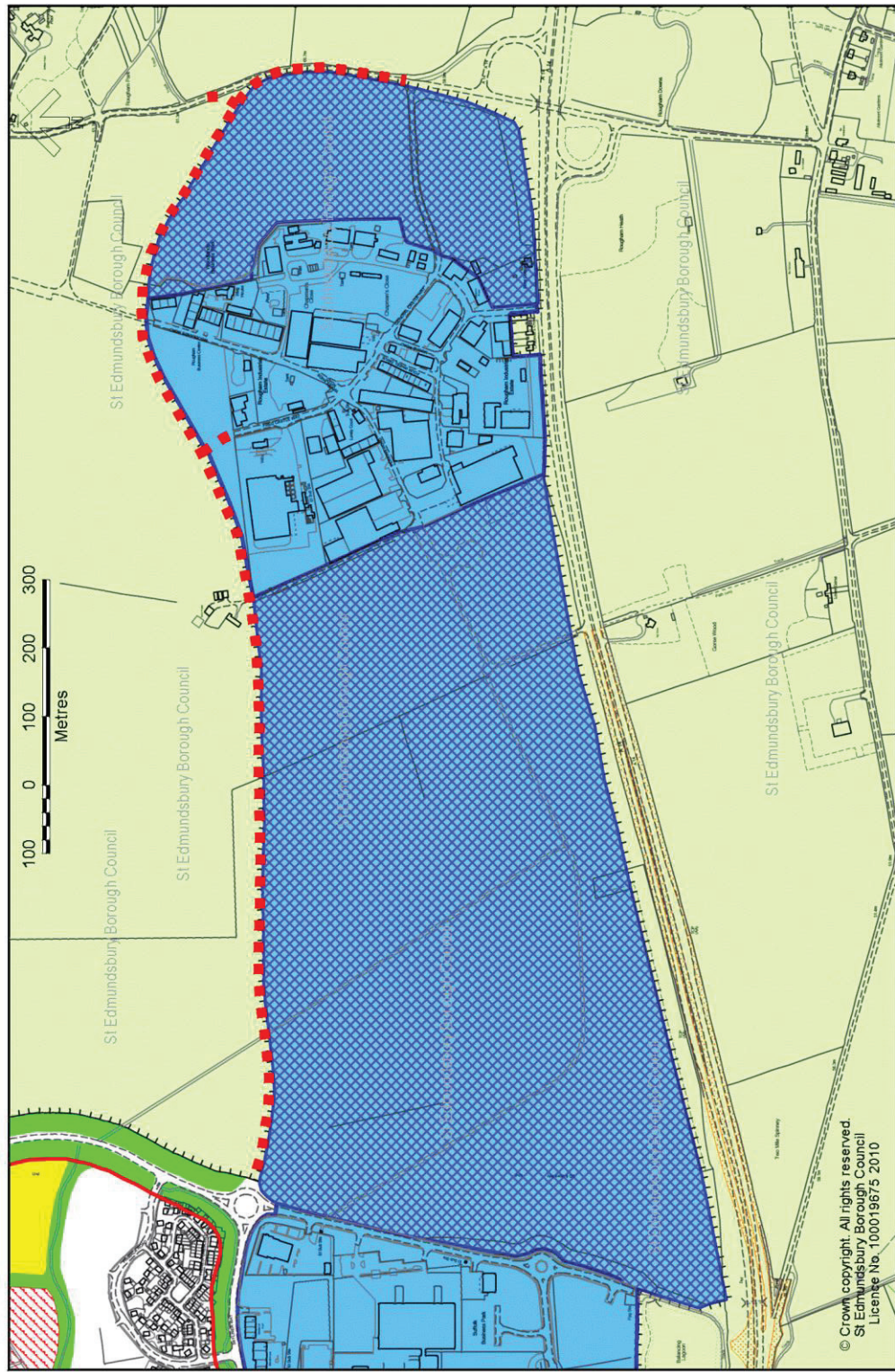
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Core Strategy Document

North West Haverhill



Suffolk Business Park

Core Strategy Document

Appendix 6: St Edmundsbury Infrastructure Requirements

Study Wide Area (St Edmundsbury and Forest Heath) general infrastructure requirements

Existing population 167,000

The tables below cover non-locationally specific infrastructure across the study area as a whole. These types of infrastructure have large catchment areas so it is not appropriate to assess the capacity requirements on a settlement basis. Regional and Countywide services still need to be considered at the local spatial scale, particularly in the impacts that provision of these infrastructure types will have on the potential suitability of settlements to support housing growth. Of the infrastructure types identified at the larger spatial scales there appears to be a generally good provision. The only infrastructure types that could potentially come under considerable strain within the study period are waste and recycling, where landfill sites are filling up with a requirement for a Residual Waste Recycling Facility already identified and Nursing Homes, where an ageing population combined with additional population could increase demand significantly above existing provision.

St Edmundsbury Borough and Forest Heath District			
Theme	Capacity Issues/Risks	Fundamental/Essential /Required Infrastructure	How provision will be met
Health Hospitals/ Nursing Homes	Current capacity and future capacity exists to accommodate levels of planned growth Risks: Loss of current facilities results in lack of adequate coverage	Hospitals and nursing homes have been assessed across the study area due to their large catchments; 11,500 -18,000+ new homes triggers requirements to increase hospital capacity 0+ new homes triggers requirement for nursing home provision (tipping point already reached) Both of the above are classified as 'Essential Infrastructure'	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application basis
Emergency Services Police/ Ambulance/ Fire Service	It is expected that current and future capacity exists for all emergency services to accommodate levels of planned growth Risks: Adequate coverage is not	It is assumed that Police/Fire/Ambulance Services will be provided in line with growth as an essential service and have been assessed across the study area 11,500-18,000+ new homes triggers additional police, ambulance and fire	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application

	maintained due to increases in population	requirement All of the above are classified as 'Essential Infrastructure'	basis
Utilities Waste and recycling	<p>The Suffolk Minerals and Waste Development Framework clearly identifies a need for a new residual waste treatment plant. Based on a new plant opening in 2014, existing landfill capacity would be exhausted by 2019 with regional forecast figures indicating an earlier date of 2017</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>Tipping point: 2016 at RSS growth levels of 3,210 new homes per annum (Suffolk Wide) – equivalent to an apportion of 6,370 new homes across the study area</p>	Expansion/ Upgrading of existing facilities and provision of new facilities
Arts, Leisure and Culture Cinemas/ Swimming Pools/Sports Halls/Indoor Bowls/ Theatres/ Museums Galleries and Arts Centres	<p>Current and future capacity exists to accommodate levels of planned growth</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>Capacity has been assessed across the borough given the large catchment areas such facilities sustain</p> <p>56,000+ new homes triggers required cinemas (study wide area)</p> <p>16,250+ new homes triggers required theatre expansion/upgrade (study wide area)</p> <p>45,300+ new homes triggers required swimming pool expansion (study wide area)</p> <p>22,000+ new homes triggers required sports halls (study wide area)</p> <p>41,400 new homes triggers required indoor bowls facilities (study wide area)</p>	<p>Core Strategy, Development Management and Area Action Plan policies</p> <p>Developer contributions sought on application basis</p>

		11,500 -18,000+ new homes triggers required museums/galleries and arts centres (study wide area) All of the facilities are classed as 'Required Infrastructure'	
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Bury St Edmunds

ONS Population Estimate 2007: 37,575

Position in Core Strategy Settlement Hierarchy: Town

Bury St Edmunds has a comprehensive network of existing infrastructure. In Bury St Edmunds infrastructure types such as shops, sports facilities, leisure attractions and open space are all provided in very good quantities and qualities for a town of Bury St Edmunds' size. Currently there is existing capacity within the network of schools within the town, although with any potential housing growth this excess will be quickly taken up. The transport network is reasonably good, although Bury St Edmunds remains a car dominated town and one of the key challenges to housing growth will be to improve the public transport network, reduce congestion and promote a modal shift, which will potentially require significant infrastructure works.

Bury St Edmunds			
Theme	Capacity Issues/ Risks	Fundamental/Essential/ Required Infrastructure	How provision will be met
Green Infrastructure Nature Reserves/Sports Pitches/Non Sports Pitches/Amenity Open Space/Allotments/Playgrounds	Limited capacity. Provision of nature reserves, sports pitches, allotments and playgrounds required to meet further growth Risks: Current provision will not be capable of providing for the increased	50,000+ homes triggers a requirement for amenity open space (new developments will still be required to provide local amenity open space) 0+ new homes triggers required infrastructure for allotments and sports and non pitch sports, playgrounds, allotments and nature reserves (tipping points already reached) All of the above are classified as 'Required Infrastructure'	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application basis

