



Bury St Edmunds Area Working Party 24 January 2012

St Edmundsbury Local Development Framework: Draft Bury St Edmunds Vision 2031 – Consultation

Summary

1. The Borough Council has made a commitment to prepare a holistic vision document for Bury St Edmunds to cover the period to 2031. Consultation on an Issues and Options report was carried out between February and April 2011.
2. An initial report to the Bury St Edmunds Area Working Party included details of consultation responses.
3. Having regard to the consultation comments received, a draft Bury St Edmunds Vision 2031 document has now been prepared for consultation.
4. The Working Party is asked to **RECOMMEND** to Cabinet that the document be approved for consultation.

1. Background

- 1.1 The Borough Council has made a commitment to prepare a holistic vision document for Bury St Edmunds to cover the period to 2031. The vision will cover both planning and corporate priorities for the town and will form part of the Local Development Framework. Ultimately it will supersede the Replacement St Edmundsbury Borough Local Plan that was adopted in 2006.
- 1.2 Initial consultation on the issues for Bury St Edmunds commenced at the beginning of February 2011 and ran to the end of April 2011. A report to the Bury St Edmunds Area Working Party on 31 May 2011 (Paper C8 refers) detailed the range of consultation events which took place and summarised the initial responses received in respect of Bury St Edmunds during the consultation period.

2. Bury St Edmunds Vision 2031 Document

- 2.1 The observations received during the Issues and options consultation have assisted in the preparation of the first draft Vision 2031 document for consultation, which is attached as Appendix A to the report. Officers will make a presentation to the Working Party.

- 2.2 A comprehensive update of the Issues and Options consultation responses, together with officer responses will be published as part of the consultation. In addition, sites which have been submitted to the Council by landowners and developers for inclusion in the Vision 2031 document, including those in Haverhill and the Rural Area, but have not been included in the draft consultation documents, are set out in one separate report that will be published alongside the consultation document. A full Sustainability Appraisal of the draft has also been undertaken, as required by the regulations for the preparation of planning policy documents, and this will also be published at the time of consultation.
- 2.3 It is acknowledged that there may be typographic, grammatical and factual errors in the draft document being considered by the Working Party. It is intended that these will be rectified before the consultation document is published, in consultation with the Portfolio Holder for Planning and Transport.
- 2.4 Consultation will commence on 1 March 2012 and last until 30 April 2012. Members will receive full details of this consultation via the Members' Bulletin. During the consultation period it is intended to hold a Members workshop to discuss the content of the document and to agree feedback to assist in the formulation of the final document.

3. Recommendations

- 3.1 It is **RECOMMENDED** that:-
- (1) the draft Bury St Edmunds Vision 2031 document, as contained in Appendix A to Report C298, be approved for public consultation; and
 - (2) delegated authority be given to the Director of Economy and Environment, in consultation with the Portfolio Holder for Planning and Transport, to make any necessary minor typographical, grammatical or similar textual changes to the draft prior to publication for consultation purposes.

For further information, please contact:-

Ian Poole, Planning Policy & Specialist Services Manager

Telephone: (01284) 757350 or email, ian.poole@stedsbc.gov.uk

Ann Marie-Howell, Local Development Framework Project Manager

Telephone: (01284) 757342 or email, ann.marie-howell@stedsbc.gov.uk



Bury St Edmunds Vision 2031

Working Party Draft

January 2012

This draft document has been prepared for consideration by the Bury St Edmunds Area Working Party and the Sustainable Development Working Party. It is acknowledged that there may be typographic, grammatical and factual errors in the document and that the document that is published for consultation will contain photographs, maps, graphs and consultation questions.

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1. Introduction

Welcome to Bury St Edmunds Vision 2031, a comprehensive plan to guide the overall direction of future service provision and management of growth in the town for the next twenty years and beyond. It combines plans for all service provision into a single holistic vision, so that service-providers work together to achieve agreed aims and reduce wastage and duplication. It is orientated towards the future: it thinks about what Bury St Edmunds might be in 2031, so that the foundations can be laid along the way.

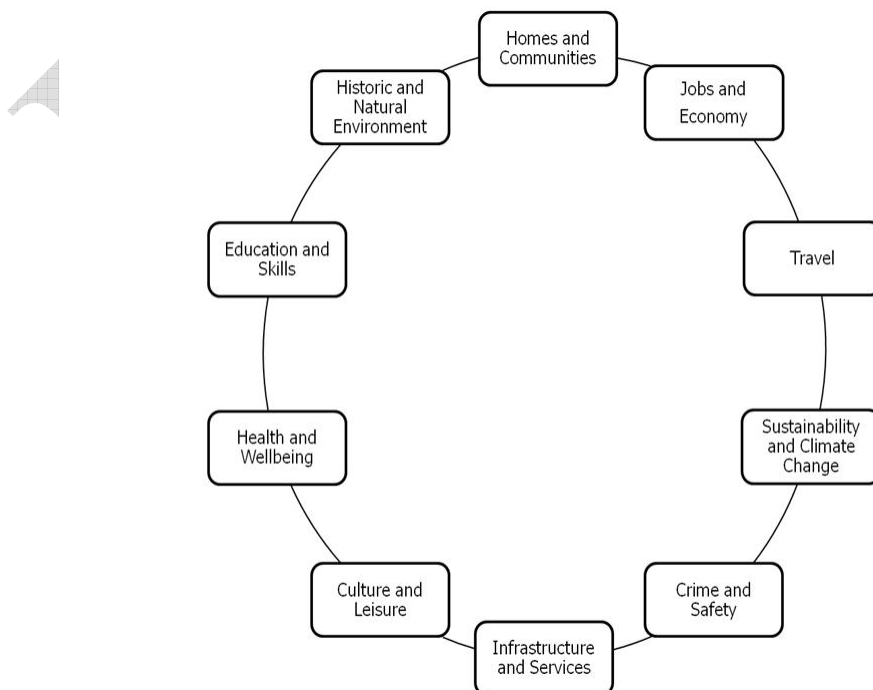
Bury St Edmunds Vision 2031 has been compiled by the Borough Council, working with many other partners and will set out both the Council's vision for the future of Bury St Edmunds and be part of the statutory town planning policy for the town. This first draft has been compiled after widespread consultation so that it reflects the views of local people.

Document Structure

Bury St Edmunds Vision 2031 is divided into these sections:

- ◆ A profile of Bury St Edmunds giving some key facts and figures about the town;
- ◆ A forward look to consider what the key challenges for the town will be over the next 20 years;
- ◆ Thematic aspirations and proposed actions including town planning proposals; and
- ◆ Sections covering defined local areas and larger development areas

The theme topics are illustrated below.



Glossary of Terms

The preparation of planning policy documents involves the frequent use of jargon and acronyms. To help understand what these mean we have included a Glossary of Terms in Appendix 2.

Getting Involved

This consultation document presents you with an opportunity to contribute to the way the town will look and function in 2031. It should be recognised that this is still an early stage in developing the vision and that the purpose of this document is to stimulate debate and invite both the public and statutory stakeholders to comment on the options that are available. The Borough Council hopes that everyone with an interest in the town, including residents, businesses, employers, community organisations will take this opportunity to respond to the consultation with their views on the options presented in this document.

There is an eight week public consultation on this document which commences on 1 March 2012 and ends on 30 April 2012 during which comments can be received. Representations will not be considered if they are received after the closing date.

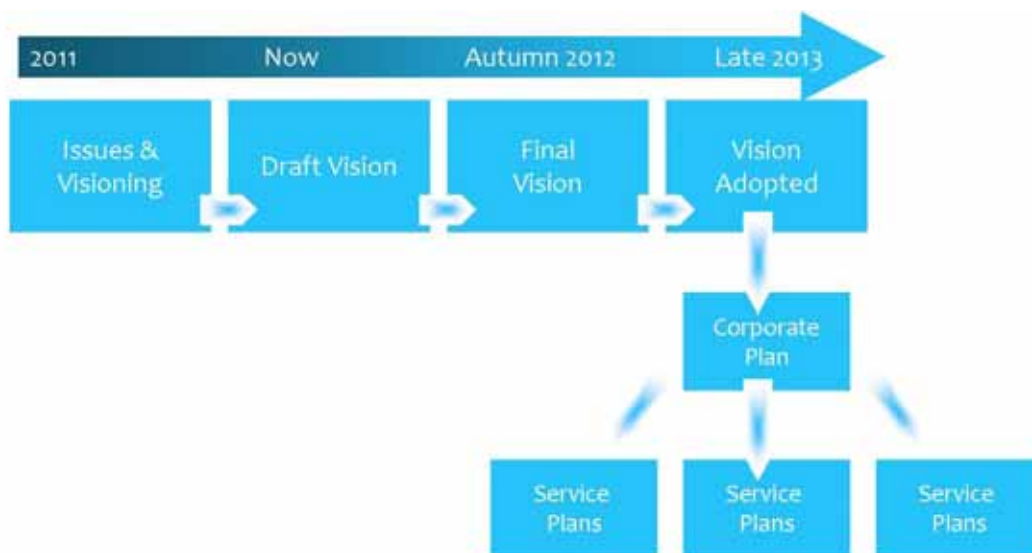
You can let us know your views by visiting the Bury St Edmunds Vision 2031 website at www.buryvision.org.uk and completing the form or by completing and returning a questionnaire available from the Council Offices at West Suffolk House, Bury St Edmunds or Lower Downs Slade, Haverhill or by calling Planning Policy on 01284 757368 or by emailing buryvision@stedsbc.gov.uk. The questions are set out at various points within this document. If you wish to submit supporting material in response to your question, it would be helpful if you can do so electronically and include a summary of the content in the actual question response.

When making a comment it is important to be as specific as possible setting out the issue it refers to and what changes you consider should be made. Please be aware that any representations made on this document will be available for everyone to view, regardless of whether they are submitted by post or on-line.

Where there are groups who share a common view on an issue in the document, it would help if that group could send a single response indicating how many people it is representing and how the response has been authorised.

What happens next?

The responses to this consultation document will help inform the final draft Bury St Edmunds Vision 2031 document which the Council will submit to the Secretary of State for an independent planning examination. This next draft will be known as the proposed submission document and it will be published later in 2012 when there will be another and final opportunity for the public and stakeholders to comment.



Relationship with other plans and strategies

Preparing this draft document has not started from a blank canvas. A number of policy documents are already in place which provide an important baseline from which to formulate a new plan. The Vision 2031 document cannot contradict the content of national planning policy, nor does it seek to repeat it. It is also important to have regard to other local policy statements and strategies, which have helped significantly to inform this holistic vision.

This document is in general conformity with national planning policy guidance and the Local Development Framework Core Strategy. It supports the objectives of the Council's partners such as Suffolk County Council, Police, Fire and public health bodies.

The context provided by the relevant plans and strategies is provided below:

Draft National Planning Policy Framework (July 2011)

In July 2011 the Government published a Draft National Planning Policy Framework which aims to make the planning system less complex, more accessible and which works to promote sustainable growth. The draft guidance proposes that the planning system should be based on national policies, local and neighbourhood plans and positive development management. It suggests that an integrated approach to planning which balances planning for prosperity (an economic role), for people (a social role) and for places (an environmental role) should be adopted, with a presumption in favour of sustainable development.

The main implications of the Draft document are that all plans and policies should guide how the presumption in favour of sustainable development will be applied locally. The presumption will mean that neighbourhoods should support the strategic development needs set out in Local Plans, plan positively to support local development and identify opportunities to use neighbourhood development orders to grant planning permission for developments consistent with the neighbourhood plan.

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

Other key headlines in the draft include:

- should aim to meet the needs of business, and help make the economy fit for the future;
- new shops and leisure developments should look for sites in town centres first;
- new development should have good public transport links;
- Important local facilities, such as schools and shops, should be within walking distance of most new properties where possible;
- local plans should identify sites or broad areas to allow 15 years housing growth where possible;
- communities should have good quality buildings in their area, and have good local services that serve community needs;
- ensure new development is ready for future climate change, by getting its location and design right;
- the planning system should try not just to protect, but, where possible, improve biodiversity;
- try to avoid too much noise pollution from new developments, and to protect tranquil areas prized for their peace and quiet; and
- development causing substantial harm or loss to an important heritage asset is not allowed, unless in wholly exceptional circumstances.

The draft National Planning Policy Framework attracted significant criticism when it was consulted on. It is quite possible that the final Framework will be published during the consultation on this draft Vision 2031 document. The final draft will need reflect the content of any changes to national planning policy introduced by the government.

Regional Spatial Strategy

The Regional Spatial Strategy was the broad spatial strategy for the region which was prepared by the former East of England Regional Assembly. It formed part of the Development Plan and established the level of housing growth in each district within the region. In May 2010 the Secretary of State for Communities and Local Government wrote to all local authority Leaders highlighting the coalition Governments' commitment to 'rapidly abolish Regional Strategies and return decision making powers on housing and planning to local councils.' Until the implementation of the Localism Act in November 2011 the Regional Spatial Strategy was still in place, but the Council took early steps in July 2010 to investigate the potential impact of the removal of the Regional Spatial Strategy. This concluded that there is a robust local evidence base in place to justify the housing numbers in the Core Strategy and there was no reason why these numbers should not be continued with at this time. The Planning Inspector examining the Core Strategy concurred with this view.

Suffolk Community Strategy

The Suffolk Strategic Partnership, and the organisations that form it, have worked together to produce the document 'Transforming Suffolk, Suffolk's Community

Strategy 2008 to 2028'. This strategy will deliver improvements to the quality of life in Suffolk, for its people and for its communities. The overall ambition for the Strategy is:

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

This Strategy has been used to assist in the identification of the themes and issues for consideration in this Rural Vision.

Western Suffolk Sustainable Community Strategy

The West Suffolk Community Strategy was particularly important in forming the vision and strategic objectives of St Edmundsbury's Core Strategy. This means that as far as possible, the vision and objectives contained in this document, which accord with the Core Strategy vision and objectives, are in conformity with the needs and aims of the local community through the West Suffolk Community Strategy.

St Edmundsbury Vision 2025:

The Council prepared a vision document for the whole of St Edmundsbury in 2005. Vision 2025 is designed to give a clear and shared vision of "how we see the beautiful and successful area of St Edmundsbury in 20 years' time – and to help realise the aspirations of our community, be that for local residents or local businesses."

It was prepared after talking to a range of partner organisations and the local community to identify the main challenges that needed dealing with by 2025. This resulted in the vision and the action plans for delivery contained in the final Vision 2025 document.

Vision 2025 now needs looking at again to see what's changed and to extend the period that it covers. The Rural Vision 2031, Bury St Edmunds 2031 and Haverhill 2031 documents will do this.