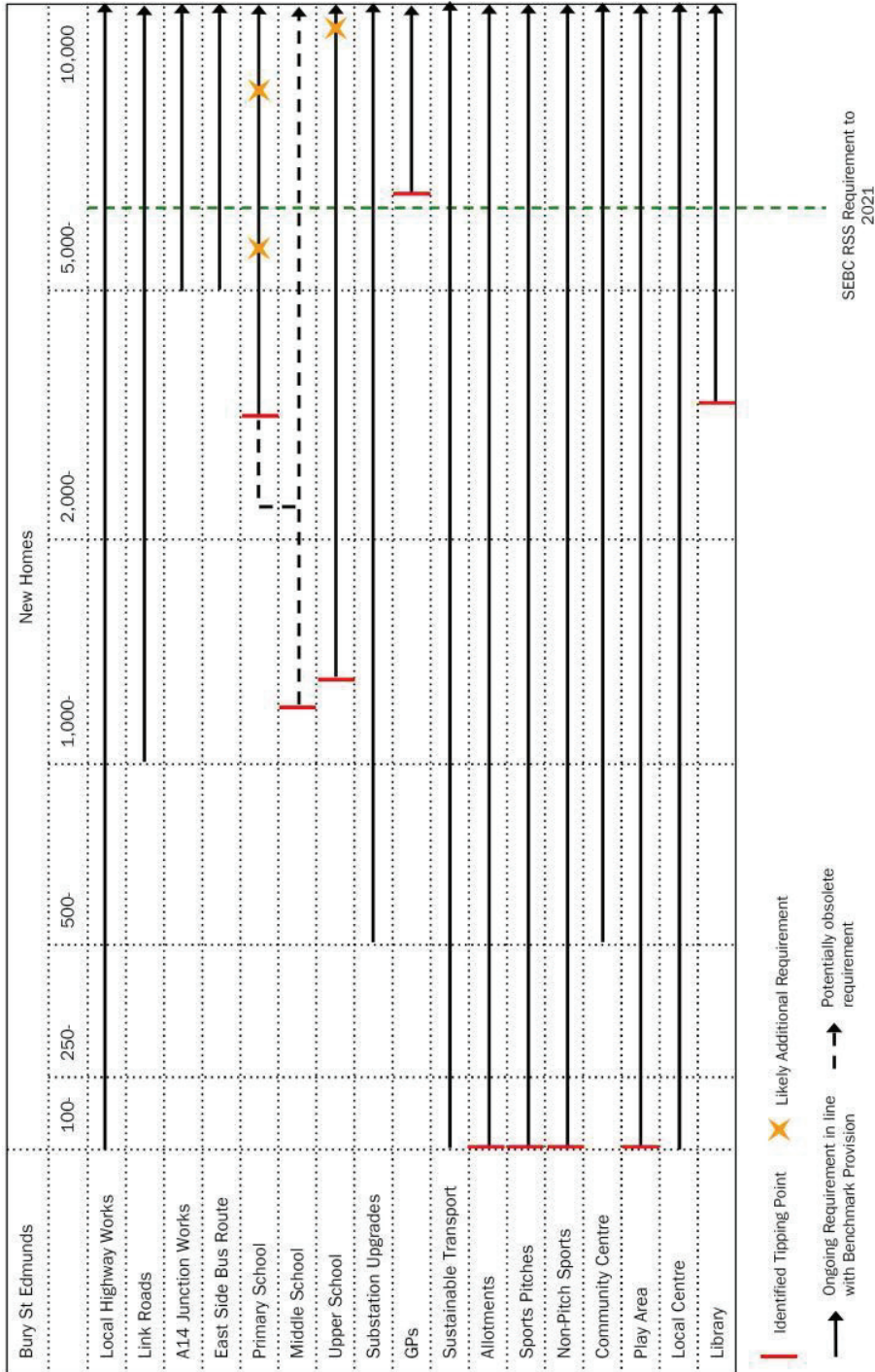
	population		
Health GPs/Dentists	Current capacity and future capacity exists to accommodate levels of planned growth Risks: Loss of current facilities results in lack of adequate coverage	7,000+ new homes triggers required GPs 18,000+ new homes triggers required Dentists (Both of the above assume no inflow from rural areas) Both of the above are classified as 'Essential Infrastructure'	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application basis
Education Primary/Middle/ Upper Schools	Current but limited future capacity to accommodate growth; although the impact of schools reorganisation on capacity may require provision of new/ expanded primary/upper schools Risks: Adequate coverage is not maintained due to increases in population	3,562+ new homes triggers requirement for new/expanded primary schools 1,236+ new homes triggers requirement for new/expanded middle schools (across Bury St Edmunds catchment) 1,347+ new homes triggers requirement for new/expanded upper school (across northern part of the borough) All of the above are classified as 'Essential Infrastructure'	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application basis
Community Facilities Libraries/ Community Centres	Current and future capacity for library provision and limited capacity for community centre	3,760+ new homes triggers requirement for new library provision (assuming no inflow from the rural areas) 500+ new homes triggers requirements for new community facilities Both of the above are classified as 'Required	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application

	provision Risks: Adequate coverage is not maintained due to increases in population	Infrastructure'	basis
Transport Road Network/Public Transport	The town is well placed to accommodate new housing growth in the context of the existing road network. The town has a reasonably well developed bus network and rail station Risks: Adequate coverage is not maintained due to increases in population and high levels of daily vehicle movements	Higher growth levels will require junction improvements to the A14 Significant measures are required to enhance bus service and usage in/to the town Both of the above are classified as 'Fundamental Infrastructure'	Necessary road infrastructure improvements by lead agencies Developer contributions sought on application basis
Waste and Utilities Waste and Recycling/Potable Water Supply/Foul Sewerage and Treatment/Energy	Current and future capacity for potable water supply. The SFRA and Water Cycle Study identifies Fornham All Saints WwTW has	12,173+ new homes from Fornham All Saints WwTW triggers requirement for upgrade 0+ new homes from Playfield substation triggers required upgrade (tipping point already reached) 500+ new homes from Bury substation triggers required upgrade All of the above are classified	Necessary infrastructure improvements provided by lead agencies Expansion/upgrading of existing facilities and/or provision of new facilities Developer contributions sought on

	<p>significant headroom for additional development to 2031</p> <p>Energy capacity issues identified in Bury St Edmunds with the Bury substation soon reaching capacity and the Playfield substation operating at capacity with upgrades required in the near future</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	as 'Fundamental Infrastructure'	application basis
<p>Retail and Services</p> <p>Town Centre/Local Convenience Shops/Key Local Services</p>	<p>No immediate requirement to increase town centre capacity beyond existing commitments.</p> <p>Ideally homes should have a convenience food shop within an 800m walk.</p> <p>Reasonable</p>	<p>Capacity for additional comparison goods floorspace beyond 2021, however, this will be provided on a commercial basis</p> <p>2000+ new homes require a convenience food shop. Areas of development 800m+ from nearest convenience food shop should consider providing shop units to provide this function</p> <p>Any significant new housing development, particularly those providing growth of 2000+ homes will need to provide new local centres</p>	<p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on application basis</p>

	<p>provision of local centres throughout residential areas.</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>Local Convenience shops are classified as 'Essential Infrastructure' whilst the remainder of the above are classified as 'Required Infrastructure'</p>	
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Bury St Edmunds Infrastructure Requirements



Haverhill

ONS Population Estimate 2007: 23,881

Position in Core Strategy Settlement Hierarchy: Town

Haverhill has a good network of existing infrastructure. In Haverhill infrastructure types such as shops, leisure attractions and open space are all provided in very good quantities and qualities for a town of Haverhills' size. Currently there is existing capacity within the network of schools within the town, although with any potential housing growth this excess will be quickly taken up. The transport network is reasonable but it is apparent that significant infrastructure works to the road network are required to support any growth and that public transport should be improved, particularly where it could replace commutes by private car. The provision of outdoor sports facilities (pitches and courts), allotments and playgrounds should be considered as a priority in new development, as these types of facility are in under supply compared with the Replacement 2016 Local Plan's target ratio. One key issue to overcome is the apparent current lack of GP facilities as an 'Essential' Infrastructure, although this is set to be rectified by the temporary Polyclinic provision. Further scoping work to assess current GP lists and how current GP services are coping should be considered, with sites potentially safeguarded for new permanent health facilities for the long term.