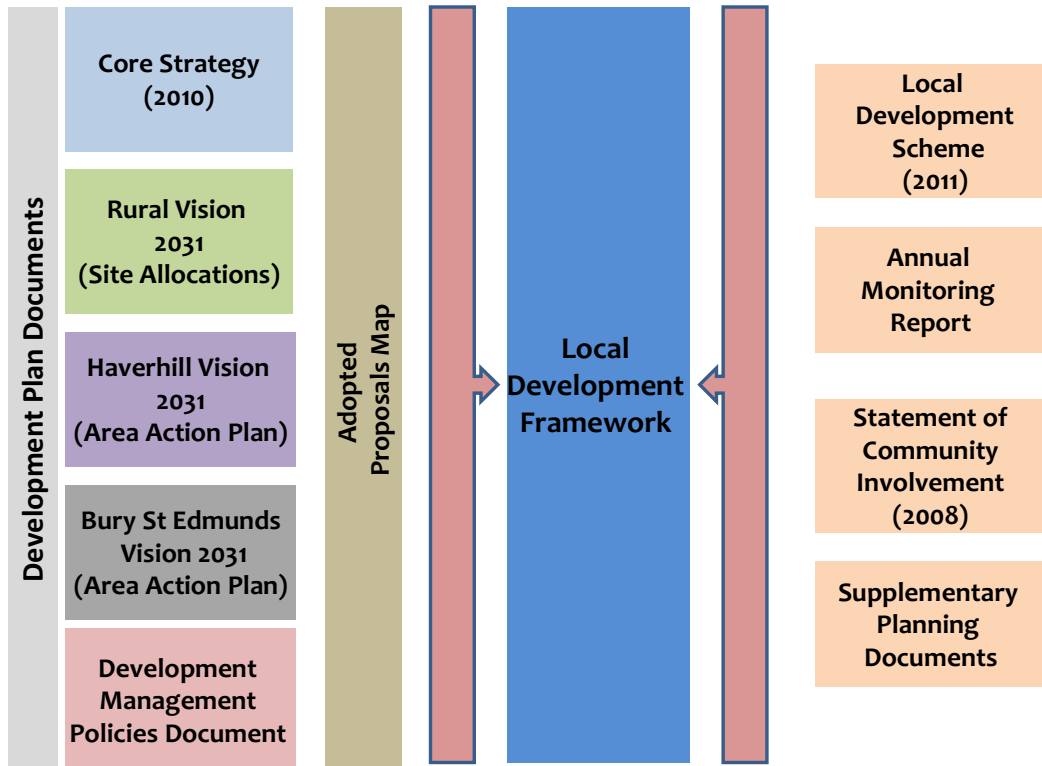
The Replacement St Edmundsbury Borough Local Plan 2016

In 2006 the Council adopted a new Local Plan for the borough that set out the planning policies and proposals for the area to 2016 and replaced an earlier version. This included the identification of sites for development in the town as well as zoning areas with particular planning constraints. With only five years remaining, there is a need to identify the longer term planning proposals for the town to meet the needs of both current and future residents. The Bury St Edmunds Vision 2031 will do this.

Local Development Framework

The Local Development Framework, commonly known as the LDF, consists of a series of different documents as illustrated in the diagram below. It will eventually replace the existing Local Plan referred to above. In the meantime, some Local Plan policies remain.

St Edmundsbury Local Development Framework



Core Strategy:

This is a high-level strategic planning framework for the whole of St Edmundsbury and was formally adopted by the Council in December 2010 following local consultation and examination by an independent Planning Inspector. It sets out how many new homes and jobs are needed in St Edmundsbury, the locations for the main areas of growth and how the environment will be managed. Bury St Edmunds Vision 2031 develops this by looking specifically at planning policies for Bury St Edmunds.

The Core Strategy has already determined the following, strategic policies:

1. The town will grow by at least 6,350 new homes between 2009 and 2031;
2. Most new housing will be located in five strategic areas of growths located around the town;
3. 68.28 hectares of land east of Suffolk Business Park is allocated for employment; and
4. The town centre will be the main focus for new retail, leisure and office development.

Development Management Policies

The Development Management Policies document will contain those policies that are primarily used on a day-to-day basis to determine planning applications. They are not generally site or location specific. The Borough council is preparing this

document in partnership with Forest Heath District Council and the Preferred Options document was published for consultation on 12 January 2012. It is available to view on the Borough Council's website.

PREPARING THE BURY ST EDMUNDS VISION 2031 DOCUMENT

In February 2011 the Council launched work on Bury St Edmunds Vision 2031 by asking what the Issues were that needed to be tackled, either at present or having regard to what the town will face over the next 20 years. We also asked what peoples visions were for what the town should be like in 2031. The consultation stage lasted until 1 April 2011 and a comprehensive summary of all the comments received have been published in a separate consultation report.

Consultation Feedback

The main issues arising from the consultation are shown below. The number of people who agreed/disagreed with each issue is indicated in brackets after each sentence and these issues have been ordered from most popular to least popular.

Homes and Communities

- There is concern that the town will be over-developed and that crowded housing will result (9)
- There is a need for more affordable housing and better access to affordable housing including more 1 bed council bungalows (7)
- There is a worry about expansion of the town and the impact it may have in fringe areas on surrounding villages (3)
- A poor standard of planning and house-building should be avoided by careful development planning (3)

Jobs & Economy

- There is a high level of current unemployment and too few suitable jobs available (4)
- There is a need to attract and promote new businesses and industry in the town (3)
- There is a need to support and promote the local economy in the current economic climate (2)
- Jobs for young people (under 25's) are a particular issue (1)

Travel

- There is a need for better traffic management to deal with the congestion in town especially in the town centre, at rush hour and on the Moreton Hall estate (13)
- Parking is an issue in town and is too expensive/scarce which could be solved by the introduction of a permanent park and ride service (10)
- There is a need to improve public transport links including services to/from rural villages (6)
- There is a lack of cycle paths in the town (3)
- Improve bus services particularly at night (3)
- Reduce train fares as currently too expensive and electrify the railway which would also create jobs (2)

- Pedestrianisation of the historic centre should take place to protect it and encourage visitors (2)

Sustainability and Climate Change

- Need to address energy needs by way of new technology (1)
- Pressure caused by expanding population (1)

Crime and Community Safety

- There are too many big groups including groups of teenagers and fighting and late-night drinking (3)
- Speeding is an issue, particularly on Northgate Street (2)
- More policing and a greater police presence is needed (1)
- A traffic-warden service separate to the Police should be established which could be paid for out of penalties (1)

Infrastructure and Services

- Independent shops in town are closing down and support is needed for small independent retailers to prevent the empty feel of the town centre (8)
- Infrastructure in town to provide links to the A14 and the provision of adequate infrastructure in new developments is necessary (3)
- Roads are in poor condition and more road repairs are required (3)
- There is a need for better services in villages and better infrastructure between the town and villages (2)
- There are inadequate facilities for homeless people (2)
- The infrastructure around Moreton Hall needs improving (1)
- The increase of supermarkets in town is an issue (1)
- There is a need for more public toilets (1)

Leisure and Recreation

- A need for increased night-time activities and gigs (4)
- More leisure and recreational facilities are needed for all ages but young people in particular, which need to be affordable (3)
- Need to develop visual arts/museums (2)
- Wish to keep the market (2)
- A need to encourage tourism and visitors (1)

Health

- Concerns were raised over the capacity of the current hospital site due to the increasing population and where/how a potential new hospital would be located (4)

Education and Skills

- There were a few concerns regarding schools including the maintenance of them, availability of equipment, the effect of the Schools Organisation Review and oversubscription (6)
- There is a lack of skills training and a need for more apprenticeships to teach practical skills to youths (3)II
- Higher Education was mentioned as an issue but not expanded upon (1)

Historic and Natural Environment

- Fear of losing individuality/character by the closure of small shops, the loss of historic features and pressure from more people/development (10)

- There is concern about the loss of green spaces and the need to preserve them and develop them by installing green seating areas, developing on brownfield sites instead of Greenfield (4)
- Wish to protect and maintain the Abbey Gardens (1)

Potential Development Sites

Since work commenced on the preparation of the Local Development Framework a number of landowners and developers have put forward prospective sites that they consider are suitable for development and would like allocating in the LDF. Those sites in and around Bury St Edmunds that have not been included in the draft Vision 2031 document are identified in a separate excluded sites report for information.

Princes Foundation Community Capital Visioning

To ensure that the Bury St Edmunds Vision consultation process was all inclusive and comprehensive, The Princes Foundation were appointed to engage with local Councillors and Planning Officers to build capacity in understanding how to create sustainable communities and through this identify key issues, assets and opportunities for the borough.

The Prince's Foundation used its Community Capital Framework tool which builds upon the towns existing and potential community capital based on four dimensions; natural, social, built and financial capital, to provide a framework for achieving sustainable communities. The outcomes from this work have helped to inform the objectives and vision for the Bury St Edmunds Vision. The full report which forms background evidence to this document can be seen on the Council's website at www.stedmundsbury.gov.uk/ldf

In a feedback session at the end of the process all the participants discussed and prioritised the issues into the Top 6 positive assets and the Top 6 negative elements of the town

Top Six Positive

- 1) Spectacular built environment
- 2) Connects to green corridor
- 3) Warm and friendly, safe area
- 4) A wide range of shops, diverse
- 5) Centre of large rural area town community spirit
- 6) Street Markets are a key part of consumers coming in

Top Six Negative

- 1) Disconnected new housing estates
- 2) Traffic congestion
- 3) Lack of connecting cycle and pedestrian routes to linking neighbourhoods
- 4) Some areas lacking quality of build, design and imagination
- 5) Facilities for younger people, poor with no where to go
- 6) No/ few large employment opportunities

Princes Foundation Vision Statements

Following the identification of the positive and negative aspects, a number of vision statements were created that would take advantage of the positives and seek to overcome the negatives. The resultant vision statements were:

- *By 2031 Bury will be a town made up of a series of walkable urban villages with local amenities such as a school and shop at their heart. Each of the villages or parishes will be complementary and well connected one to the other.*
- *By 2031 active Bury residents will be able to enjoy a fast and safe network of beautiful routes for walkers, cyclists and mobility scooters which link all the local urban village centres together.*
- *By 2031 the new urban villages will have added a key part of Bury's heritage by having involved good designers, builders and craftspeople in making the buildings and places.*
- *By 2031, 10 - 15 year olds will have a number of respected places and activities suited to their natural development.*
- *In 2031 Bury will have attracted new businesses and growing existing businesses that benefit the local economy, are suited to their environment and maximise the potential for local supply chains.*

The work facilitated by the Princes Foundation has been taken into account in the preparation of this draft Bury St Edmunds Vision 2031 document.

Q. Do you agree with the Vision Statements arising from the work the Princes Foundation did for the Council?

Q. If not, what would you change?

Town Planning Context

As explained in earlier, planning policies that need to be taken into consideration in Bury St Edmunds are contained in a number of documents both locally and nationally. Plans have been in place to guide and manage development for many years, so in preparing new planning policies for Bury St Edmunds we do not start from a blank canvas. For example, the housing currently being built at Moreton Hall emanates from a masterplan published in the 1970's. New plans must therefore

have regard to those that already exist as well as development that is already in the pipeline.

The most appropriate starting place is the adopted St Edmundsbury Core Strategy, which sets out a vision for the borough and Bury St Edmunds, which is shown below.

Core 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.

DRAFT

2 Bury St Edmunds in 2011

Bury St Edmunds is an historic town and much of its attraction lies with its historic buildings and abbey ruins surrounded by the abbey gardens. The town is well known for brewing with Greene King located in the town centre and for a British Sugar processing factory. Many large and small businesses are located in Bury St Edmunds, which traditionally has given the town an affluent economy with low unemployment. The town is the main cultural and retail centre for West Suffolk. Tourism plays a major role in the town which also serves as the local government administration base.

Homes and Communities

In 2001, 69% of homes in Bury St Edmunds were owned by their occupants, either outright or with a mortgage. In 2010 39% of property sales in the borough took place in Bury St Edmunds, with an average price of over £200,000. House prices of 3 to 3.5 times income are generally considered affordable, but in Bury St Edmunds, the ratio is 6.8, using salaries and properties that first time buyers would typically be earning and buying, based on September 2010 data.

In 2001, 10% of homes in Bury St Edmunds were privately rented and 19% were rented from social landlords. Housing associations provide approximately 2,500 affordable homes in the town, which is just over a third of the total for the borough. The housing register shows that as of July 2011, 760 households living in Bury St Edmunds have registered their need for housing in the town: this is over 40% of the total housing register. Evidence from the housing register and the Strategic Housing Market Assessment show a significant need for further affordable housing.

The rate of fuel poverty in Bury St Edmunds is 6.4% and the number of category 1 hazards is 13.4%, lower than borough average of 15.5%, with the majority due to excess cold. The average SAP rating is 51, close to the borough average of 52. (SAP is the Government's 'Standard Assessment Procedure' for energy rating of dwellings. Every new house has to have a SAP rating, and the higher it is, the better.) Houses can be deemed 'non-decent' if they have category 1 hazards, are in a poor state of repair, have a poor standard of amenity and low-thermal comfort. 30.8% of the town's homes are non-decent and 46.7% of vulnerable people live in non-decent homes. The average cost of repairing houses in Bury St Edmunds is £3,400.

The Council has monitored the delivery of new homes over the long term. Over the last 20 years just over 4,400 new homes have been built across the town, averaging just over 220 a year. The table below illustrates that there have been peaks and troughs throughout the last 20 years and that despite the recent economic problems house building in the town is still close to the average.

Year	Completions
1991-1992	268
1992-1993	308
1993-1994	283
1994-1995	159
1995-1996	302

1996-1997	278
1997-1998	203
1998-1999	177
1999-2000	135
2000-2001	137
2001-2002	92
2002-2003	321
2003-2004	306
2004-2005	86
2005-2006	190
2006-2007	285
2007-2008	320
2008-2009	159
2009-2010	239
2010-2011	215
Totals:	4463
Average	223

Jobs and Economy

The largest employment sectors are health (18.2%) retail (14.5%) education (8.4%) and manufacturing (8.2%) (Business Register and Employment Survey, 2009). The public sector is large, as the town contains some sub-regional public sector employers, such as West Suffolk Hospital and West Suffolk College. The latter, which became one of the University Campus Suffolk sites in 2007, has a strong focus on employers and works with local businesses to offer students skills businesses need.

Bury St Edmunds is home to Greene King, one of Suffolk's most successful businesses. Many of the biggest commercial employers are food and drink related, reflecting the town's rural hinterland. There are some large technological companies, including Sealeys, Vintens, Roper Industries and STL Technologies. The supermarkets Tesco, Asda, Sainsbury's and Waitrose are large employers. The retail sector expanded considerably in 2009 with the opening of the arc development and a new Asda and retail is now one of the largest employment sectors. The vacancy rate (8% in October 2011) is healthy and below that of many other towns.

There are 12 business parks and industrial estates in the town. The newest is Suffolk Business Park, close to the A14. A proposed 68 hectare extension to the business park along the A14 has recently been approved. The town has a self-contained labour market: in 2001, a high proportion (almost 70%) of Bury St Edmunds residents worked in the town and it was also an employment centre for commuters from the surrounding villages. Unemployment is relatively low: 2.45% in June 2011, as measured by the number of job seekers allowance claimants.

Travel

The town experiences significant benefits in terms of travel choices due to its location on the A14 and the Ipswich to Cambridge / Peterborough rail line. Its historic importance as a market town is also demonstrated by the number and quality of radial routes into the town from local towns and villages.

Within the town itself there is some congestion at peak times, especially in the vicinity of the A14 junctions, the Moreton Hall area and along Tayfen Road and Parkway that will limit the ability to accommodate growth unless improvements are carried out. Experience from elsewhere suggests that increasing road capacity only attracts more traffic and does nothing to ease congestion. The focus therefore has to be upon encouraging people to travel by means other than the car wherever possible. The A14 and railway line also acts as a significant physical barrier to being able to move around the town by whatever means. Excluding the A14 junctions, there are only three roads and one dedicated footpath / cyclepath across the A14. This has implications for the how the town functions and the connectivity to services and facilities.

The Core Strategy sets out that all development proposals should prioritise modes of transport in the following order: walking, cycling, public transport (including taxis), commercial vehicles and cars.

The historic streets in the town centre were not built to cope with the modern demands of the motor car. Many of the roads and pavements are narrow and cannot cope with the numbers of people trying to use them. The award winning Historic Core Zone project resulted in pavement widening and reducing the impact of the car through sign and line removal. Angel Hill, a public square of international significance, in particular benefitted from this initiative, resulting in the creation of much more user-friendly space for people to walk, stop and talk and appreciate their surroundings.

There are currently over **xxxxx** car parking spaces in the town centre

The town is directly connected by rail to Ipswich, Cambridge and Peterborough, although this is nothing to compare with the early 1960's when there were also lines to Thetford and Long Melford. The station is a fine 19th century building which is now listed and is currently undergoing extensive refurbishment and improvement.

Pedestrian links between the station and the town centre are not good and require improvement in order to provide a better initial welcome for train travellers arriving in the town.

Sustainability and Climate Change

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

Suffolk's goal of achieving a 60% reduction in emissions has been set against a 2005 baseline as part of the Local Area Agreement. The borough's per capita emissions in 2025 would therefore need to be approximately 4.5 tCO₂. This presents a significant challenge for the area.

The environmental issues faced by Bury St Edmunds include:

- ◆ Coping with growth: There remains a need to ensure that new growth is constructed in a way that limits the impact on the environment.
- ◆ Dealing with the consequences of climate change: well-planned actions to cut carbon emissions and adapt to a changing climate can help save money and lives as well as allowing the town to take advantage of any benefits.
- ◆ Coping with a new era of energy insecurity: the country is now heavily reliant on oil and gas imports to meet electricity and heating demand and fuel transport. As prices are likely to continue rising, households and businesses will find it increasingly hard to afford energy and access to some energy sources may become more difficult.
- ◆ Resource depletion, and the associated environmental damage caused by their extraction and use, is becoming a critical factor for global and local communities.
- ◆ Water supply and quality: the Eastern region is the driest in the UK and Bury St Edmunds relies on underground water reserves and water transfer. Future water availability and quality will have a significant impact on local economic activity, particularly farming and the food industry.
- ◆ The issue of flood risk is particularly relevant to Bury St Edmunds given that the town is situated within two river valleys. While the average flow of the watercourses is low, previous experience has demonstrated the potential for extreme weather conditions to cause damage through flooding. Where development is likely to result in increased surface water run-off and flooding, suitable flood mitigation or alleviation measures must be included to overcome this risk.
- ◆ Contamination of land is an important issue in the use of previously developed land. Removing contamination through the development process diminishes the threats posed by contamination to health, safety and the environment.
- ◆ Travel into and around Bury St Edmunds is heavily reliant upon the private motor car. Although congestion is not a significant problem except at peak times, as the town grows, the areas affected are likely to get worse. The construction of more roads to ease congestion is not necessarily a sustainable option and alternative means of access other than the private car will need to be explored.

Crime and Safety

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

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

Bury St Edmunds is on the A14 corridor which can result in organised crime coming from other areas, such as purse thefts and Class A drugs and 'distraction burglary'

where callers use falsehoods to gain access to properties. The town is growing in both population and diversity which may mean that levels and types of crime and disorder change in the future.

Infrastructure and Services

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

Culture and Leisure

Culture and leisure covers a huge range of activities, including arts, entertainments and festivals, heritage and museums, parks and countryside, cemeteries and allotments, children's play areas, sports facilities and tourism and visitor services. Bury St Edmunds has a rich cultural life. It is an attractive medieval town and is increasingly becoming a tourist destination. The most popular attraction in the town is the award-winning Abbey Gardens, and there is also a country park, Nowton Park, as well as many sports grounds. The Apex, a new entertainment venue, recently opened in the town centre and offers a programme of events and entertainment in this World class venue. The town also has its own festival every spring. Moyse's Hall Museum offers local history displays and the 18th century Athenaeum is used as a public hall. The leisure centre has recently been refurbished and an athletics arena lies besides it that provides a high class facility for regional and national competition. The town's central location in the region means that it is well positioned to host regionally significant sporting facilities and events.

There is an equally wide range of leisure providers. The Abbey Gardens, Nowton Park, the Apex, the Athenaeum, Moyse's Hall and many other facilities are owned and managed by the borough council which has made a huge investment in leisure and cultural facilities in recent years. The private sector offers many leisure facilities too, such as private fitness clubs, restaurants and accommodation for visitors, and some of the town's most important cultural facilities are managed by voluntary organisations, such as the cathedral, the art gallery and the Georgian Theatre Royal. Many voluntary groups are involved in leisure, such as choirs, historical societies and sports clubs, and many individuals, such as artists and craftspeople.

Health and Wellbeing

Although Bury St Edmunds is a relatively affluent area, with low unemployment and general good health, it has pockets of health inequality. Life expectancy has risen but there is a significant gap in life expectancy between those from the most affluent areas of the town compared with those from the most deprived. Moreton Hall residents, for example, have an average life expectancy of 85.72 years, compared with St Olave's ward residents with an average of 78.7 years. The main health problems are caused by obesity and smoking and their attendant health problems: in St Edmundsbury about 20% of the adult population smoke and about 15% are

obese. The town has a strong voluntary and community sector offering a wealth of activities and support, but not everyone is in a position to take advantage of these.

Education and Skills

Education and skills was seen by the Vision 2031 consultation respondents as the third highest priority, behind homes and leisure. Education is currently a county council responsibility, although the Government has invited schools to apply for academy status, which would take them out of local authority control. County Upper School, Horringer Court and Westley Middle Schools have been approved for academy status. For children aged 5 and over, the town is served by a system of primary, middle and upper schools. The county council is currently reorganising all Suffolk's schools into a two-tier system, with primary and high schools, and a proposal to reorganise Bury St Edmunds' three Catholic schools is currently under consultation, but there are as yet no plans to reorganise the remaining schools. The core strategy highlights the need for an additional upper school which would be located on the eastern side of the town. Currently the three upper schools in the town are located on the western side of the town which has created an education quarter with the three upper schools and West Suffolk College.

Bury St Edmunds has three Sure Start Centres, which provide integrated services for children aged 0-5 and their parents. There are ten primary schools: Abbot's Green, Guildhall Feoffment, Hardwick, Howard, Sebert Wood, Sexton's Meadow, St Edmund's, St Edmundsbury, Tollgate and Westgate; six middle schools: Hardwick, Horringer Court, Howard, St James, St Louis and Westley; three upper schools: County Upper, King Edward and St Benedict's; and two special schools: Priory and Riverwalk.

West Suffolk College is the main skills training and further education provider in the town, and is currently expanding its facilities for training in construction and performing arts. Their masterplan sets out their vision and plans and has been adopted by the council. The college has also become the Bury St Edmunds home of University Campus Suffolk, bringing higher education opportunities into the town.

Historic and Natural Environment

Bury St Edmunds has two conservation areas and several fine listed buildings. It has a world class historic core which also benefits from the Abbey Gardens. It is surrounded by attractive countryside and has some good parks. However it is recognised that the north does not benefit from the amount of park space that the south does.

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

One third of the borough's listed buildings are in Bury St Edmunds. The town centre has an extensive conservation area with a high concentration of listed buildings and there is a second conservation area in the Victoria Street. Both areas have been designated for some time and there is a need to review some of the boundaries to reflect physical boundaries on the ground. Conservation area appraisals and management plans have been prepared for both conservation areas. These identify the qualities which give the conservation areas the distinctive characters that the Council is trying to protect and enhance. Many more historic properties are protected by Article 4 Directions that remove the normal rights to undertake works to buildings without seeking planning permission. It is not just the buildings in to the historic centre that are of importance. There are many fine spaces that serve an important role in everyday life, such as markets or just meeting other people. Street vending and cafes are becoming more popular in the town centre but need to be regulated to ensure the very character that makes the spaces special is not destroyed.

Bury St Edmunds lies at the confluence of the Rivers Lark and Linnet. The river corridors are a valuable natural resource which can provide open space and links through the town to Nowton Park, Ickworth Park, West Stow Country Park and the wider countryside, but the river valleys are often hidden and inaccessible in the town. An area to the south of the town is designated as Special Landscape Area, although this does not place a restriction on development taking place in the designated area.

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3 Bury St Edmunds in 2031

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

In 2031 Bury St Edmunds will be a town that:

- Respects its nationally important heritage;
- Is a sub-regional centre for West Suffolk;
- Has reduced out-commuting;
- Has seen an increased shift to non-car modes of travel;
- Retains skills and talents within the town;
- Has a modern health campus;
- Has maintained environmental capacity and respecting the identity of surrounding villages has taken priority;
- Has enhanced and new green infrastructure;
- Has high quality streets;
- Has good access links connecting people with the town centre and other local and regional destinations; and
- Has a diverse, vibrant economy with increased jobs and prosperity.

Bury St Edmunds Vision 2031 has been compiled by the Borough Council, working with many other partners, and it combines strategic and corporate planning with land-use planning so that the council's planning policies follow on from its strategic policies. It is acknowledged that the current economic climate means there is little in the way of investment and development going on. However, the population of Bury St Edmunds continues to grow through people living longer, births and people moving into the area for work or to retire.

Key Challenges for Bury St Edmunds

Vision 2031 starts by looking at ten different themes, but actually the themes turn out to be very closely interlinked and their aspirations taken together add up to a vision for the town. The key challenges for each theme are identified, but many of these apply to several of the themes. These challenges are:

- ◆ **Tackling Congestion:** Bury St Edmunds is a successful and vibrant town. However parts of the town currently suffer from congestion at peak times. The A14 cuts the town in half and much of the congestion is centered around the junctions that serve the town. The A14 acts as a barrier to people in the Northern and eastern neighbourhoods accessing the town centre as only a few crossing points exist.
- ◆ **The town centre:** The town centre of Bury St Edmunds is a major asset for the town. In the late 1990's the Angel Hill area and several other nearby historic streets were transformed and gentrified. Much of this work removed modern highway signage in the historic core and helped give back the streets to pedestrians from motorised transport. In recent years the Arc shopping development has been finalised which has been a major

success and it is now felt that the Buttermarket area needs improvements to remove unnecessary signage and create greater pedestrian areas.

- ◆ **An ageing population:** Population projections suggest that by 2031 over a quarter of local residents will be aged 65 or over. Older people may need their homes to be improved, adapted and kept warm. They are likely to need health care services. Many of them would like jobs and they would also like leisure services tailored for them.
- ◆ **Broadband:** Better broadband is crucial for businesses. It enables people to work from home and the opportunities it offers help to reduce the need for travel. It also has important social benefits by enabling people to keep in touch and supporting other new technologies. BT/Openreach is currently upgrading the broadband infrastructure to offer 'Fibre to the Cabinet' (FTTC), which will give much of the town up to 40MB broadband connectivity.
- ◆ **Dual use of schools:** Maximising the use of facilities is a recurrent theme in this document as it is far more cost-effective to open school facilities to community use than to build new community facilities.
- ◆ **Community facilities:** Several of the themes stress the importance of community facilities not just as places where local people can meet but also as potential hubs for delivering services in the community, as locations for leisure activities and as bases for community and voluntary groups.
- ◆ **Young people and jobs:** The local community is very concerned about whether there will be enough jobs for young people in 2031, and whether the education system is equipping young people for the likely jobs of the future. The separate worlds of education and employment need to be brought much closer together.
- ◆ **Responsibility:** Several of the themes identify the need for people and groups to take more responsibility for aspects of their own lives, for example, combating local crime and anti-social behaviour and promoting good health. The education section suggests that educating young people in citizenship would be a good way to start this process.

Q Do you agree that these are the key cross-subject challenges for the town between now and 2031?

Q Are there other significant cross-subject challenges that have been missed? If so, please state what they are and why you think they are significant.

4. Bury St Edmunds Objectives

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

The draft objectives have been developed taking into account the strategic spatial objectives identified in the adopted Core Strategy (Appendix 3), background research, the issues and priorities identified in response to the Issues consultation between March and May this year and the Council's vision for the Bury St Edmunds. The draft objectives relate strongly to those in the adopted Core Strategy and the links are shown with the Core Strategy objective reference number illustrated at the end of each draft objective.

Objective 1

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

Objective 2

To maintain, develop and diversify the economic base through the provision of employment sites to meet different demands.
(CS: B)

Objective 3

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

Objective 4

To meet the shopping needs of residents of Bury St Edmunds and the wider West Suffolk Sub-Region.
(CS: E)

Objective 5

To ensure that any new development is safe and does not compromise the natural and built up character, identity and local distinctiveness of Bury St Edmunds and improves access to green space and surrounding countryside
(CS: D, G, H)

Objective 6

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

Objective 7

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

Objective 9

To ensure that development is built to high standards and addresses sustainability issues including climate change adaptation, carbon emissions reduction, renewable energy provision, waste reduction, recycling and reuse and water efficiency.

(CS: J)

Objective 10

To ensure residents have access to schools, further and higher educational opportunities, vocational and technical training.

Question: Do you agree with the draft objectives for Bury St Edmunds?

Question: Taking into account the fact these objectives must not repeat the Core Strategy objectives (See Appendix 3), do you think any elements have been missed out of the objectives which you feel should be included?

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5. Homes and Communities

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

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

Homes and Communities Aspirations

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

1. Every resident has a home that is affordable and suitable to their needs.
2. Walkable neighbourhoods enable communities to meet their day to day needs without necessarily requiring them to drive.
3. The best use is made of existing homes

The steps we need to take to meet these aspirations are set out as actions and we would like to know from you whether you think these actions will help us get where we want to be by 2031.

Aspiration 1: Every resident has a home that is affordable and suitable to their needs.

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

Housing affordability is a key challenge, as also are preventing and tackling homelessness, reducing deprivation and improving health and social exclusion. The main way of influencing housing affordability is to assist registered housing providers to build and manage homes, as they can offer rents below market levels.

Proposed actions to achieve this

- ◆ At least 5,900 new homes will be built across the town through planning for a supply of suitable land (as at 1 April 2011)
- ◆ Plan for a supply of suitable land for housing within the town which will be on greenfield and brownfield sites
- ◆ Work with registered housing providers to deliver affordable housing
- ◆ Encourage the best use of existing family homes, by targeting new developments to meet the needs of those who wish to downsize to smaller homes.
- ◆ Promote and facilitate self-build as an option to meet housing need in some cases.
- ◆ Work with housing providers to ensure homes are allocated to those in most need.
- ◆ Ensure households in housing need receive advice about housing options.
- ◆ Expand housing advice and homelessness prevention services.
- ◆ Build new houses with low running costs (low energy demand and low maintenance).
- ◆ Work with developers to ensure that new homes meet the 'lifetime homes' standard.

Meeting housing need

As noted above, the adopted Local Development Framework Core Strategy makes provision for at least 6,350 new homes to be built in Bury St Edmunds between 2009 and 2031. This will accommodate the estimated growth in the population of the town which is predicted to be 43,604 in 2031. Since 2009 a number of new homes have already been completed in the town, leaving a requirement for 5,900 homes between 2011 and 2031. In order to meet the various and expected needs of the housing market, it is expected that these homes will be provided at a number of different locations across the town, ranging from large greenfield sites to conversions of existing properties.