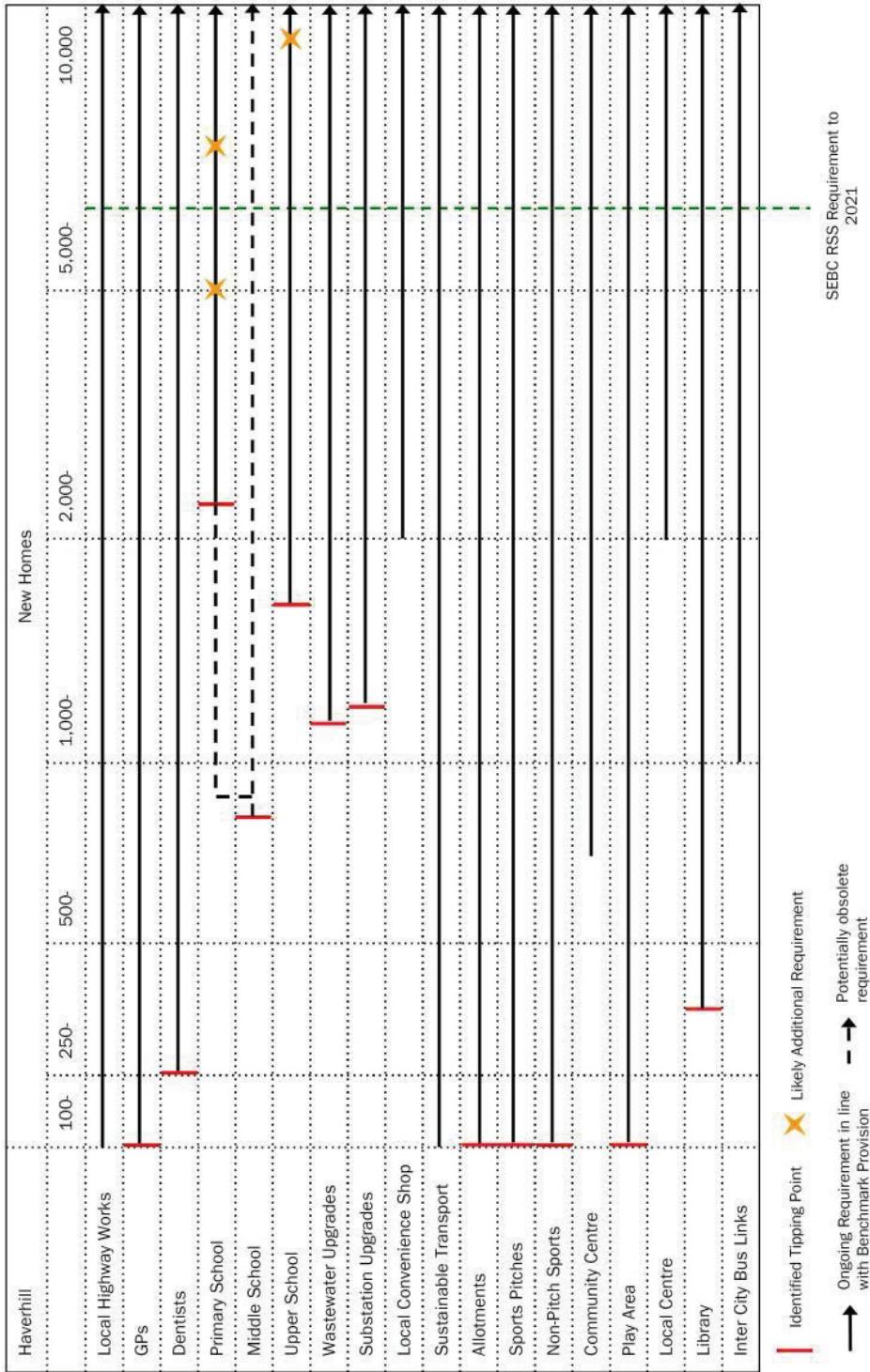
Haverhill			
Theme	Capacity Issues/Risks	Fundamental/Essential/ Required Infrastructure	How provision will be met
Green Infrastructure Nature Reserves/Sports Pitches/Non Sports Pitches/Amenity Open Space/ Allotments/ Playgrounds	Limited capacity. Provision of nature reserves, sports pitches, allotments and playgrounds required to meet further growth Current and future capacity for amenity open space Risks: Current provision will not be capable of providing for the increased population	0+ new homes trigger a requirement for new nature reserves, sports and non pitch sports, allotments, and playgrounds (tipping point already reached) 21,900+ new homes triggers required amenity open space (new developments should continue to provide for local amenity space) All of the above are classified as 'Required Infrastructure'	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application basis

Health GPs/Dentists	<p>Limited capacity exists to accommodate levels of planned growth</p> <p>GP provision is below current standards. Dentist provision is adequate for existing population</p> <p>Risks: Loss of current facilities results in lack of adequate coverage</p>	<p>0+ new homes triggers required GPs (tipping point already reached)</p> <p>100-500+ new homes triggers required Dentists</p> <p>(Both of the above assume no inflow from rural areas)</p> <p>Both of the above are classified as Essential Infrastructure</p>	<p>Expansion/ Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>
Education Primary/Middle /Upper Schools	<p>Current but limited future capacity to accommodate growth; although the impact of schools reorganisation on capacity may require provision of new/expanded primary/upper schools</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>2,478+ new homes triggers requirement for new/expanded primary schools</p> <p>841+ new homes triggers requirement for new/expanded middle schools (across Haverhill catchment)</p> <p>1,776+ new homes triggers requirement for new/expanded upper school (across southern part of the borough)</p> <p>All of the above are classified as 'Essential Infrastructure'</p>	<p>Expansion/ Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>
Community Facilities Libraries/Community Centres	<p>Current and limited capacity for library provision and community centre provision</p> <p>Risks:</p>	<p>0 - 500+ new homes triggers requirement for new library provision</p> <p>0 -1,000+ new homes triggers requirements for new community facilities</p> <p>Both of the above are classified as 'Required</p>	<p>Expansion/ Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>

	Adequate coverage is not maintained due to increases in population	Infrastructure'	
Transport Road Network/Public Transport	<p>The town has a slightly congested road network and suffers significantly from the strain of out commuting</p> <p>Risks: Adequate coverage is not maintained due to increases in population and high levels of daily vehicle movements</p>	<p>Significant measures are required to enhance bus service and usage in/to the town and to Cambridge along the A1307</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>Necessary road infrastructure improvements by lead agencies</p> <p>Developer contributions sought on application basis</p>
Waste and Utilities Waste and Recycling/Potable Water Supply/Foul Sewerage and Treatment/Energy	<p>Current and future capacity for potable water supply.</p> <p>The SFRA and Water Cycle Study indicate phasing issues with the foul water and sewerage with capacity to 2021</p> <p>Energy capacity issues identified in Haverhill with a requirement to phase development to ensure substation is not overloaded.</p> <p>Risks: Adequate</p>	<p>1,604+ new homes from Haverhill WwTW triggers requirement for upgrade</p> <p>500+ new homes triggers required substation upgrade</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>Necessary infrastructure improvements provided by lead agencies</p> <p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on application basis</p>

	coverage is not maintained due to increases in population		
Retail and Services Town Centre/Local Convenience Shops/Key Local Services	<p>No immediate requirement to increase town centre capacity beyond existing commitments.</p> <p>Ideally homes should have a convenience food shop within an 800m walk.</p> <p>Provision of Local centres is poor but this is being rectified through the development of new Local Centres</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>Capacity for additional comparison goods floorspace beyond 2021, however, this will be provided on a commercial basis</p> <p>2000+ new homes require a convenience food shop. Areas of development 800m+ from nearest convenience food shop should consider providing shop units to provide this function</p> <p>Any significant new housing development, particularly those providing growth of 2000+ homes will need to provide new local centres</p> <p>Local Convenience shops are classified as 'Essential Infrastructure' whilst the remainder of the above are classified as 'Required Infrastructure'</p>	<p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on application basis</p>

Haverhill Infrastructure Requirements



Barrow

ONS Population Estimate 2007: 1,508

Position in Core Strategy Settlement Hierarchy: Key Service Centre

Barrow has a reasonable network of existing infrastructure for a Key Service Centre of its size. Particularly it is well served currently for allotments and amenity open space. Currently there is existing capacity within the primary school, although with any potential housing growth this excess will be quickly taken up. New provision and improvement of existing provision of required infrastructure such as nature reserves, outdoor sports facilities, playgrounds and key local services will all need to be considered. The key infrastructure constraints for Barrow are the provision of GP's which is nearing a tipping point and the consideration of improving public transport accessibility to ensure sustainable travel patterns where possible. As identified in the SFRA and Water Cycle Study Barrow WwTW has very little headroom to accommodate growth, which is a critical constraint that will need to be overcome.

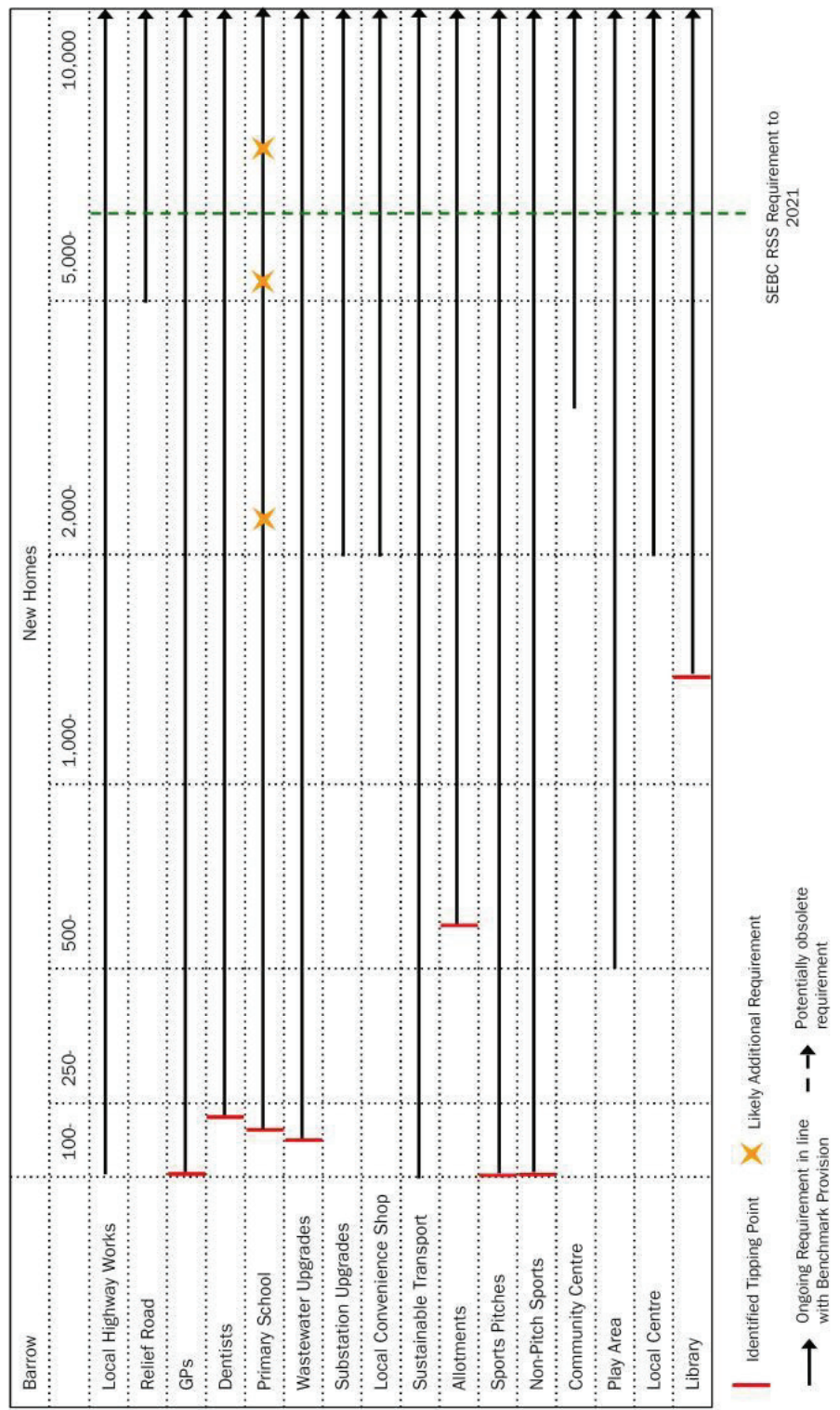
Barrow			
Theme	Capacity Issues/Risks	Fundamental/Essential /Required Infrastructure	How provision will be met
Green Infrastructure Nature Reserves/ Sports Pitches/Non Sports Pitches/ Amenity Open Space/ Allotments/Play grounds	Limited capacity. Provision of nature reserves, sports and non pitch sports, and playgrounds required to meet further growth. Some capacity for amenity open space and allotments. Risks: Current provision will not be capable of providing for the increased population	0+ new homes triggers requirement for nature reserves and playgrounds 59+ new homes triggers requirement for sports pitches and 100+ new homes for non pitch sports 274+ new homes triggers requirement for amenity open space 617+ new homes triggers requirement for allotments All of the above are classified as 'Required Infrastructure'	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application basis
Health GPs/Dentists	Current capacity to accommodate levels of planned growth although GP will soon reach	79+ new homes triggers required GPs 200 + new homes triggers required Dentists (Before a Dental Surgery	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions

	<p>capacity.</p> <p>Risks: Loss of current facilities results in lack of adequate coverage</p>	<p>could be supported)</p> <p>All of the above are classified as Essential Infrastructure</p>	<p>sought on application basis</p>
<p>Education</p> <p>Primary/Middle/Upper Schools</p>	<p>Current but limited future capacity to accommodate growth; although the impact of schools reorganisation on capacity may require provision of new/expanded primary/upper schools</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>175+ new homes triggers requirement for new/expanded primary schools</p> <p>1,236+ new homes triggers requirement for new/expanded middle schools (across Bury St Edmunds catchment)</p> <p>1,361+ new homes triggers requirement for new/expanded upper school (across northern part of the borough)</p> <p>All of the above are classified as 'Essential Infrastructure'</p>	<p>Expansion/Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Community Facilities</p> <p>Libraries/Community Centres</p>	<p>Current and future capacity for library provision and community centre provision to accommodate levels of planned growth</p> <p>Current Village Hall serves the village well</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>1,444+ new homes would trigger a requirement for a new permanent library in Barrow</p> <p>This is classified as 'Required Infrastructure'</p>	<p>Expansion/Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Transport</p> <p>Road Network/Public Transport</p>	<p>Barrow has a good existing road network and links to Bury St</p>	<p>Significant development may increase congestion along the A14</p> <p>A growth in population</p>	<p>Necessary road infrastructure improvements by lead</p>

	<p>Edmunds with a reasonable bus service to the town</p> <p>Risks: Adequate coverage is not maintained due to increases in population and high levels of daily vehicle movements</p>	<p>could make the bus service more viable and improve frequency</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>agencies</p> <p>Developer contributions sought on application basis</p>
<p>Waste and Utilities</p> <p>Waste and Recycling/ Potable Water Supply/Foul Sewerage and Treatment/ Energy</p>	<p>Current and future capacity for potable water supply</p> <p>The SFRA and Water Cycle Study identifies that Barrow WwTW has little capacity for additional development up to 2031</p> <p>Current and future capacity at Barrow substation</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>144+ new homes triggers requirement for wastewater upgrade</p> <p>2,500+ new homes triggers requirement for substation upgrade</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>Necessary infrastructure improvements provided by lead agencies</p> <p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Retail and Services</p> <p>Local Convenience Shops/Key Local Services</p>	<p>There is one convenience food shop in Barrow. Ideally homes should have a convenience food shop within an 800m walk.</p> <p>Provision of key local services is reasonable for a centre of Barrows' size.</p>	<p>A population of 2,500-5000 would help the village support a range of shops and services</p> <p>Local Convenience shops are classed as 'Essential Infrastructure' and Key Local Services are classified as 'Required Infrastructure'</p>	<p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on application basis</p>

	Risks: Adequate coverage is not maintained due to increases in population		
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Barrow Infrastructure Requirements



Clare

ONS Population Estimate 2007: 1,900

Position in Core Strategy Settlement Hierarchy: Key Service Centre

Clare has a good network of existing infrastructure for a Key Service Centre of its size. It is well served currently for allotments and amenity open space. There is also a good provision of GPs in Clare. The Library and good provision of community facilities mean that it has a range of facilities to underpin strong and vital neighbourhoods in the centre. New provision and improvement of existing provision of desirable infrastructure such as nature reserves, outdoor sports facilities and playgrounds will all need to be considered. The key infrastructure constraints for Clare are the provision of dentist which is nearing a tipping point and the consideration of transport issues if high levels of growth are to be accommodated. There is also only a small level of pupil capacity in the settlements existing schools.

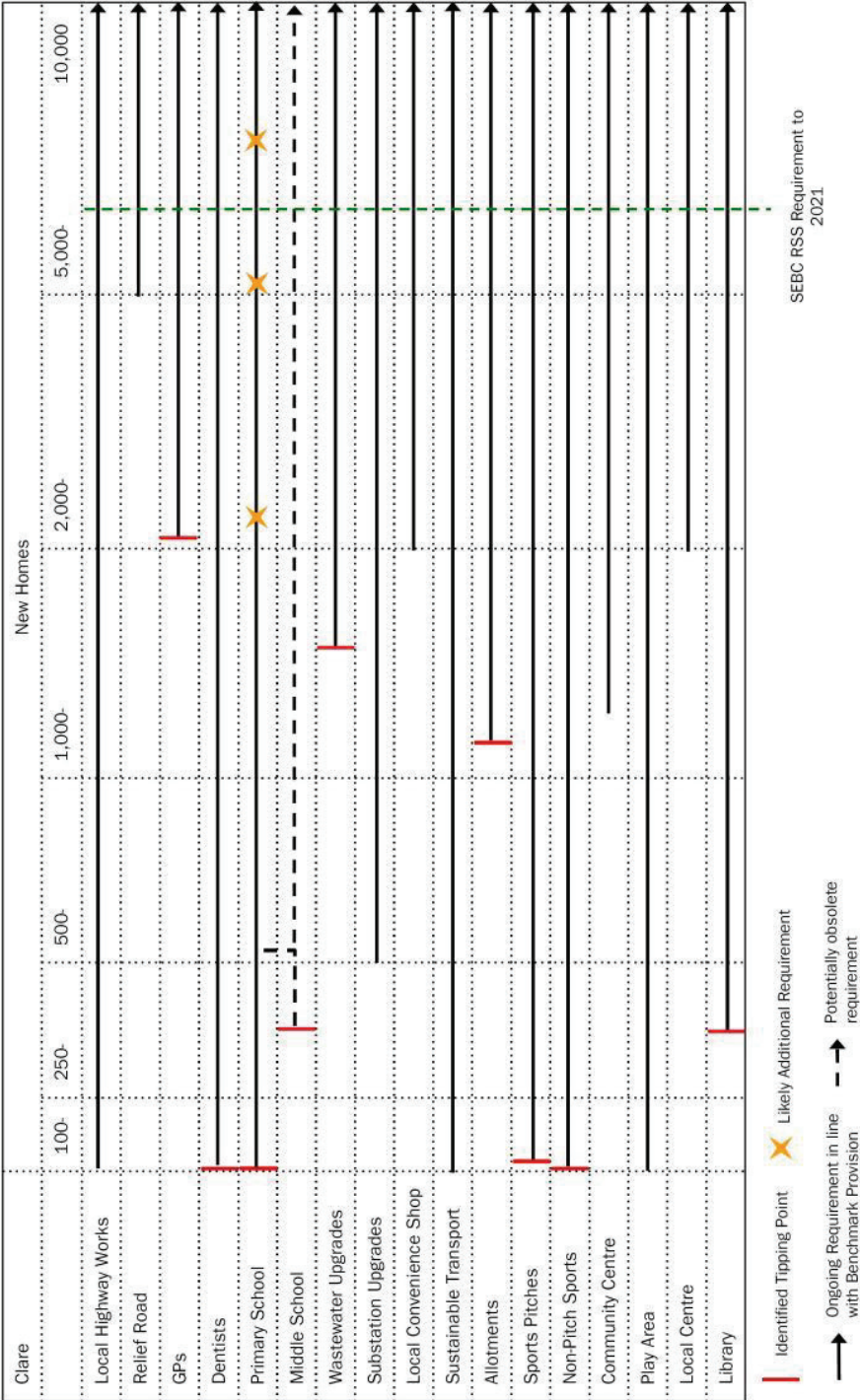
Clare			
Theme	Capacity Issues/Risks	Fundamental/Essential / Required Infrastructure	How provision will be met
Green Infrastructure Nature Reserves/Sports Pitches/Non Sports Pitches/Amenity Open Space/Allotments/Playgrounds	Limited capacity. Provision of nature reserves, sports and non pitch sports, and playgrounds required to meet further growth Good capacity for amenity open space and allotments to accommodate future development Risks: Current provision will not be capable of providing for the increased population	0+ new homes triggers requirement for nature reserves, playgrounds and non pitch sports 117+ new homes triggers requirement for sports pitches 8,546+ new homes triggers requirement for amenity open space 1,282+ new homes triggers requirement for allotments All of the above are classified as 'Required Infrastructure'	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application basis
Health GPs/Dentists	Current good GP capacity to accommodate	2,026+ new homes triggers required GPs 40+ new homes triggers	Expansion/ Upgrading of existing facilities