It is expected that the new development will be based upon achieving key fundamental objectives of creating sustainable development and, in particular, a development that is Lively, Safe, Sustainable and Healthy in accordance with the overall vision for the town.

Housing Settlement Boundaries

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

POLICY BV1 HOUSING DEVELOPMENT WITHIN BURY ST EDMUNDS

Within the Housing Settlement Boundary for Bury St Edmunds (defined on the Proposal Map) planning permission for new residential development, residential conversion schemes, residential redevelopment and replacement of existing dwellings with a new dwelling will be permitted where it is not contrary to other planning policies.

Strategic Growth Greenfield Sites

The principle of growing the town in five directions has already been agreed in the adopted Core Strategy, where Policy CS11 sets out their locations around the town and the minimum numbers of new homes each strategic site will provide. These new neighbourhoods will, where appropriate, be required to deliver a mix of uses including homes, jobs, community and social facilities. Careful planning is required to ensure that merging with any nearby villages does not occur as well as integrating with the existing town.

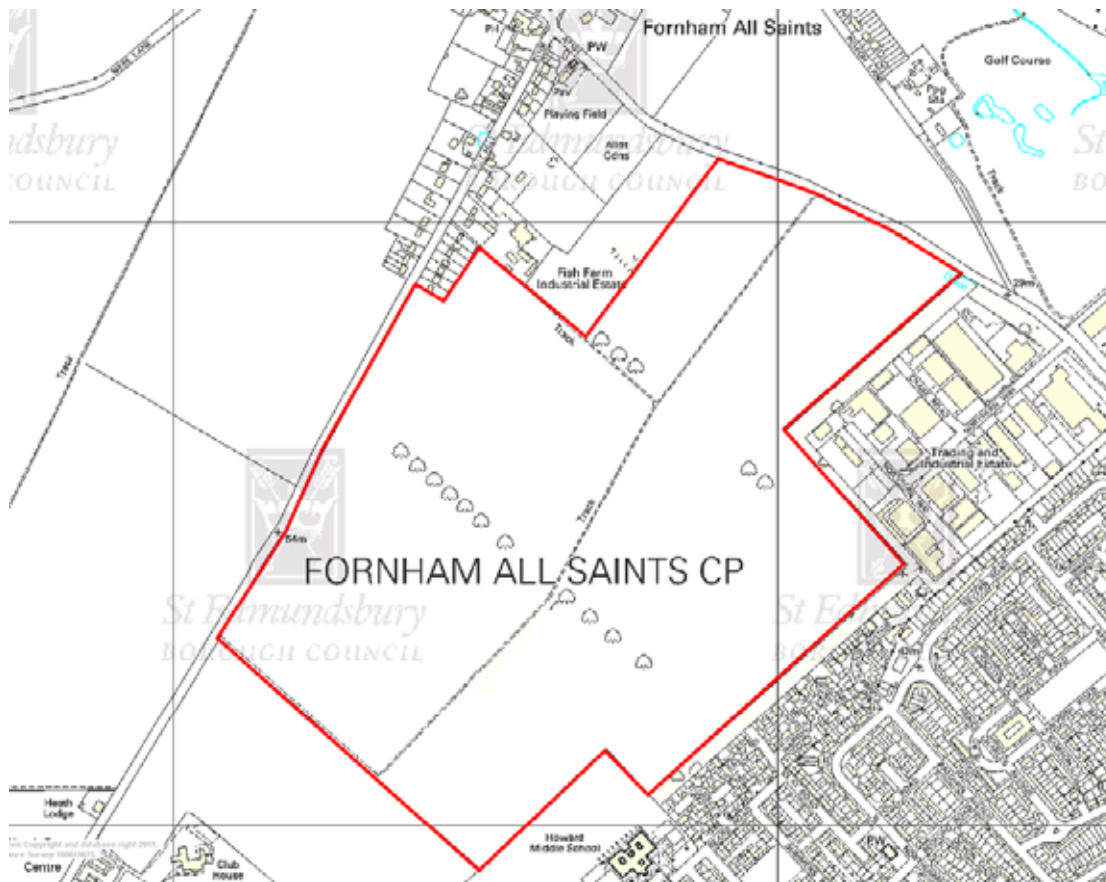
Before development can commence, a masterplan will need to be prepared and adopted for each site identifying how an area is to be developed over the longer term. The content of the masterplan will have to accord with the Local Development Framework and the content of site Concept. Chapter 16 includes the draft Concept Statements for each site.

It is expected that the development of each area will be based upon key fundamental objectives of creating sustainable development and, in particular, a development that is lively, safe, sustainable and healthy in accordance with the overall vision for the town.

POLICY BV2: STRATEGIC SITE – NORTH WEST BURY ST EDMUNDS

XX Ha of land at North West Bury St Edmunds is identified on the Proposals Map to meet the provisions of Policy CS11 of the Core Strategy.

North West Bury St Edmunds



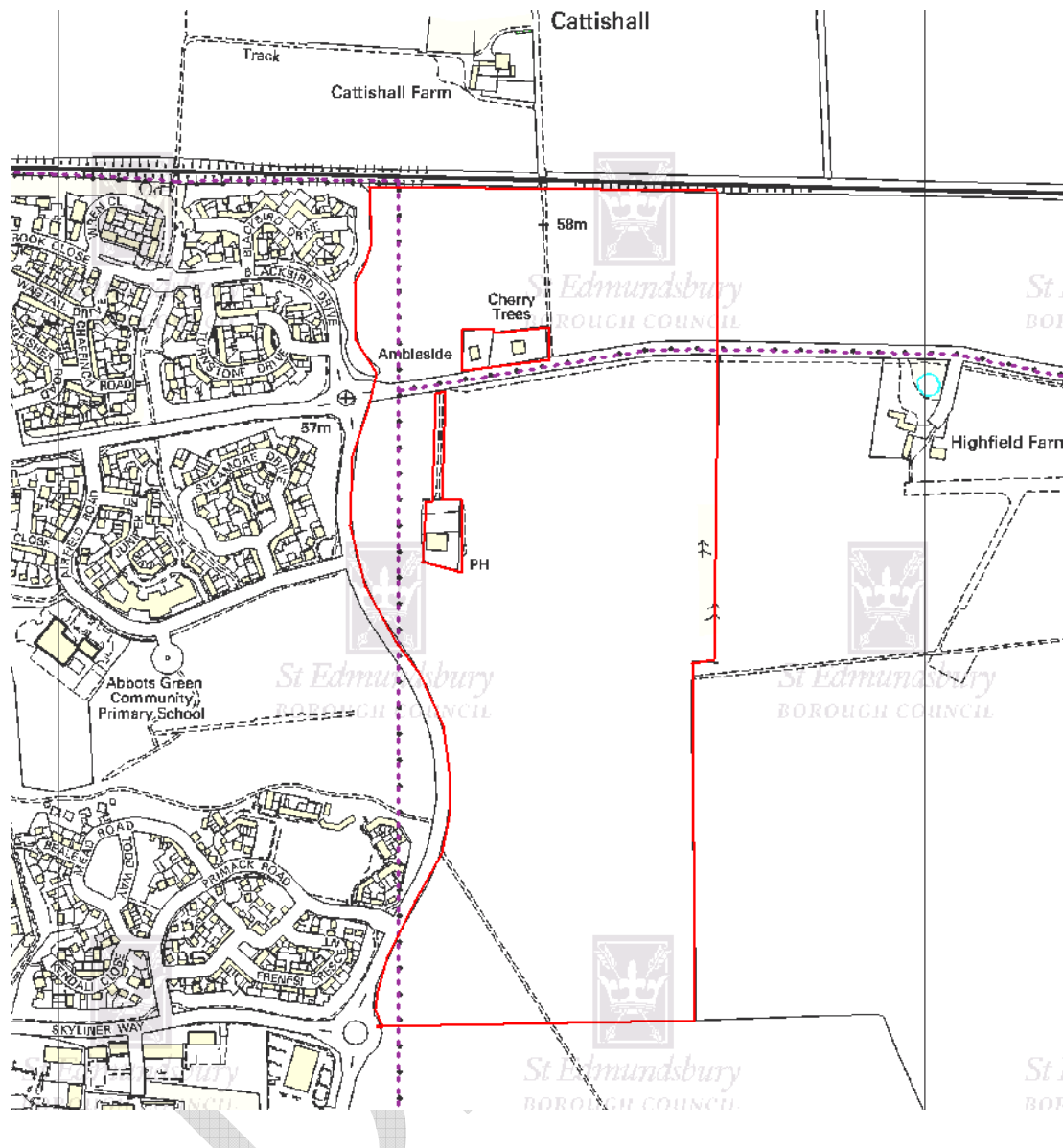
Q Do you agree with the boundaries for the north-west Bury St Edmunds site identified on the Proposals Map?

If not, please explain why and what changes you would like to be made.

POLICY BV3: STRATEGIC SITE – MORETON HALL BURY ST EDMUNDS

XX Ha of land at Moreton Hall Bury St Edmunds is identified on the Proposals Map to meet the provisions of Policy CS11 of the Core Strategy.

Moreton Hall



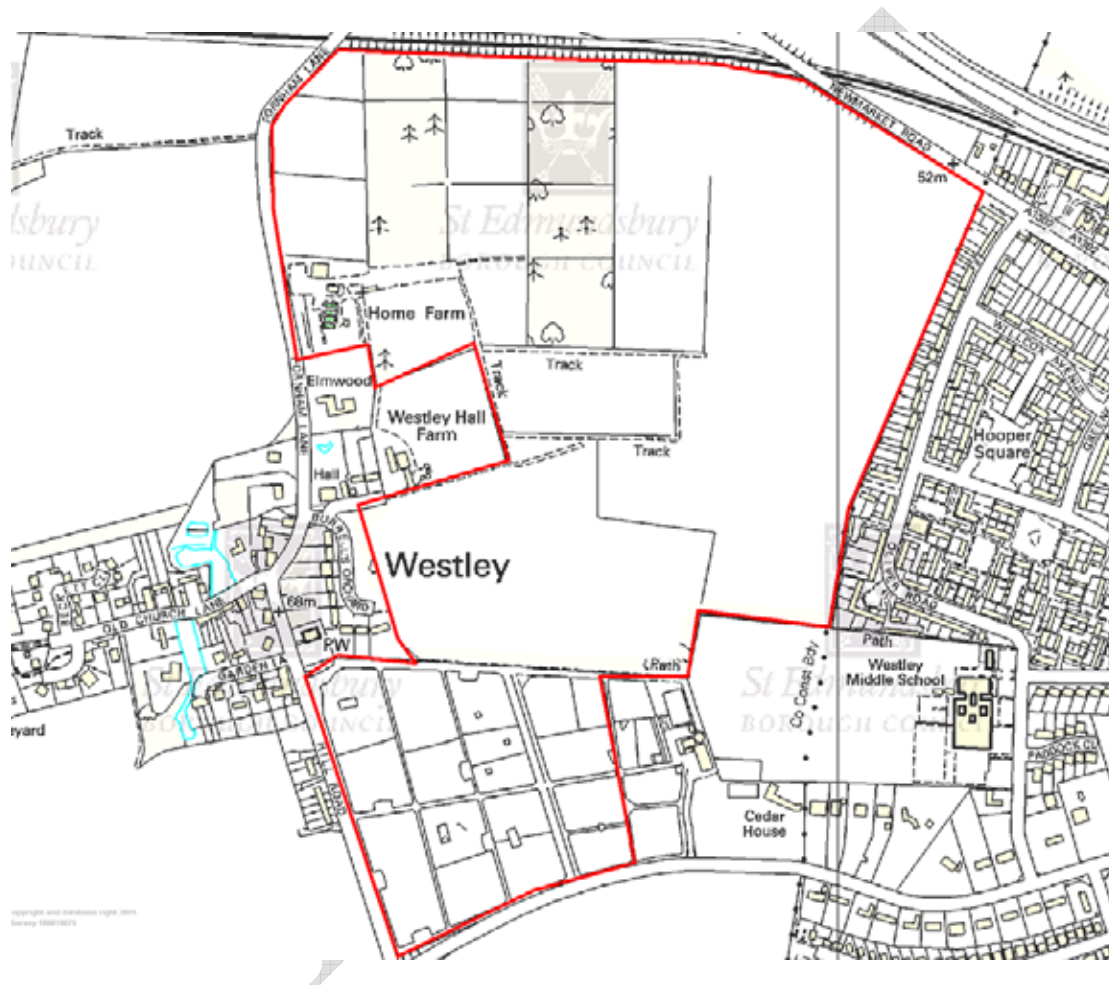
Q Do you agree with the boundaries for the Moreton Hall, Bury St Edmunds site identified on the Proposals Map?

If not, please explain why and what changes you would like to be made.

POLICY BV4: STRATEGIC SITE – WEST BURY ST EDMUNDS

XX Ha of land at West Bury St Edmunds is identified on the Proposals Map to meet the provisions of Policy CS11 of the Core Strategy.

West Bury St Edmunds



Q Do you agree with the boundaries for the West Bury St Edmunds site identified on the Proposals Map?

If not, please explain why and what changes you would like to be made.

POLICY BV5: STRATEGIC SITE – NORTH EAST BURY ST EDMUNDS

XX Ha of land at North East Bury St Edmunds is identified on the Proposals Map to meet the provisions of Policy CS11 of the Core Strategy.

North East Bury St Edmunds



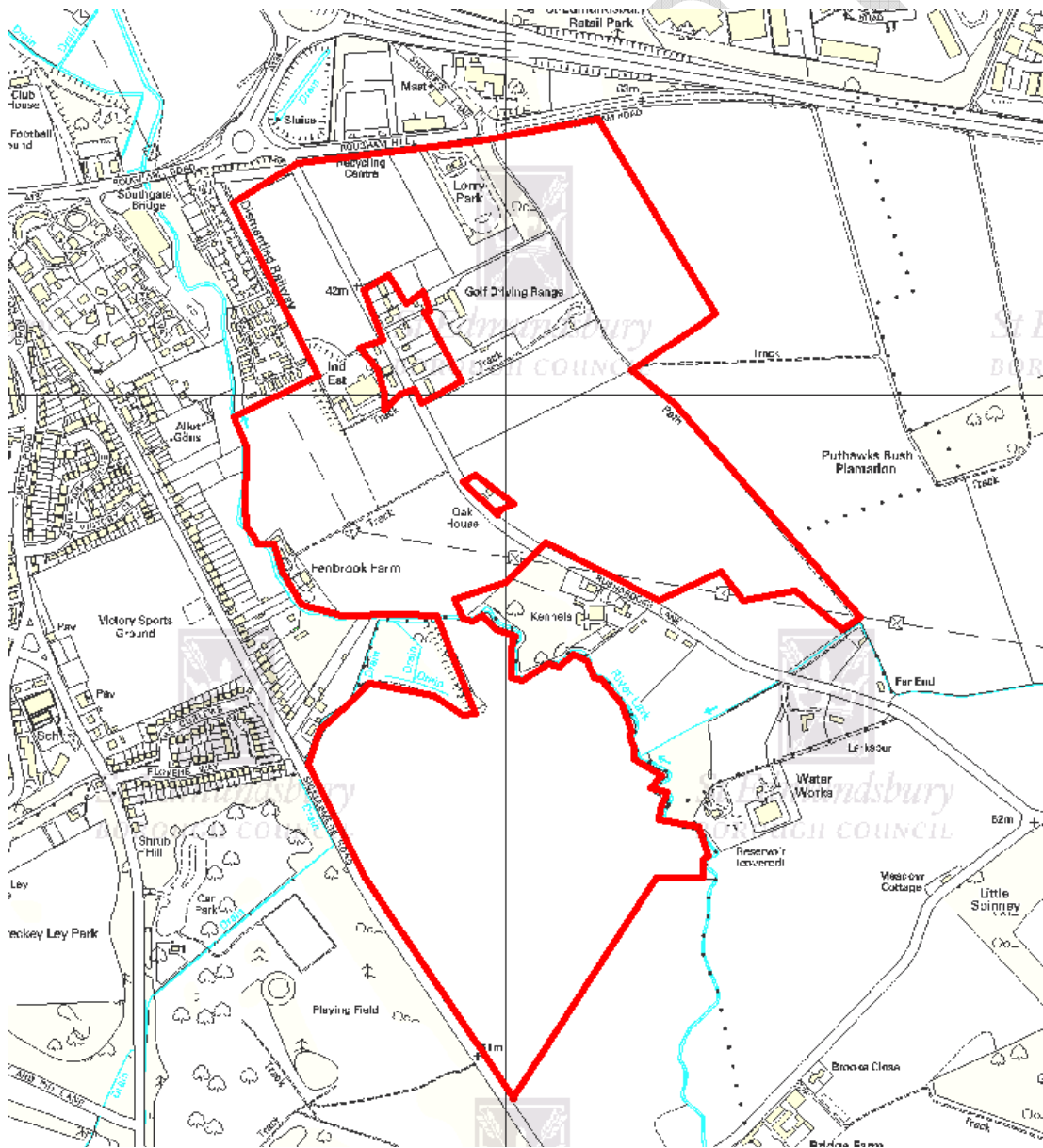
Q Do you agree with the boundaries for the north-east Bury St Edmunds site identified on the Proposals Map?