	<p>levels of planned growth</p> <p>Currently no Dentist in Clare. Future growth may trigger requirement</p> <p>Risks: Loss of current facilities results in lack of adequate coverage</p>	<p>required Dentists</p> <p>(Before a Dental Surgery could be supported)</p> <p>All of the above are classified as Essential Infrastructure</p>	<p>and provision of new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Education</p> <p>Primary/Middle/Upper Schools</p>	<p>Current but limited future capacity to accommodate growth; although the impact of schools reorganisation on capacity may require provision of new/expanded primary/upper schools</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>72+ new homes triggers requirement for new/expanded primary schools</p> <p>319+ new homes triggers requirement for new/expanded middle schools</p> <p>1,776+ new homes triggers requirement for new/expanded upper school (across southern part of the borough)</p> <p>All of the above are classified as 'Essential Infrastructure'</p>	<p>Expansion/Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Community Facilities</p> <p>Libraries/Community Centres</p>	<p>Current and future capacity for library provision and community centre provision to accommodate levels of planned growth</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>386+ new homes would trigger requirement for expanded/improved library facilities in Clare</p> <p>1,300+ new homes triggers requirement for new/expanded community facilities</p> <p>This is classified as 'Required Infrastructure'</p>	<p>Expansion/Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>

<p>Transport</p> <p>Road Network/Public Transport</p>	<p>Clare is developed along the A1092 and a small amount of development may have a significant impact on the road network. There is a reasonable bus service to Haverhill, Sudbury and Bury St Edmunds</p> <p>Risks: Adequate coverage is not maintained due to increases in population and high levels of daily vehicle movements</p>	<p>Low development tipping point for transport works to improve existing road network</p> <p>A growth in population could make the bus services more viable and improve frequency</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>Necessary road infrastructure improvements by lead agencies</p> <p>Developer contributions sought on application basis</p>
<p>Waste and Utilities</p> <p>Waste and Recycling/ Potable Water Supply/Foul Sewerage and Treatment/ Energy</p>	<p>Current and future capacity for potable water supply</p> <p>The SFRA and Water Cycle Study identifies that Clare WwTW has current capacity for development up to 2021 but will near capacity at this time. Limited scope to expand existing WwTW and new site may be required</p> <p>Current and future capacity at Clare substation</p> <p>Risks: Adequate</p>	<p>1,604+ new homes triggers requirement for wastewater upgrade</p> <p>500+ new homes triggers requirement for substation upgrade. New development will need to be phased to ensure substation is not overloaded</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>Necessary infrastructure improvements provided by lead agencies</p> <p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on application basis</p>

	coverage is not maintained due to increases in population		
Retail and Services Local Convenience Shops/Key Local Services	<p>There is one main convenience food shop in Clare supported by a range of independent retailers. Ideally homes should have a convenience food shop within an 800m walk.</p> <p>Provision of key local services is good for a centre of Clare's size.</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>2,000+ new homes triggers a requirement for new convenience shop</p> <p>1,300+ new homes triggers a requirement for additional local services</p> <p>Local Convenience shops are classed as 'Essential Infrastructure' and Key Local Services are classified as 'Required Infrastructure'</p>	<p>Expansion/ upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on application basis</p>

Clare Infrastructure Requirements



Ixworth

ONS Population Estimate 2007: 2,270

Position in Core Strategy Settlement Hierarchy: Key Service Centre

Ixworth has a very good network of existing infrastructure for a Key Service Centre of its size. Particularly it is well served currently by its local services, number of sports pitches and community facilities. There is also a good provision of GPs in Ixworth. Whilst there is a significant level of capacity within middle schools, currently the primary school is nearing capacity, although the Suffolk Schools Reorganisation may alter capacity if both of these schools become lower tier in a two tier system. New provision and improvement of existing provision of desirable infrastructure such as non-pitch sports facilities, amenity open space and playgrounds will all need to be considered. The key infrastructure constraints for Ixworth are the provision of dentist which is nearing a tipping point and the consideration of transport issues if high levels of growth are to be accommodated.

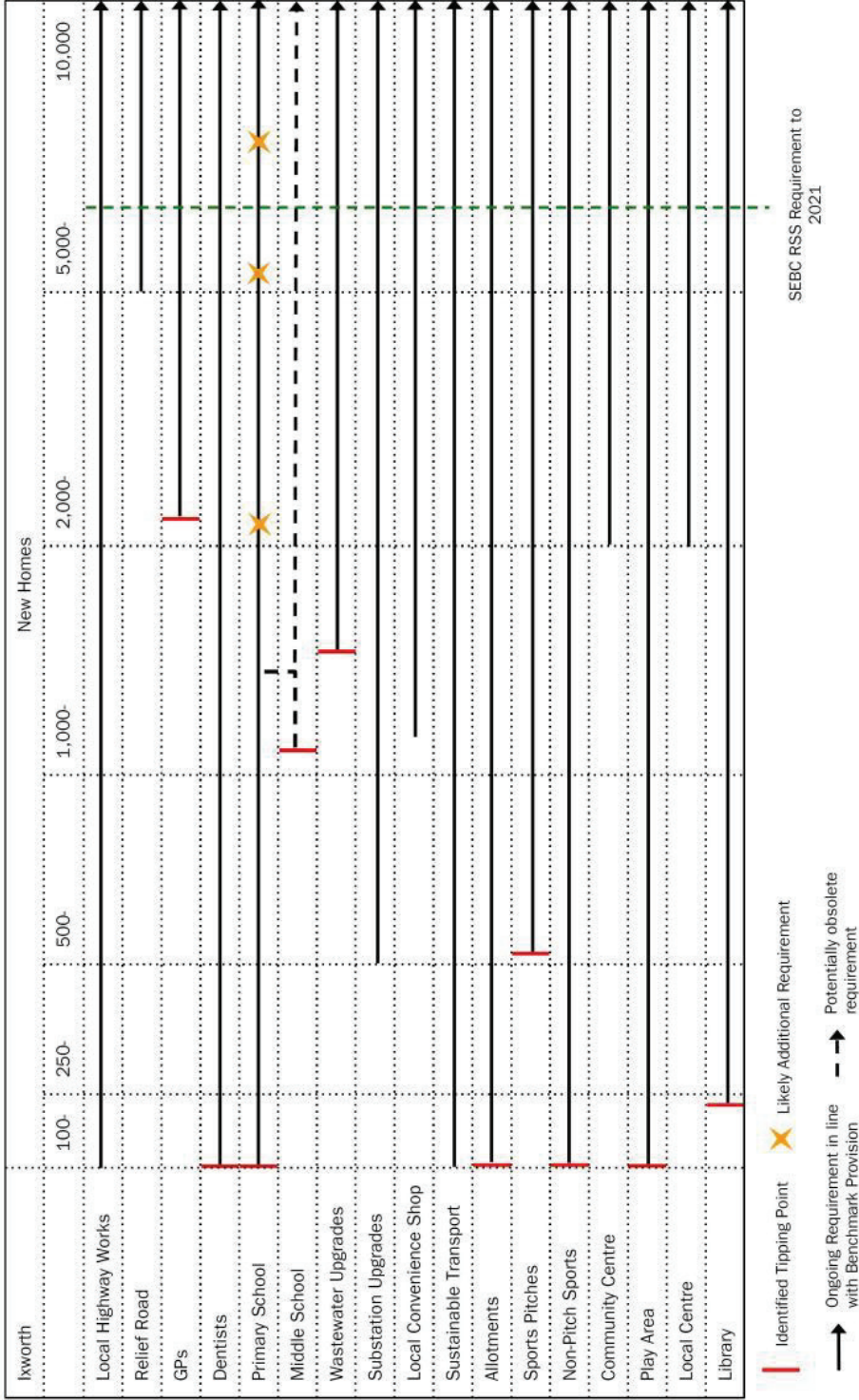
Ixworth			
Theme	Capacity Issues/Risks	Fundamental/Essential / Required Infrastructure	How provision will be met
Green Infrastructure Nature Reserves/ Sports Pitches/Non Sports Pitches/ Amenity Open Space/ Allotments/Play grounds	Limited capacity. Provision of nature reserves, non pitch sports, amenity open space and playgrounds required to meet further growth. Some capacity for sports pitches and allotments to accommodate future development Risks: Current provision will not be capable of providing for the increased population	0+ new homes triggers requirement for nature reserves, amenity open space, playgrounds and non pitch sports 557+ new homes triggers requirement for sports pitches 95+ new homes triggers requirement for allotments All of the above are classified as 'Required Infrastructure'	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application basis
Health GPs/Dentists	Current good GP capacity to accommodate levels of	2,577+ new homes triggers required GPs 0+ new homes triggers	Expansion/ Upgrading of existing facilities and provision of

	<p>planned growth.</p> <p>Currently no Dentist in Ixworth. Current population could support a single Dentist</p> <p>Risks: Loss of current facilities results in lack of adequate coverage</p>	<p>required Dentists</p> <p>(Before a Dental Surgery could be supported)</p> <p>All of the above are classified as Essential Infrastructure</p>	<p>new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Education</p> <p>Primary/Middle/Upper Schools</p>	<p>Current but limited future capacity to accommodate growth; although the impact of schools reorganisation on capacity may require provision of new/expanded primary/upper schools</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>64+ new homes triggers requirement for new/expanded primary schools</p> <p>1,211+ new homes triggers requirement for new/expanded middle schools</p> <p>1,361+ new homes triggers requirement for new/expanded upper school (across northern part of the borough)</p> <p>All of the above are classified as 'Essential Infrastructure'</p>	<p>Expansion/Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Community Facilities</p> <p>Libraries/Community Centres</p>	<p>Current and future capacity for library provision and community centre provision to accommodate levels of planned growth</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>233+ new homes would trigger requirement for expanded/improved library facilities in Ixworth</p> <p>This is classified as 'Required Infrastructure'</p>	<p>Expansion/Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>

<p>Transport</p> <p>Road Network/Public Transport</p>	<p>Ixworth has a good existing road network to Bury St Edmunds on the A143 and Stowmarket on the A1088. There are good bus services to Bury St Edmunds and Diss</p> <p>Risks: Adequate coverage is not maintained due to increases in population and high levels of daily vehicle movements</p>	<p>Significant development may increase congestion along the A143</p> <p>A growth in population could make the bus services more viable and improve frequency</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>Necessary road infrastructure improvements by lead agencies</p> <p>Developer contributions sought on application basis</p>
<p>Waste and Utilities</p> <p>Waste and Recycling/ Potable Water Supply/ Foul Sewerage and Treatment/ Energy</p>	<p>Current and future capacity for potable water supply</p> <p>The SFRA and Water Cycle Study identifies that Stanton WwTW has current capacity for development up to 2031</p> <p>Current and future capacity at Ixworth substation</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>1,547+ new homes triggers requirement for Stanton WwTW upgrade</p> <p>500+ new homes triggers requirement for substation upgrade. New development will need to be phased to ensure substation is not overloaded</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>Necessary infrastructure improvements provided by lead agencies</p> <p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Retail and Services</p> <p>Local Convenience Shops/Key Local Services</p>	<p>There is one main convenience food shop in Ixworth. Ideally homes should have a</p>	<p>1,130+ new homes triggers a requirement for new convenience shop</p> <p>1,130+ new homes triggers a requirement for additional local services</p>	<p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions</p>

	<p>convenience food shop within an 800m walk.</p> <p>Provision of key local services is good for a centre of Ixworth's size.</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>Local Convenience shops are classed as 'Essential Infrastructure' and Key Local Services are classified as 'Required Infrastructure'</p>	<p>sought on application basis</p>
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Ixworth Infrastructure Requirements



Kedington

ONS Population Estimate 2007: 1,915

Position in Core Strategy Settlement Hierarchy: Key Service Centre

Kedington has a reasonable network of existing infrastructure for a Key Service Centre of its size. Particularly it is well served currently by its local services, community facilities and amenity open space. There is also a good provision of GPs in Kedington. There is a small amount of capacity in the existing Primary School. New provision and improvement of existing provision of desirable infrastructure such as outdoor sports facilities and playgrounds will all need to be considered. The key infrastructure constraints for Kedington related to transport with potential capacity issues with the road network due to the rurality of the settlement, and current bus provision requiring improvement.

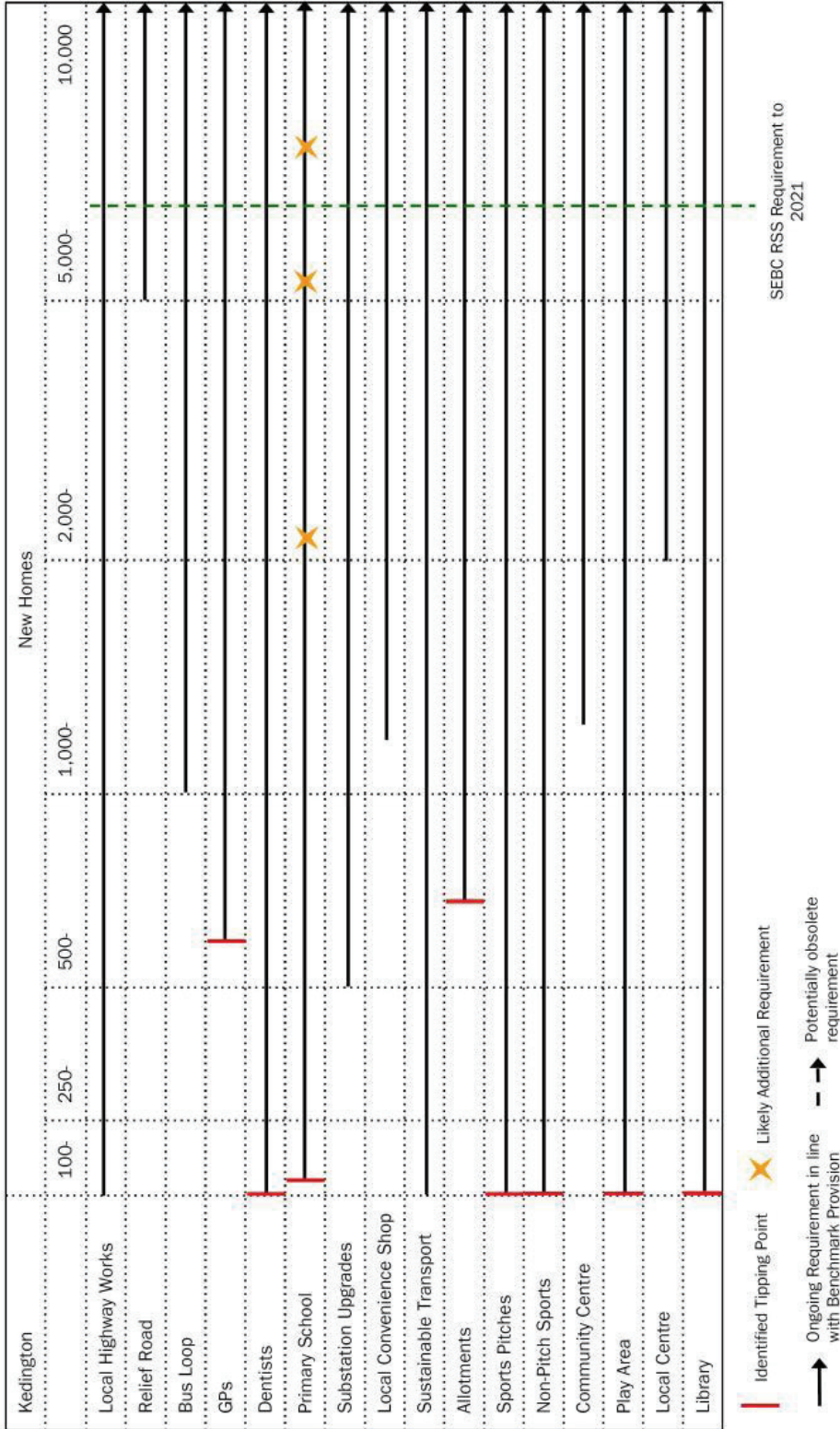
Kedington			
Theme	Capacity Issues/Risks	Fundamental/Essential / Required Infrastructure	How provision will be met
Green Infrastructure Nature Reserves/Sports Pitches/Non Sports Pitches/Amenity Open Space/Allotments/Playgrounds	Limited capacity. Provision of nature reserves, sports pitches, non pitch sports and playgrounds required to meet further growth. Capacity for amenity open space and allotments to accommodate future development Risks: Current provision will not be capable of providing for the increased population	0+ new homes triggers requirement for nature reserves, sports pitches, non pitch sports and playgrounds 2,186+ new homes triggers requirement for amenity open space 718+ new homes triggers requirement for allotments All of the above are classified as 'Required Infrastructure'	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application basis
Health GPs/Dentists	Current good GP capacity to accommodate levels of planned growth.	614+ new homes triggers required GPs 0+ new homes triggers required Dentists (Before a Dental Surgery	Expansion/ Upgrading of existing facilities and provision of new facilities Developer