If not, please explain why and what changes you would like to be made.

POLICY BV6: STRATEGIC SITE – SOUTH EAST BURY ST EDMUNDS

XX Ha of land at South East Bury St Edmunds is identified on the Proposals Map to meet the provisions of Policy CS11 of the Core Strategy.

South East Bury St Edmunds



Q Do you agree with the boundaries for the south-east Bury St Edmunds site identified on the Proposals Map?

If not, please explain why and what changes you would like to be made.

Other greenfield development sites

Limited opportunities exist for the further, smaller scale, development of housing on greenfield sites around the town. However, there is potential for a modest release of greenfield land at Vinefields Farm as long as work is carried out to manage noise from the nearby A14 and that the important views from the town centre to Moreton Hall (as identified in Policy BV 26) are not harmed. In respect of the latter, an area of recreational open space is identified on the Proposals Map and will be provided as part of the development. A concept statement and a masterplan have been adopted by the Council and planning consent was granted for this development in 2011. However, as the base data for this Vision 2031 document is 1 April 2011 when planning permission had not been granted, it is included here for sake of completeness.

POLICY BV7: VINEFIELDS FARM, BURY ST EDMUNDS

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

- i) Housing (75 Dwellings)**
- ii) Recreational Open Space**

Applications for planning permission will be required to comply with the adopted masterplan for the site.



Mixed use redevelopment of brownfield sites

A number of sites which are well located to the town centre of Bury St Edmunds are expected to be available for redevelopment over the next 20 years. It is considered inappropriate for these to be solely redeveloped for housing given their close proximity to the town centre and the mixed use benefits that they could bring to the town as a whole. It is the opinion of the Borough Council, that the sites can be delivered during the Plan period and are therefore put forward as allocations in Policies BV8 and BV9 and identified on the Proposals Map. The development of each site will be expected to accord with a masterplan.

Station Hill

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

sidings are identified in the Suffolk Minerals Core Strategy as a strategic site and it will be necessary to provide suitable alternative provision elsewhere before any active sidings can be redeveloped.

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

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

POLICY BV8: STATION HILL DEVELOPMENT AREA - BURY ST EDMUNDS

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

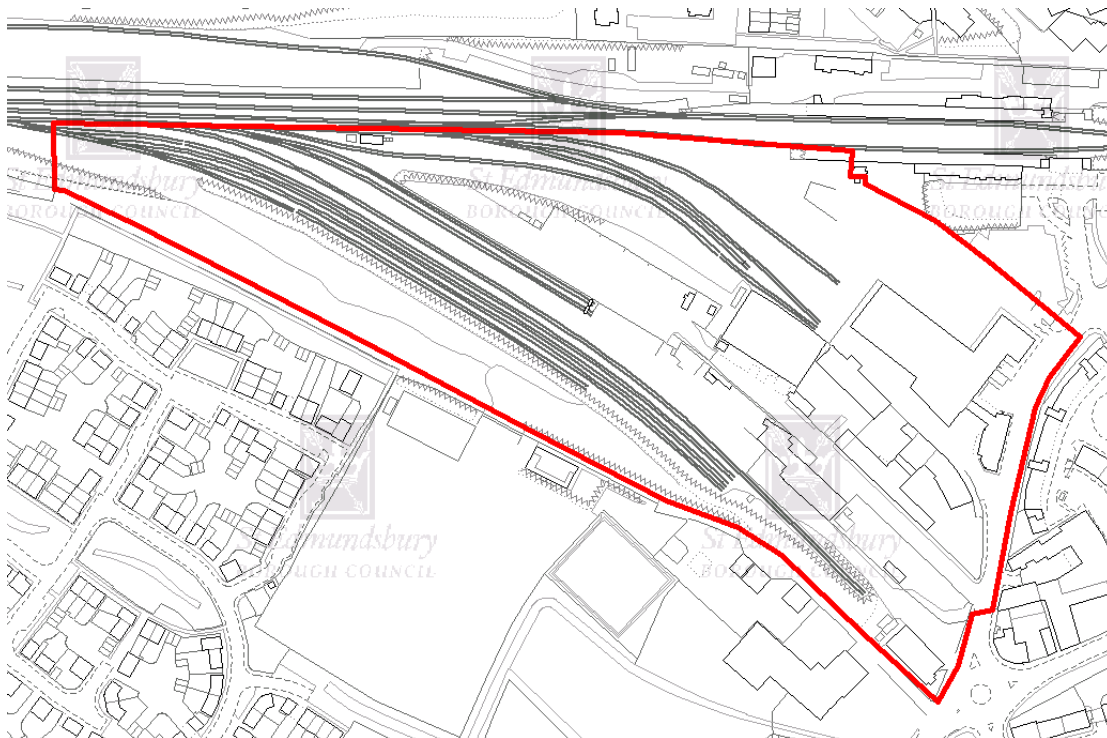
- a) Residential**
- b) Offices and other B1 employment**
- c) Leisure Uses**
- d) Small scale retail uses to serve local needs**
- e) Parking ancillary to these uses and to supplement the requirements of the railway station;**
- f) An improved public transport interchange; and**
- g) Strategic landscaping.**

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

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

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

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



Tayfen Road

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

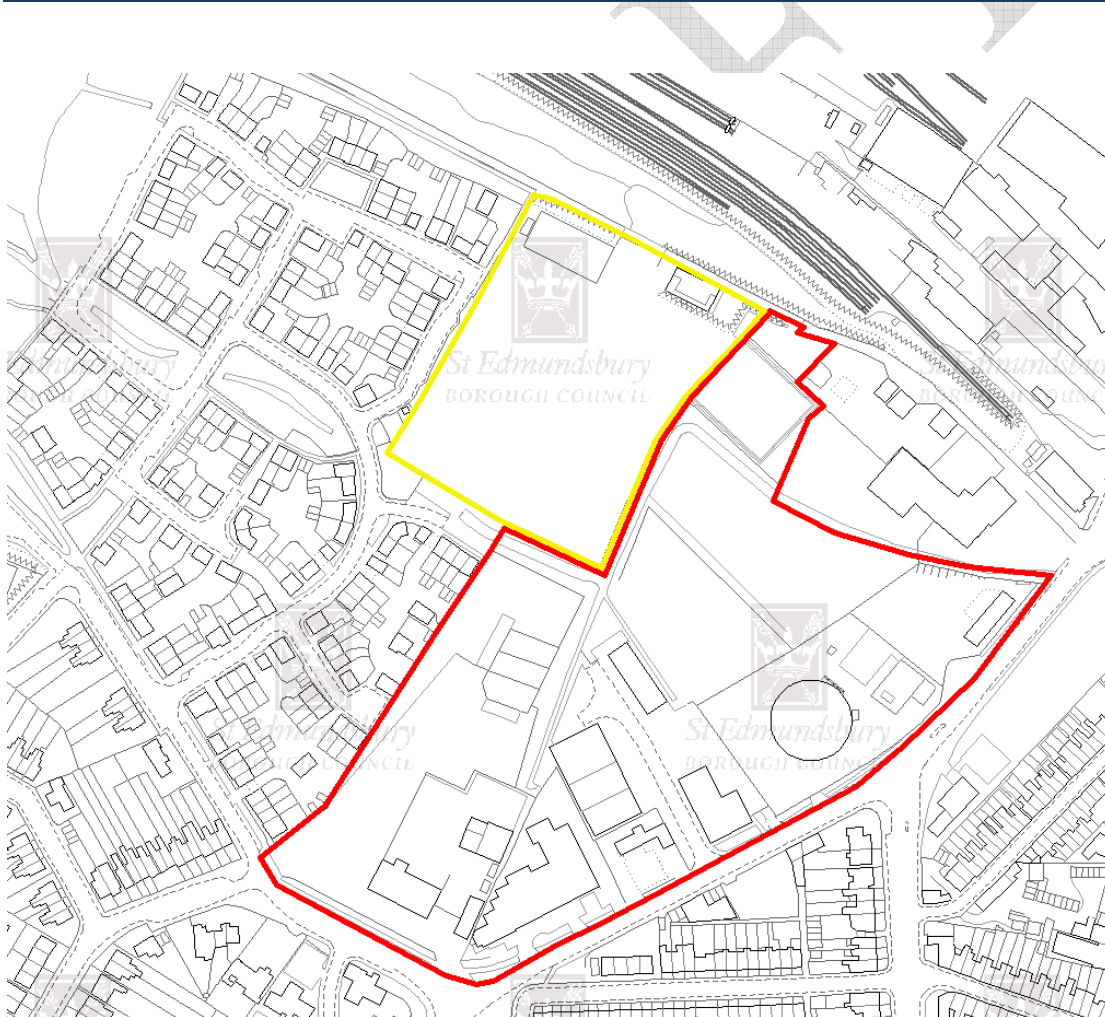
The Borough Council wishes to see a comprehensive approach to the development of this site which employs high quality design and materials to reflect the importance of its location. Developers will also need to include enhancements to the public transport corridor along Tayfen Road and will also be expected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

POLICY BV9: TAYFEN ROAD - BURY ST EDMUNDS

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

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

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

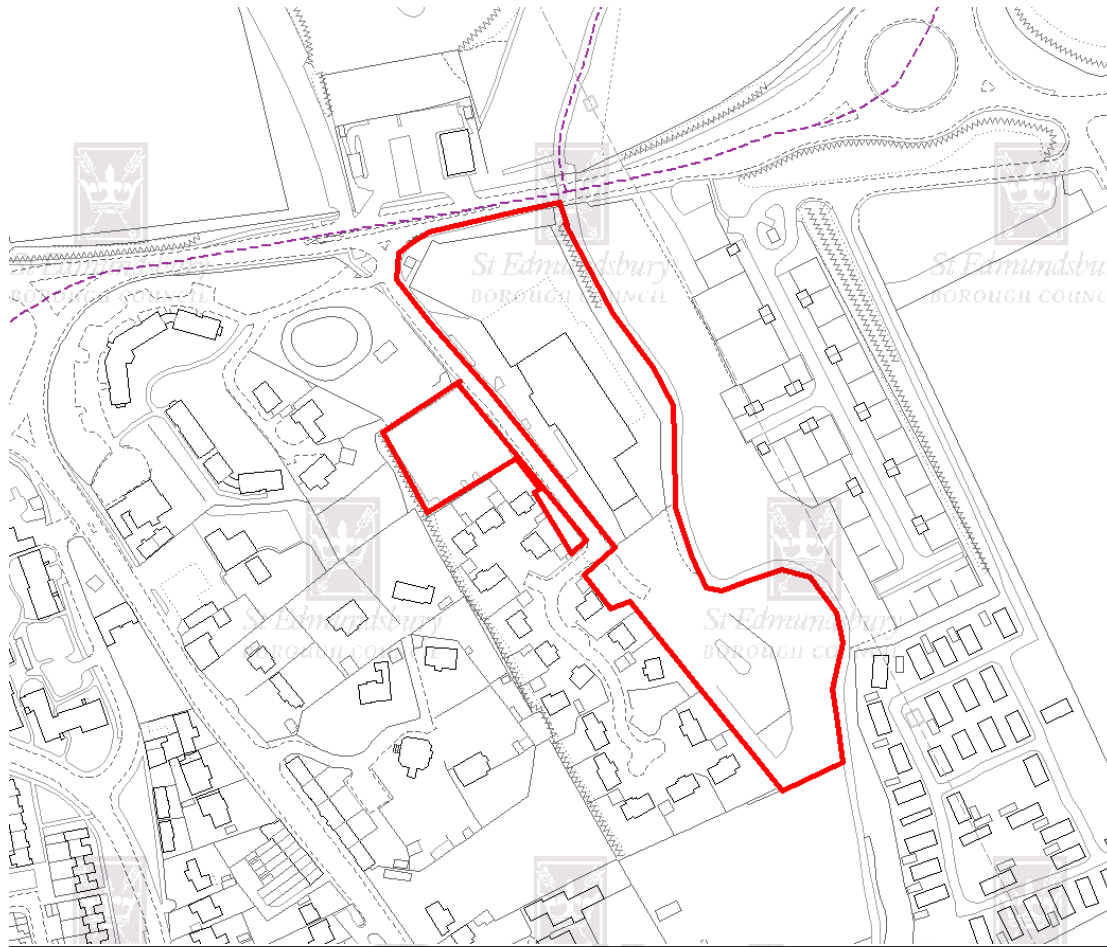


Previously developed land (brownfield)

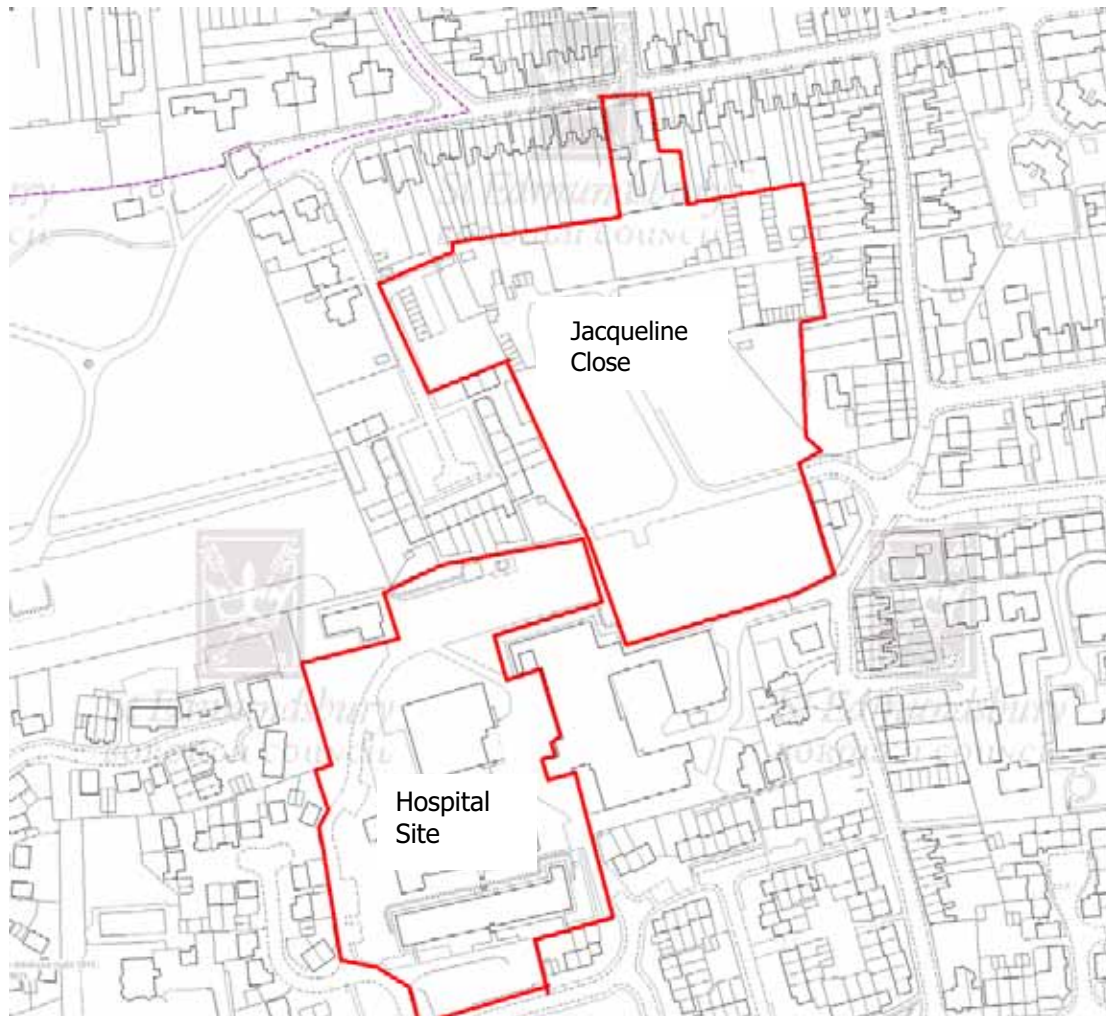
Land is a finite resource and we need to ensure that developing on greenfield sites is a last resort, while making sure that urban areas are so crammed with development that the quality of life is deficient. While it is accepted that “garden grabbing” is not generally accepted, the Council will continue to encourage an appropriate amount of new homes to be built where opportunities exist on previously developed land, as long as the environmental and economic impact of such development is acceptable. Bury St Edmunds does not suffer with having the large amounts of abandoned land that can occur in other towns, but that does not mean that opportunities do not exist for redevelopment. In the last 5 years, 1,491 new homes have been built in the town on previously developed land. Further opportunities remain for more homes to be provided in this way but care will be needed to ensure that, for example, houses with large gardens are not developed on to the detriment to the overall character of that area.

A number of sites have been identified that provide a realistic opportunity to be redeveloped during the course of the next 20 years and these are identified below.

Bury St Edmunds Garden Centre: The owners of the garden centre on Rougham Road have asked that it be allocated for redevelopment as housing. The site will eventually be surrounded by development once the strategic site to the south-east is developed and there would be little in the way of a valid planning reason to resist the principle of such development. It is acknowledged that there may be traffic and environmental constraints to overcome before the development could proceed.

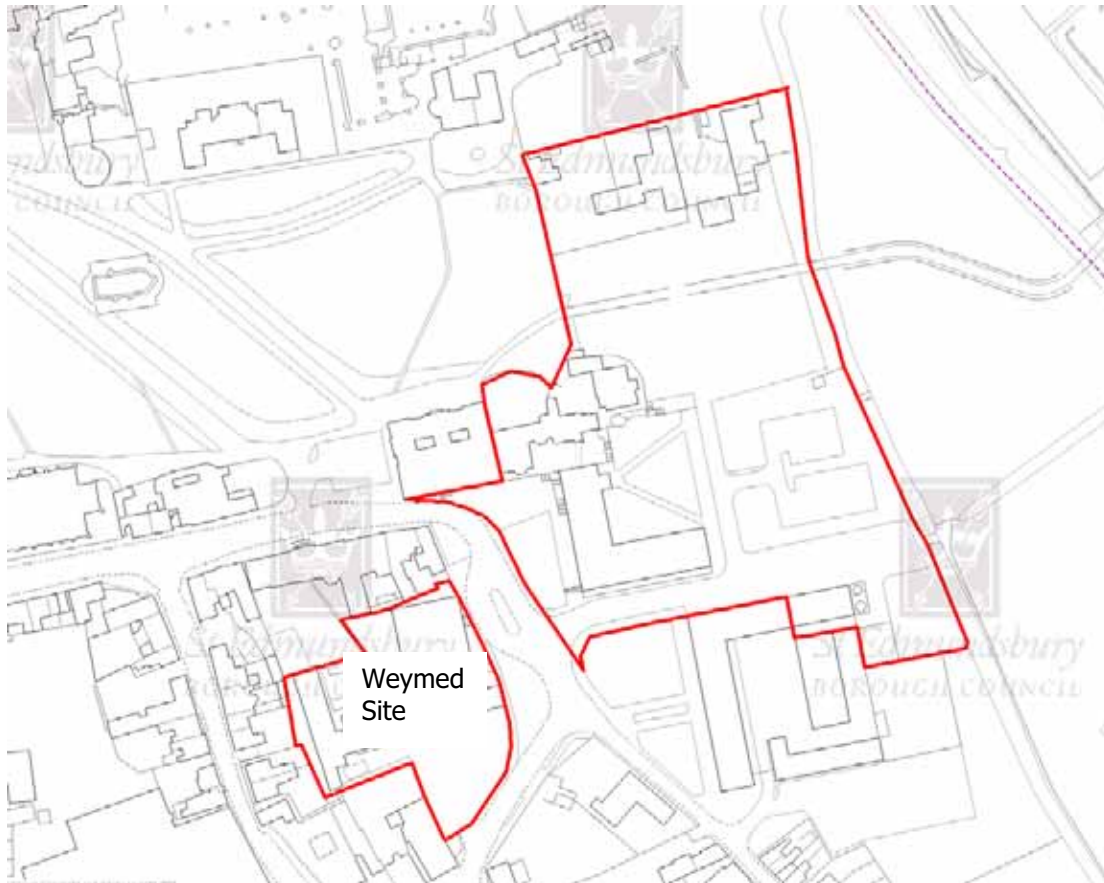


Land at Jacqueline Close: This site has been identified for many years as having the potential for development. It is a particularly difficult site to bring forward as it contains the remains of former chalk workings. However, although the costs of the development are high, it is considered that constructing new homes on the site will be viable.

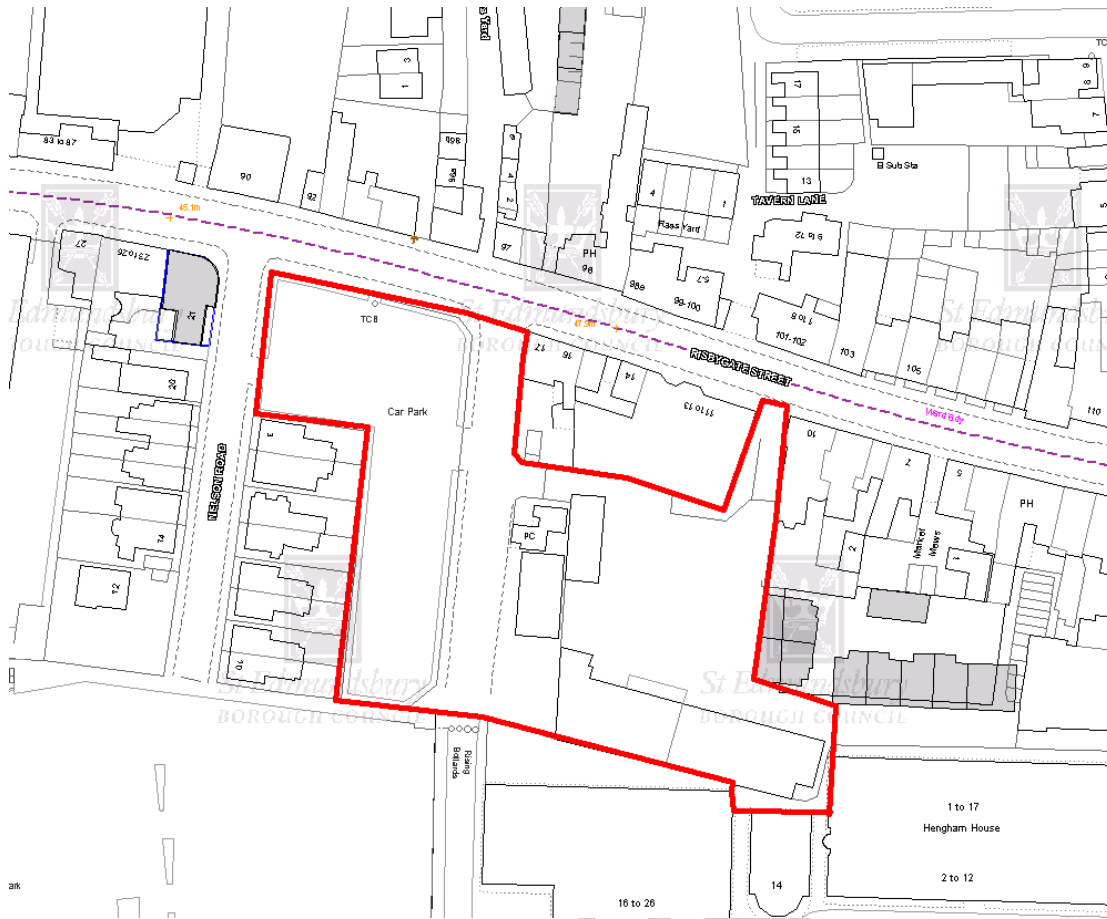


Hospital Site, Hospital Road: Over the course of a number of years the site of the former hospital in Hospital Road has been redeveloped as premises become surplus to requirements. Part of the site remains in operational use but it is recognised that the opportunity may exist during next 20 years to redevelop the site for housing. It may be appropriate to combine the development with the neighbouring Jacqueline Close site.

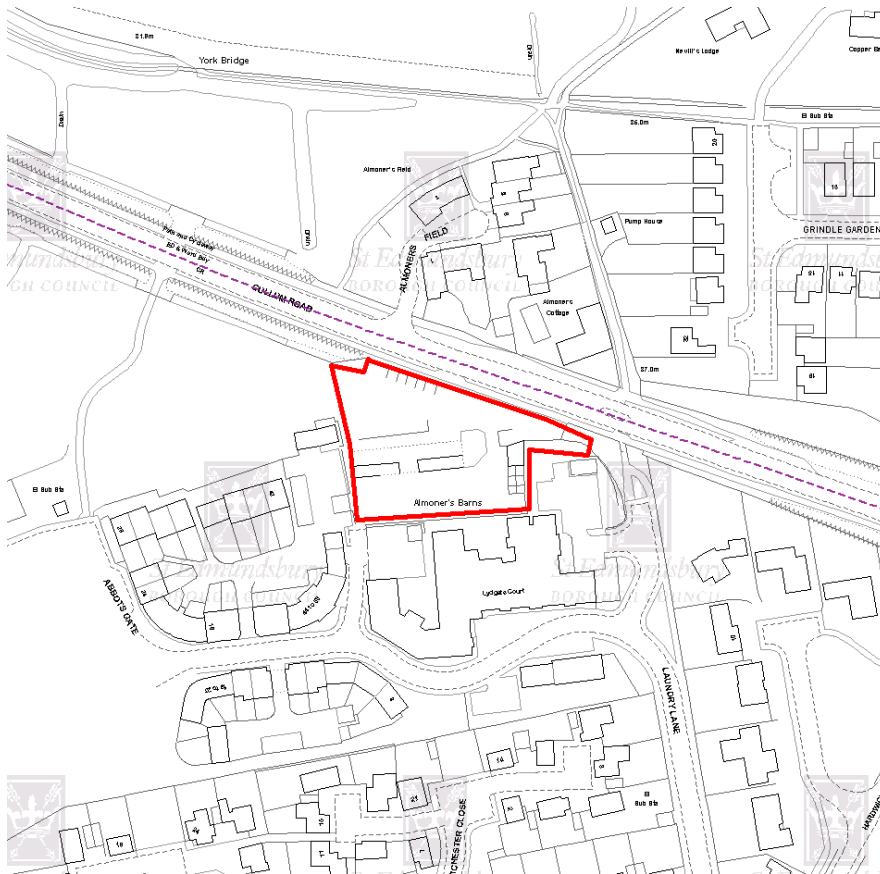
Shire Hall and Weymed Site: The former County Council offices are now vacant and a development brief has been adopted for their conversion to homes, including the construction of a small extension.



Land at School Yard: This site on the corner of Risbygate Street and School Yard is centrally located in the town and provides an opportunity to construct homes to meet the needs of those wanting a town centre location. There may be an opportunity to construct buildings on the frontages that would enable occupation by businesses on the ground floor to enhance the viability of this part of the town centre.