	<p>Currently no Dentist in Kedington. Current population could support a single Dentist</p> <p>Risks: Loss of current facilities results in lack of adequate coverage</p>	<p>could be supported)</p> <p>All of the above are classified as Essential Infrastructure</p>	<p>contributions sought on application basis</p>
<p>Education</p> <p>Primary/Middle/Upper Schools</p>	<p>Current but limited future capacity to accommodate growth; although the impact of schools reorganisation on capacity may require provision of new/expanded primary/upper schools</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>151+ new homes triggers requirement for new/expanded primary schools</p> <p>841+ new homes triggers requirement for new/expanded middle schools (across Haverhill catchment)</p> <p>1,776+ new homes triggers requirement for new/expanded upper school (across southern part of the borough)</p> <p>All of the above are classified as 'Essential Infrastructure'</p>	<p>Expansion/Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Community Facilities</p> <p>Libraries/Community Centres</p>	<p>Current and future capacity for library provision and community centre provision to accommodate levels of planned growth</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>35+ new homes would trigger requirement for expanded/improved library facilities in Kedington</p> <p>1,300+ new homes triggers requirement for expanded/improved community centres</p> <p>This is classified as 'Required Infrastructure'</p>	<p>Expansion/Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Transport</p> <p>Road</p>	<p>Kedington connects via</p>	<p>Low development tipping point for transport works</p>	<p>Necessary road infrastructure</p>

Network/Public Transport	<p>the B1061 to the A143 to Haverhill and Bury St Edmunds. Limited development may have an impact on transport infrastructure. There are reasonable bus services to Bury St Edmunds and Haverhill</p> <p>Risks: Adequate coverage is not maintained due to increases in population and high levels of daily vehicle movements</p>	<p>to improve existing road network</p> <p>A growth in population could make the bus services more viable and improve frequency</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>improvements by lead agencies</p> <p>Developer contributions sought on application basis</p>
<p>Waste and Utilities</p> <p>Waste and Recycling/ Potable Water Supply/Foul Sewerage and Treatment/ Energy</p>	<p>Current and future capacity for potable water supply</p> <p>Current and future capacity at Wrating substation</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>500+ new homes triggers requirement to improve Wrating substation. New development will need to be phased to ensure substation is not overloaded</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>Necessary infrastructure improvements provided by lead agencies</p> <p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Retail and Services</p> <p>Local Convenience Shops/Key Local Services</p>	<p>There is one main convenience food shop in Kedington. Ideally homes should have a convenience food shop within an 800m walk.</p> <p>Provision of</p>	<p>1,275+ new homes triggers a requirement for new convenience shop</p> <p>1,275+ new homes triggers a requirement for additional local services</p> <p>Local Convenience shops are classed as 'Essential Infrastructure' and Key Local Services are classified as 'Required</p>	<p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on application basis</p>

	<p>key local services is reasonable for a centre of Kedington's size.</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	Infrastructure'	
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Kedington Infrastructure Requirements



Stanton

ONS Population Estimate 2007: 2,696

Position in Core Strategy Settlement Hierarchy: Key Service Centre

Stanton has a very good network of existing infrastructure for a Key Service Centre of its size. Particularly it is well served currently by its local services, with existing capacity in its primary school and middle school to support a reasonable level of development. There is an excellent provision of GPs in Stanton, although there are currently no dentists. New provision and improvement of existing provision of green infrastructure such as non-pitch sports facilities, amenity open space, allotments and playgrounds may be required, although current sports pitch provision is good. Stanton's physical infrastructure is good with substantial capacity for Wastewater Treatment and a reasonable transport infrastructure in place.

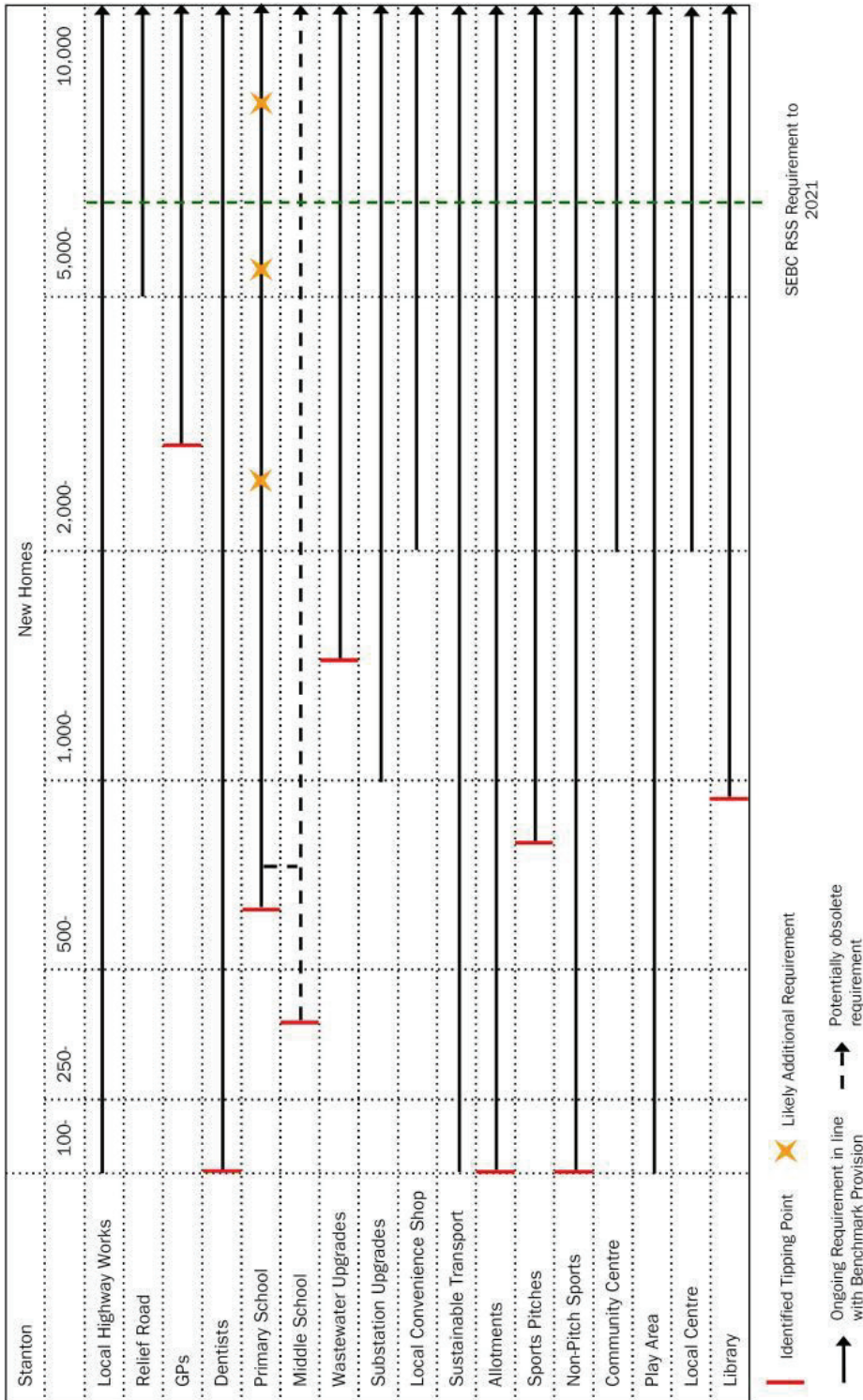
Stanton			
Theme	Capacity Issues/Risks	Fundamental/Essential / Required Infrastructure	How provision will be met
Green Infrastructure Nature Reserves/Sports Pitches/Non Sports Pitches/Amenity Open Space/Allotments/Playgrounds	Limited capacity. Provision of nature reserves, non pitch sports, amenity open space, allotments and playgrounds required to meet further growth. Capacity for sports pitches accommodate future development Risks: Current provision will not be capable of providing for the increased population	0+ new homes triggers requirement for nature reserves, non pitch sports, amenity open space, allotments and playgrounds 849+ new homes trigger requirements for sports pitches. All of the above are classified as 'Required Infrastructure'	Expansion/ Upgrading of existing facilities and provision of new facilities Developer contributions sought on application basis
Health GPs/Dentists	Current good GP capacity to accommodate levels of planned growth.	3,806+ new homes triggers required GPs 0+ new homes triggers required Dentists (Before a Dental Surgery	Expansion/ Upgrading of existing facilities and provision of new facilities Developer

	<p>Currently no Dentist in Stanton. Current population could support a single Dentist</p> <p>Risks: Loss of current facilities results in lack of adequate coverage</p>	<p>could be supported)</p> <p>Both of the above are classified as Essential Infrastructure</p>	<p>contributions sought on application basis</p>
<p>Education</p> <p>Primary/Middle/Upper Schools</p>	<p>Current but limited future capacity to accommodate growth; although the impact of schools reorganisation on capacity may require provision of new/expanded primary/upper schools</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>685+ new homes triggers requirement for new/expanded primary schools</p> <p>387+ new homes triggers requirement for new/expanded middle schools</p> <p>1,361+ new homes triggers requirement for new/expanded upper school (across northern part of the borough)</p> <p>All of the above are classified as 'Essential Infrastructure'</p>	<p>Expansion/Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>
<p>Community Facilities</p> <p>Libraries/Community Centres</p>	<p>Currently no library in Stanton. Served by mobile library. Existing Village Hall is dated and in poor condition. Plans for refurbishment underway which will accommodate future planned growth.</p> <p>Risks: Adequate coverage is not</p>	<p>953+ new homes (to support a permanent library facility)</p> <p>Once the Village Hall has been refurbished will provide for a community of up to 9,840 population</p> <p>This is classified as 'Required Infrastructure'</p>	<p>Expansion/Upgrading of existing facilities and provision of new facilities</p> <p>Developer contributions sought on application basis</p>