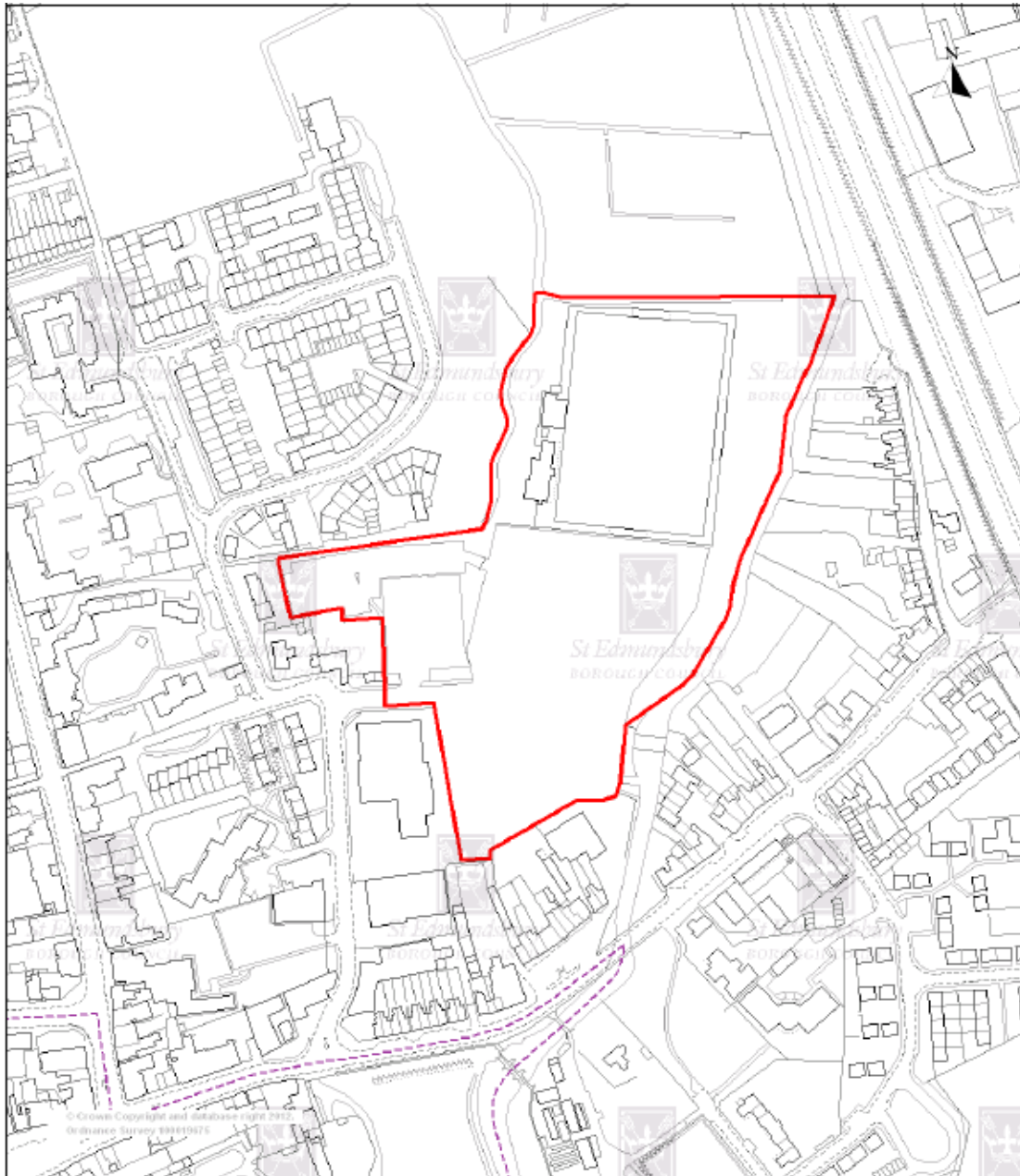
Almoners Barn, Cullum Road: This small site adjoins an area off Hardwick Lane that is already being redeveloped (the former Hardwick Industrial Estate). The provision of new homes would therefore be the most appropriate future use.



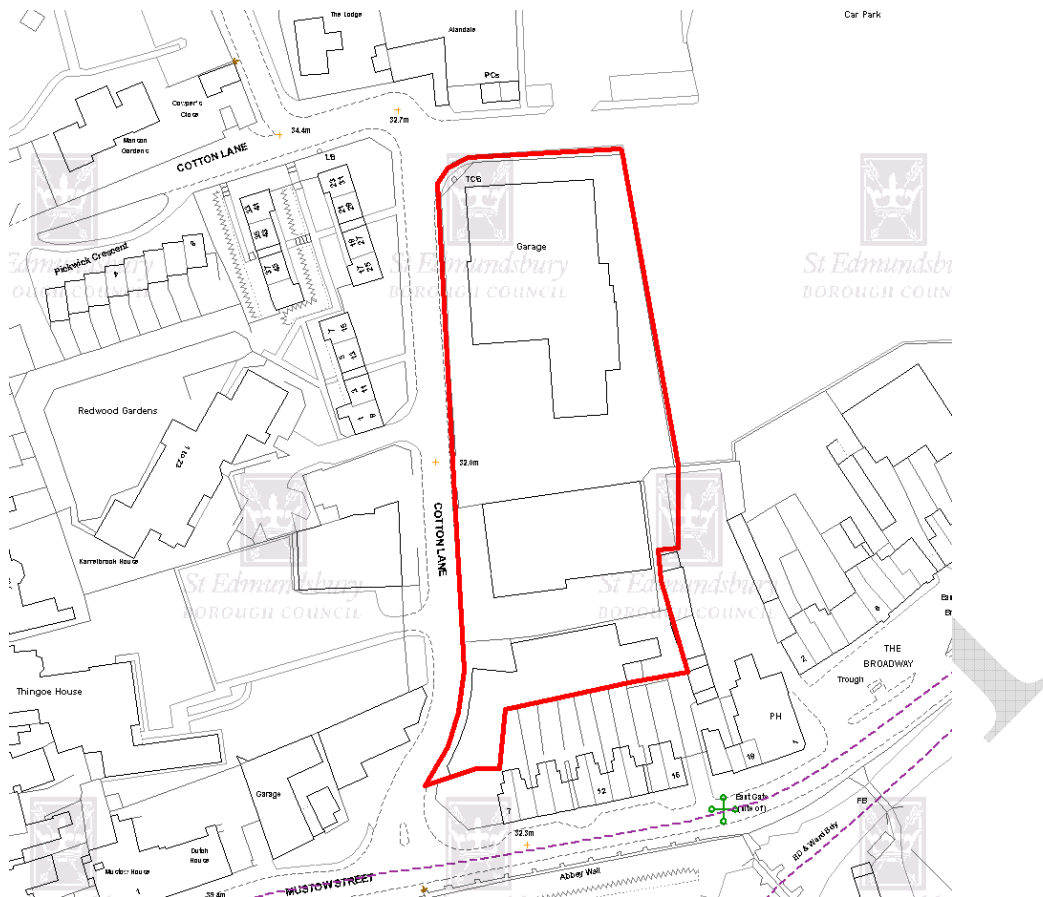
Tayfen Road: It is anticipated that, as part of a larger mixed use redevelopment of this area, up to 100 new homes could be provided. A separate policy is set out elsewhere in this section and a masterplan has already been adopted that makes provision for homes within the development.

Station Hill: This is an important site that is addressed elsewhere in this section. Because of the considerable costs in brining the site forward, it is expected that housing will form the backbone of a mixed use scheme.

Ram Meadow: Policy BV11 identifies an opportunity for the redevelopment of the Ram Meadow area that would include an opportunity to provide new homes. It may be possible to combine the redevelopment of this site with the adjoining garages and bus depot in Cotton Lane.



Garages and Bus Depot, Cotton Lane: These commercial uses occupy a large area of land close to the town centre. Should, at any point in the next 20 years, the owners consider relocating their businesses then the sites would be suitable for new homes. It may be appropriate to include provision within any development for people that do not need to rely on a car to access day to day services and facilities.



POLICY BV10: HOUSING ON BROWNFIELD SITES - BURY ST EDMUNDS

The following brownfield sites are allocated for residential development

		Indicative Capacity	Site Area (ha)
a)	Bury St Edmunds Garden Centre	52	1.75
b)	Land at Jacqueline Close	50	1.7
c)	Hospital Site, Hospital Road	65	1.4
d)	Shire Hall	66	1.3
e)	Weymed Site	14	0.27
f)	Land at School Yard	32	0.64
g)	Almoners Barn, Cullum Road	12	0.24

Mixed Use Sites (including residential)

h)	Tayfen Road	100	3.8
i)	Station Hill	300	6.9
j)	Land at Ram Meadow	85	2.1
k)	Garages and Bus Depot, Cotton Lane	50	0.7

These sites are identified on the Proposals Map

Please note, allocations reflect situation as at 1 April 2011.

Q Do you agree with allocating these brownfield sites for development?

Q If not, what changes do you require and why?

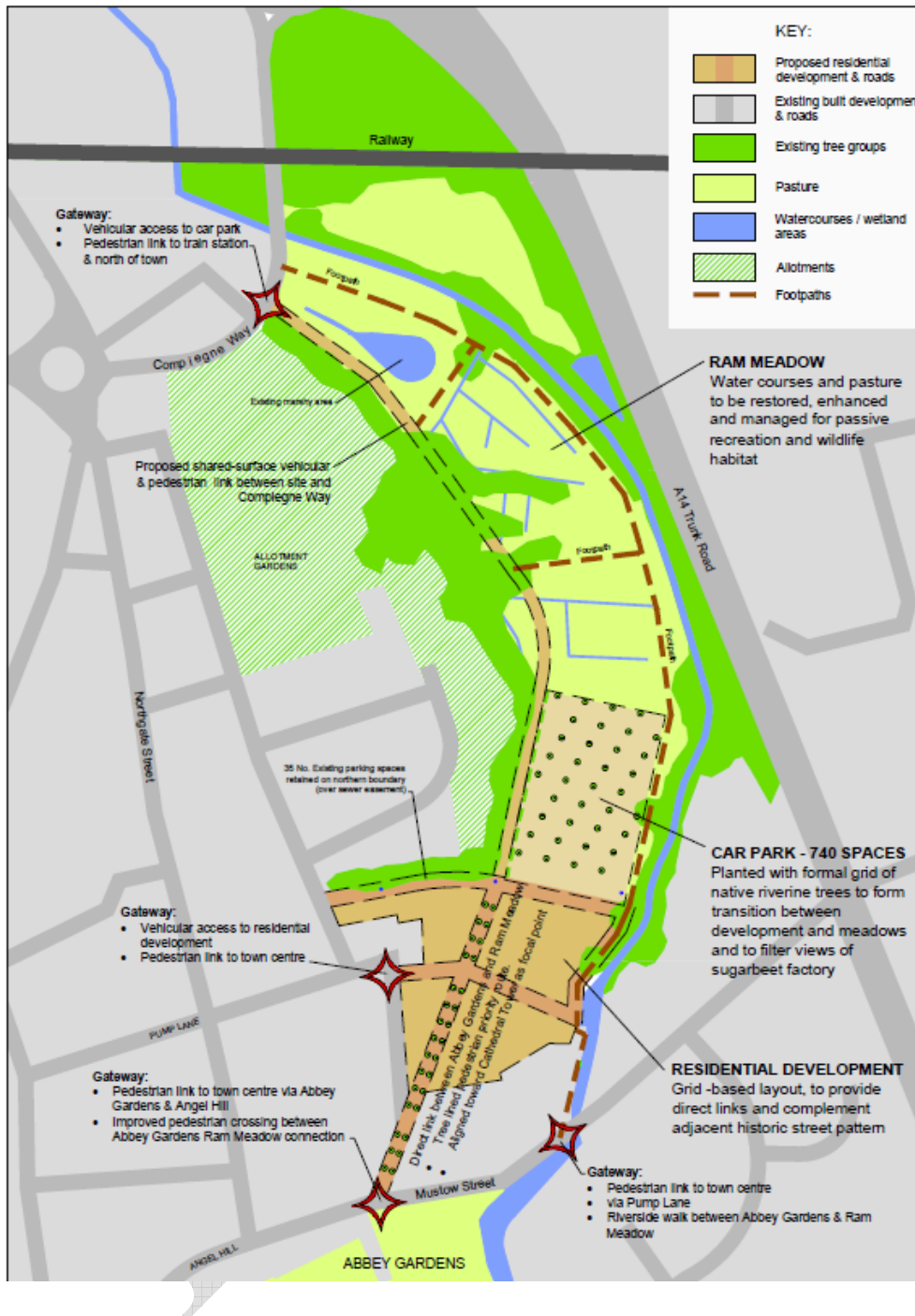
Ram Meadow

The proposed relocation of Bury Town Football Club from their stadium at Ram Meadow in Cotton Lane presents an opportunity to reconsider how this area is used. The football stadium itself does not meet modern requirements and therefore will become vacant when Bury Town move to their new stadium at Moreton Hall. The Borough Council owns the site and the adjacent car park.

Access to the car park, which is the main visitors car park for the historic side of the town, is quite tortuous and development that generates additional vehicles using Cotton Lane would potentially cause unacceptable traffic impacts. An alternative is to create a dedicated access road to only serve Ram Meadow car park from Compiegne Way. The football club presents an opportunity to be redeveloped for car parking which would allow the existing parking to be redeveloped for housing. However, the number of public car parking spaces is critical to this part of the town and should not be reduced. The management of the open area between the football stadium and Compiegne Way should be enhanced in association with any development. This could include restoring the meadow pasture and its watercourses, enhancing areas of tree cover, and making the most of its connection with the River Lark which runs along the eastern boundary. The existing footpaths through the area would be retained.

POLICY BV11: LAND AT RAM MEADOW

3.84 (net) Ha of land at Ram Meadow is allocated for mixed use development which may include residential development and commercial uses, car parking and an access road to Compiegne Way. Numbers and distribution of uses will be informed by a more detailed Development Brief for the site.



Q Do you agree with this proposal?

If not, what changes do you require and why?

Aspiration 2: Walkable neighbourhoods enable communities to meet their day to day needs without necessarily requiring them to drive.

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

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

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

Proposed actions to achieve this:

- ◆ Ensure there are sufficient new facilities within walking distance of homes to meet growth in demand.
- ◆ Adopt a dual-use policy for public sector buildings.
- ◆ Foster inter-generational compatibility through good design and access to services.
- ◆ Existing facilities will be safeguarded by Development Management Policies.
- ◆ Provide support for communities to enable them to help themselves

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

POLICY BV12: NEW AND EXISTING LOCAL CENTRES AND COMMUNITY FACILITIES

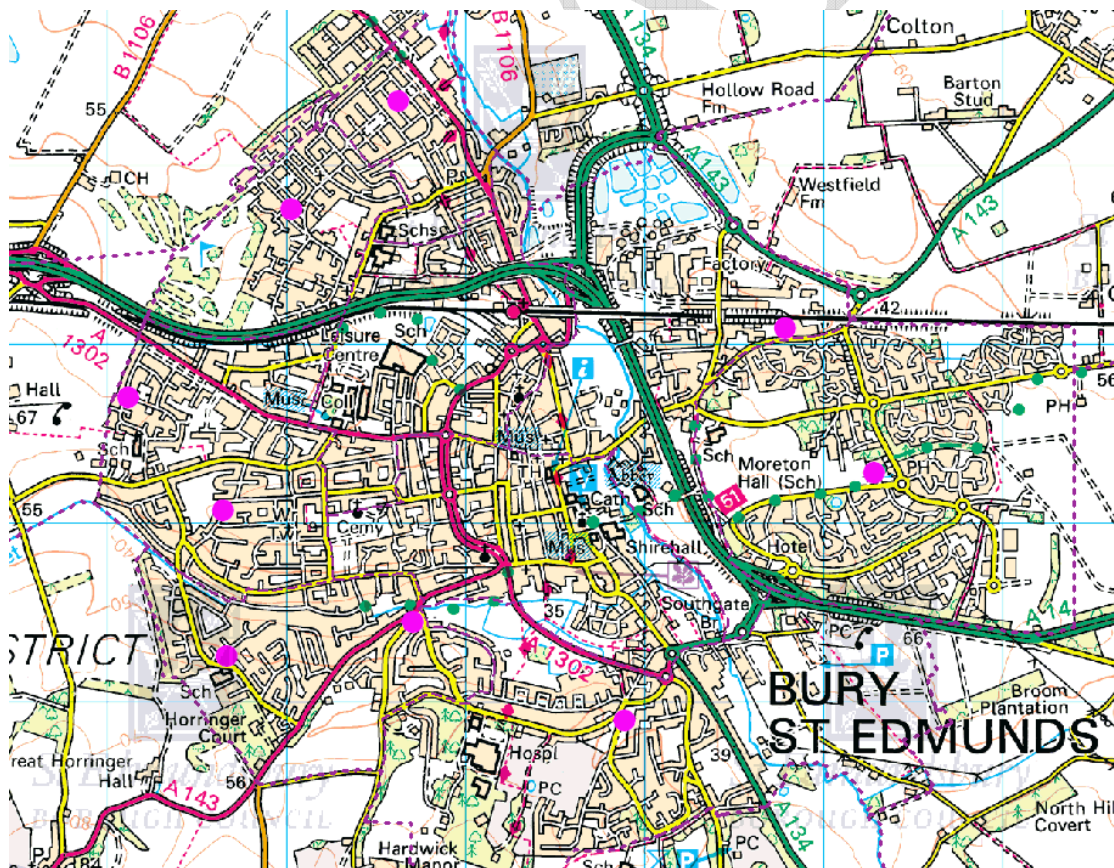
Sites for new and existing local centres are allocated at:

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

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

- i) Leisure and Recreation;
- ii) Health and Community facilities;
- iii) Small scale retail development, where it can be demonstrated to meet local need (generally not exceeding 150 sq. metres in net floor area unless a larger area is required to meet a demonstrated local shortfall); and
- iv) Education.