	maintained due to increases in population		
Transport Road Network/Public Transport	<p>Stanton has a good existing road network along the A143 to Bury St Edmunds and Diss. There are reasonable bus services to Bury St Edmunds, Diss and Stowmarket</p> <p>Risks: Adequate coverage is not maintained due to increases in population and high levels of daily vehicle movements</p>	<p>Significant development may increase congestion along the A143</p> <p>A growth in population could make the bus services more viable and improve frequency</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>Necessary road infrastructure improvements by lead agencies</p> <p>Developer contributions sought on application basis</p>
Waste and Utilities Waste and Recycling/Potable Water Supply/Foul Sewerage and Treatment/Energy	<p>Current and future capacity for potable water supply</p> <p>Current and future capacity at Stanton WwTW to 2031</p> <p>Current and future capacity at Stanton substation</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>1,547+ new homes triggers requirement for wastewater upgrade</p> <p>500+ new homes triggers requirement to improve Stanton substation. New development will need to be phased to ensure substation is not overloaded</p> <p>Both of the above are classified as 'Fundamental Infrastructure'</p>	<p>Necessary infrastructure improvements provided by lead agencies</p> <p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on application basis</p>
Retail and Services Local Convenience Shops/Key Local Services	<p>There is one main convenience food shop in Stanton. Ideally homes should have a convenience food shop</p>	<p>Could be scope for additional convenience food shops</p> <p>A population of 2,500-5000 would be able to support a range of shops and services</p> <p>Local Convenience shops</p>	<p>Expansion/upgrading of existing facilities and/or provision of new facilities</p> <p>Developer contributions sought on</p>

	<p>within an 800m walk.</p> <p>Provision of key local services is good for a centre of Stanton's size.</p> <p>Risks: Adequate coverage is not maintained due to increases in population</p>	<p>are classed as 'Essential Infrastructure' and Key Local Services are classified as 'Required Infrastructure'</p>	<p>application basis</p>
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Stanton Infrastructure Requirements



Appendix 7 Monitoring Targets and Indicators

Policy	Indicators	Targets	Responsible Bodies/ frequency
CS1 – St Edmundsbury Spatial Strategy	Annual net dwelling completions	East of England Plan target in Policy H1 of 500 per annum between 2001-2021	SEBC (annual)
	Number and percentage of dwellings completed on brownfield land	Target 40%	SEBC (annual)
	Previously Developed land that has been vacant or derelict for more than 5 years	National Indicator 170 - 2009/10 target - 3.40%	SEBC (annual)
	Geography of housing completions	Percentage of completions by settlement (CS1)	SEBC (annual)
	Dwellings per hectare of net developable area	PPS3 Recommended minimum of 30dph	SEBC (annual)
CS2 – Sustainable Development	Change in number and area of designated ecological sites	No net loss	SEBC (annual)
	Achievement of Habitat and Species Action Plan targets	Compliance	SEBC (periodically)
	Improved Local Biodiversity – proportion of Local Sites (County Wildlife Sites) where active conservation management is being achieved (new national indicator 197)	Improve	SEBC (periodically)

Policy	Indicators	Targets	Responsible Bodies/ frequency
	Reported condition of ecological SSSIs	Meet Public Service Agreement	SEBC (Natural England) (periodically)
	Reported condition of geological SSSIs and RIGSS	Improve	SEBC (periodically)
	Development proposals affecting BAP habitats outside protected areas	Zero	SEBC (annual)
	Change in amount of accessible natural green space	Increase	SEBC (Suffolk Biological Records Office) (periodically)
	Water quality in rivers	Improve	SEBC (Environment Agency) (annual)
	Groundwater quality	Improve	SEBC (Environment Agency) (annual)
	Flood risk – planning applications approved against Environment Agency advice	Compliance with ES advice	SEBC (annual)
	Properties at risk of flooding from rivers	Decrease/maintain/stable	SEBC (annual)
	Have annual mean concentrations of any key pollutants been exceeded?	Zero exceedences	SEBC (annual)

Policy	Indicators	Targets	Responsible Bodies/ frequency
	Conserving soil quality – number and percentage of new dwellings completed on greenfield land	Not identified	SEBC (annual)
	Daily domestic water use (per capita consumption, litres) for St Edmundsbury	Achieving the equivalent of 3 stars under the Code for Sustainable Homes for water use (105 litres/capita/day) is a desirable target for new homes	SEBC (Audit Commission) (annual)
	Consumption of electricity – Domestic use per consumer and total commercial and industrial use	Decrease	SEBC (DTI) (annual)
	Consumption of gas – Domestic use per consumer and total commercial and industrial use	Decrease	SEBC (DTI) (annual)
	Household and municipal waste reduced	Year on year reduction	SEBC (annual)
	Tonnage/proportion of household (and municipal) waste recycled and composted	Year on year increase	SEBC (annual)
	Percentage of buildings achieving desired rating against national building standards such as Code for Sustainable Homes or BREEAM	Desirable targets: All new dwellings meeting code 3 by 2010, Code 4 by 2013 and Code 6 by 2016	SEBC (annual)

Policy	Indicators	Targets	Responsible Bodies/ frequency
	Number of properties receiving grants to increase energy efficiency in their homes (e.g. from Carbon Emissions Reductions Scheme or the Warm Front Scheme)	Increase	SEBC (annual)
	Percentage of new development which sources a percentage of energy from low carbon or renewable sources: i. Onsite ii. Offsite	East of England targets 10% (2010) 17% (2020)	SEBC (periodically)
	Number of listed buildings and buildings at risk	Decrease	SEBC (English Heritage) (annual)
	Areas of historic parks and gardens	No net loss	SEBC (English Heritage) (annual)
	Number and area of Conservation Areas and Article 4 Directions	No net loss	SEBC (English Heritage) (annual)
	Number and area of Conservation Area Appraisals completed and enhancement schemes (in conservation areas) implemented	Increase	SEBC (annual)

Policy	Indicators	Targets	Responsible Bodies/ frequency
	Number of Scheduled Ancient Monuments (SAMs) damaged as a result of development	Zero	SEBC (annual)
	Number of applications affecting known or unknown archaeological site but judged of high potential and approved with conditions requiring prior excavation or recording during development	Not identified	SEBC (annual)
CS3 – Design and Local Distinctiveness	Number of approved concept statements and masterplans	Not identified	SEBC (annual)
CS4 – Settlement Hierarchy and Identity	Percentage of all new development taking place in Towns/Key Service Centres/Local Service Centres and Infill Villages	Should meet requirements in Policy CS1	SEBC (annual)
	Percentage of residents who are happy with their neighbourhood as a place to live	Increase	(SEBC) (Suffolk Speaks Survey) (periodically)
CS5 – Affordable Housing	Homeless Numbers	Reduce	SEBC (annual)
	Affordable Housing completions	30% affordable housing target	SEBC (annual)
	Average property price and Housing Affordability ratio	Decrease	SEBC (annual)

Policy	Indicators	Targets	Responsible Bodies/ frequency
CS6 – Gypsies, Travellers and Travelling Showpeople	Provision for gypsy and traveller pitches	20 pitches by 2011	SEBC (annual)
CS7 – Sustainable Transport CS8 – Strategic Transport Improvements	Percentage of all new residential development taking place in major towns	Increase	SEBC (annual)
	Number of developments where a travel plan is submitted or is a condition of development	Increase	SEBC (annual)
	Percentage of journeys to work undertaken by sustainable means	Increase	SEBC (annual)
	Percentage of schoolchildren travelling to school by sustainable means	Increase	SEBC (annual)
	Car parking standards (the number of spaces per development)	Decrease	SEBC (annual)
CS9 – Employment and the Local Economy	Unemployment rate - % unemployed persons	% reduce	SEBC (annual)
	Employment land availability (URBAN)	To maintain a supply of available land where appropriate	SEBC (annual)
	Employment land availability (RURAL)	To maintain a supply of available land where appropriate	SEBC (annual)
	Employment permissions and allocations (URBAN)	None identified	SEBC (annual)

Policy	Indicators	Targets	Responsible Bodies/ frequency
	Employment permissions and allocations (RURAL)	None identified	SEBC (annual)
	Number of farmers markets and farm shops	Increase	SEBC (annual)
CS10 – Retail, Leisure, Cultural and Office Provision	Percentage of vacant units in Bury St Edmunds and Haverhill town centres	Not exceed the national average	SEBC (annual)
	New retail floor space in town centres	No target set	SEBC (annual)
CS11 – Bury St Edmunds Strategic Growth CS12 – Haverhill Strategic Growth	Annual net dwelling completions	East of England Plan target in Policy H1 of 500 per annum between 2001-2021	SEBC (annual)
	Geography of housing completions	No target set	SEBC (annual)
	Dwellings per hectare of net developable area	PPS3 Recommended minimum of 30dph	SEBC (annual)
CS13 – Rural Areas	Percentage of rural households within a 15 minute walk of an hourly bus service	Percentage increase	SEBC (annual)
	Proportion of population with access to key local services e.g. post office and GP	Percentage increase	SEBC (annual)
CS14 - Community Infrastructure Capacity and Tariffs	Proportion of population with access to hospital or GP or dentist surgery	Percentage increase	SEBC (annual)

Policy	Indicators	Targets	Responsible Bodies/ frequency
CS15 – Plan, Monitor, Manage	Cumulative number of incidences where policies/allocations are not being met	Zero	SEBC (annual)