These sites will be safeguarded from other forms of development.



Aspiration 3: The best use is made of existing homes

A further key challenge is to make best use of existing homes and extend housing options by improving housing conditions, reducing risk, updating sheltered housing and bringing empty homes back into use. Fuel poverty is a key issue and occurs when households cannot afford to heat their home to the level required for health and comfort. It arises from a combination of fuel prices, low incomes, poorly insulated homes and expensive or inadequate heating systems. Households that fail the decent homes standard do so primarily due to 'excess cold', so it is important to improve the thermal comfort of these homes.

Increasing age brings with it an increased number of residents with disabilities, who will need appropriate housing and local services and support from public bodies, their families and their local communities, particularly where there are concentrations of elderly residents who moved into estates designed for families but continue to live there into their old age. Newly-retired people can, however, be a very valuable resource if they are willing to use some of their time to volunteer.

There continues to be a trend of households becoming smaller, resulting primarily from people living longer and families breaking down. This can have a significant impact on the need for homes. For example, in a population of 35,000 if the average household size were to drop from 2.4 people to 2.3 people there would be a need for an additional 620 homes just to accommodate the same population. If this trend continues then there may be a need to consider how we get make a more efficient use of existing homes.

Proposed actions to achieve this

- ◆ Ensure that homes needing improvement are identified and occupants given the opportunity and support to bring their property up to standard.
- ◆ Encourage the reporting of empty homes and bring them back into use.
- ◆ Help vulnerable people to stay in their own homes by providing funding to help them keep their homes safe, warm and in good repair, and to adapt them if necessary.
- ◆ Help vulnerable occupants carry out minor repairs to their homes.
- ◆ Help improve the thermal comfort of homes and eliminate fuel poverty.
- ◆ Work with groups and residents to determine changing housing aspirations and their preferences for the future.
- ◆ Provide an attractive smaller alternative to larger family homes which will encourage occupants of these larger homes to move into smaller accommodation.
- ◆ Work with the county council and other partners to ensure that the specialist housing needs of older people are planned for and met.

- ◆ Enable older people to stay in their own homes by providing funding to help keep their homes safe, warm and in good repair, and to adapt them if necessary.
- ◆ Ensure new development meets the 'Lifetime Homes and Neighbourhoods' standard.

Do you agree with our aspirations for homes and communities?

Do you agree with the actions we propose to take to achieve our aspirations?

DRAFT

6. Jobs and Economy

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

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

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

1. The local economy is prosperous and dynamic.
2. Unemployment rate is low and there are high-quality job opportunities for local people.
3. People have access to the skills and training required to meet the needs of the local job market
4. Inward investment has been maximised through the provision of a suitable range of business premises to meet the needs of both small and large employers

Aspiration 1: The local economy is prosperous and dynamic

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

The role of local authorities is limited: they can influence the local economy but not change it. The commercial sector is responsible for generating economic activity and National Government for the national economic climate. The principal role of the Council will be to deploy its resources to best effect, make maximum use of the levers in its control and work in partnership with other organisations. It is now the public sector which is under pressure, with public spending being tightly constrained and funds for investment increasingly scarce, and Bury St Edmunds, with its high level of public sector employment, is particularly vulnerable.

Proposed actions to achieve this

- ◆ Ensure adequate land is made available to enable the economy to grow
- ◆ Encourage the regeneration and improvement of older employment areas

- ◆ Create the conditions that will help local businesses.
- ◆ Lobby and enlist help from economic agencies.
- ◆ Market the town as a regional centre.
- ◆ Manage and improve the town centre and regenerate rundown areas.
- ◆ Attract and retain inward investment.
- ◆ Improve public sector procurement opportunities for business.
- ◆ Help businesses navigate Planning requirements.
- ◆ Help local businesses access finance by researching its availability and promoting it.
- ◆ Work with business interest groups, including the Chamber of Commerce and Bid4Bury to understand their concerns.
- ◆ Help businesses use resources more efficiently.

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

The amount of land potentially required has been informed by the preparation of an Employment Land Review for West Suffolk, jointly commissioned by the Council working with Forest Heath and Mid Suffolk District Councils and the County Council. This fed directly into the preparation of the Core Strategy and, as a result, has resulted in the identification of a strategic employment site to the east of Moreton Hall. There will be a need to support existing employment areas around the town to ensure that there is a balance of opportunities and jobs are provided close to homes, thereby contributing towards making the town more sustainable. It is also important to recognise that only a proportion of jobs are located on industrial estates. Some of the larger employers in the town are located on standalone sites and it will be important to safeguard these to ensure a balanced economy and sustainable town.

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

Land East of Moreton Hall, Bury St Edmunds

A strategic release of land at Moreton Hall for employment use would have to provide the Bury St Edmunds eastern relief road linking both the existing and proposed development at Moreton Hall with the A14 Rookery Crossroads at Rougham. In allocating the site at Suffolk Business Park, the Borough Council recognises that development could extend beyond this plan period. This is justified by the early provision of important infrastructure and the supply of quality, well serviced sites well located within the borough and the region. This strategic site allocation will provide long-term certainty and enable the town to respond to changes in demand. It will also allow the opportunity and flexibility for older inappropriately located and/or poor quality employment sites within the town to be regenerated and/or re-used for other purposes.

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

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

The adjoining former Rougham Airfield to the east of Moreton Hall is used occasionally for recreational and leisure events. Proposals for its future use are addressed in the Culture and Leisure section.

The proposed eastern relief road for Bury St Edmunds could improve access to the former airfield and land next to the existing Rougham general employment area. A modest amount of land has been identified in policy BV13 for employment uses between the proposed relief road and the existing northern boundary of the Rougham general employment area. This land could accommodate businesses associated with activities on the airfield. The development of this land will not be considered until the eastern relief road has been completed.

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

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

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

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

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

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

OTHER EMPLOYMENT AREAS

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

POLICY BV14: GENERAL EMPLOYMENT AREAS – BURY ST EDMUNDS

The following areas are designated as General Employment Areas

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

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

	Developable Site Area (Hectares)
Anglian Lane	0.40
Blenheim Park	1.27
Suffolk Business Park *	14.79
Chapel Pond Hill	0.88
Eastern Way	2.27
Mildenhall Road	1.12
Northern Way	0.34
TOTAL AREA AVAILABLE	21.07

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

* Development at Suffolk Business Park will comprise the following:

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

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

Alternative uses in employment areas

The allocation of 62.28 hectares of employment land to the east of Suffolk Business Park provides the opportunity and flexibility for older inappropriately located and/or poor quality employment sites within the town to be regenerated and/or re-used for other purposes (i.e. businesses that may not fit neatly into B Use Classes). However, such flexibility of use should not preclude the potential for development of such sites for general industrial (Use Class B2) businesses.

An area of land at the eastern end of Western Way, centred on West Suffolk House has been identified as suitable for the development of a Public Service Village, bringing together a linked cluster of public service users on a single site. A Masterplan for the development of the area was adopted in January 2007 and the first phase of development was completed in 2009.

Policy BV15: ALTERNATIVE BUSINESS DEVELOPMENT WITHIN GENERAL EMPLOYMENT AREAS

Within the following General Employment Areas, opportunities for redevelopment or re-use of sites and buildings for alternative commercial business/mixed activities which do not necessarily fit neatly into B Use Classes will be considered favourably where they do not conflict with policies elsewhere within the Development Plan. Such development should not result in the potential for future conflict with existing or proposed general industrial (Use Class B2) activities.

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

British Sugar

The success of the Chapel Pond Hill development suggests that there is demand for starter units and low value land for general industrial (Use Class B2) businesses. At the Bury St Edmunds British Sugar site, the residue beds and lagoons to the west of Compiegne Way are the subject of a major restoration programme which entails filling, grading the old beds and planting areas with suitable trees and shrubs. The Borough Council considers that such initiatives should be encouraged. It is also considered that land south of Compiegne Way offers an opportunity for employment development on a modest scale as part of a comprehensive masterplanning approach to the reclamation of this area. The masterplan will also look at other forms of restoration such as recreation and nature conservation uses. If there is any change to British Sugar's presence on their current site, Policy BSE5 will be reviewed to ensure that the proper planning of the whole site can be carried out in a comprehensive manner.

POLICY BV16: BRITISH SUGAR LAGOONS

The local planning authority will encourage the long-term restoration of the lagoons, residue beds, spoil and landscaped areas of the British Sugar site, as identified on the Proposals Map. Appropriate forms of after use such as suitable recreation and nature conservation uses will be considered across the site. The area adjoining the River Lark forms an important link in the creation of the 'Lark Valley Green Corridor' (identified in the Green Infrastructure Study). Any development should include the safe and secure provision of this corridor.

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

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

Shopping

Shopping provision will be focussed on the town centre with local provision within neighbourhood centres. However, it is not always possible to locate bulky goods retailers in a central location and, therefore, provision for such stores is being made at Bury St Edmunds Retail Park and Tayfen Road (Policy BV9).

POLICY BV17: BURY ST EDMUNDS RETAIL PARK

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

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

- a) The need for the proposal;
- b) That a sequential approach has been adopted in selecting the site demonstrating that all potential suitable, viable and available sites have been evaluated; and
- c) The impact of the proposal on the vitality and viability of Bury St Edmunds Town Centre and local centres, including the cumulative impact of recently completed developments and unimplemented planning permissions, taking into account the results of a shopping impact study and/or an environmental assessment; and
- d) That the site is accessible by a choice of means of transport.

Aspiration 2: Unemployment rate is low and there are high-quality job opportunities for local people.

St Edmundsbury has been identified as a growth area and government funding has been allocated to help develop infrastructure. In planning for growth, it is important to get the right balance between employment, housing and infrastructure. Many respondents to the Vision 2031 consultation stressed the relationship between housing and jobs – in two senses: they felt that any increase in the number of houses should be underpinned by creation of the necessary infrastructure and jobs, but conversely, it is difficult for people who have jobs to afford to buy houses locally. It is also important to ensure that economic growth does not spoil the environment, especially in Bury St Edmunds where the historic environment is of such high quality and is in itself a major attraction for businesses and for visitors.

Proposed actions to achieve this

- ◆ Ensure that growth is not at the expense of the historic and natural environment.
- ◆ Help businesses cut energy costs, reduce carbon emissions and develop clean technology.

Aspiration 3: People have access to the skills and training required to meet the needs of the local job market

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

Many respondents to the Vision 2031 consultation expressed concern about whether local young people would be able to find jobs and prioritised creating apprenticeships and other opportunities for them. They also pointed out that the town has an ageing population and that as people live longer, more jobs for older people will be needed. There is a feeling that employers are unfairly prejudiced against older workers.

Policy BV25 seeks to safeguard existing schools and the West Suffolk College.

Proposed actions to achieve this

- ◆ Work with schools to ensure that young people have a good grounding in basic skills, have a good work ethic and are as flexible as possible.
- ◆ Articulate the skills needs of businesses and bring employers and skills providers together to encourage the development of skills that local employers need.
- ◆ Increase the number of apprenticeships by introducing a wage subsidy scheme and offering apprenticeship support packages.
- ◆ Work with schools and the College to inspire young people to consider business careers.
- ◆ Encourage businesses to take on young people.

Aspiration 4: Inward investment has been maximised through the provision of a suitable range of business premises to meet the needs of both small and large employers

Respondents to the Vision 2031 consultation felt that the lack of business premises for both large businesses and new ones is a hindrance to the town's offer. The development of Suffolk Business Park is intended to meet this need and offers a tremendous opportunity to improve the town's attractiveness for inward investment. However, further opportunities for investment will need to be examined throughout the plan period to ensure that the town is in a strong position to respond to changes in the economy.

Proposed actions to achieve this

- ◆ Strongly support the development of Suffolk Business Park and the eastern relief road.
- ◆ Promote the development of a new incubation centre on Suffolk Business Park.
- ◆ Ensure the planning process provides an adequate range of employment sites within the town

Do you agree with our aspirations for jobs and economy?

Do you agree with the actions we propose to take to achieve our aspirations?

7. Travel

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

Over 4,500 homes are planned in Bury St Edmunds over the next twenty years and a large area of strategic employment will be completed. Leisure and retail provision will also grow and put pressure on the capacity of the road network. Although many people and businesses have asked for improvements to the road network to relieve congestion, experience from elsewhere suggests that improving roads only attracts more traffic and does nothing to ease congestion. The focus therefore has to be upon encouraging people to travel by means other than the car wherever possible. The Core Strategy sets out that all development proposals should prioritise modes of transport in the following order: walking, cycling, public transport (including taxis), commercial vehicles and cars.

Local Transport Plan

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

- **Reducing demand for travel**
- **Efficient use of transport networks**
- **Improving infrastructure**

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

Reducing demand for travel

- ensure that future developments for housing and employment include adequate facilities to people can travel more easily on foot, by bicycle or by bus.
- all new developments to implement travel plans to achieve some shift from the dominance of car driver trips in the peak periods.
- work with Borough Council and the train operating company to develop a station travel plan to improve access to the railway station.
- work with Borough Council to establish appropriate policies for on and off street parking provision and charges to reduce long stay parking, while recognising the importance of short and medium stay parking for the town's retail economy.

Efficient use of transport networks

- Seek to maintain key transport links within the town, in particular those between the town centre and West Suffolk Hospital, West Suffolk College, key employment areas and all existing and/or proposed housing developments.

- directing any developer contributions through contractual arrangements towards the expansion and underpinning of the commercial network. Future services could include town centre routes that complement the existing network.
- Real time passenger information will be considered for implementation when funding permits.

Improving infrastructure

- Further walking and cycling facilities are required to enhance and complete the existing network, particularly to connect the railway station with the town centre.
- Work with the borough council to ensure that infrastructure; in particular at the bus station in St Andrews Street, is improved and expanded where necessary. Increased capacity and accommodation for larger buses may need to be considered in the medium term.
- The road improvement schemes associated with future development will alleviate congestion at particular locations and provide access to new developments. Specific efforts are also needed to improve traffic circulation, access and public transport integration in the central area.
- We will work with the Highways Agency, Borough Council and other partners to find solutions to lorry parking issues, particularly associated with Tayfen Road, Western Way and Moreton Hall.

Aspirations

In 2031 Bury St Edmunds will be a place where:

1. People in the rural areas can travel into Bury St Edmunds without relying on the private car
2. Public transport around the town and to other destinations is reliable and cheap.
3. Walking and cycling links are improved in and around the town, linking the town centre, residential areas, schools and the employment areas minimising congestion and the need for car use
4. The town can be accessed by a well maintained transport and road network

Aspiration 1: People in the rural areas can travel into Bury St Edmunds without relying on the private car

Many people living in the rural areas need access to the town for work, recreation and shopping. They often rely on the car as the only practical mode of travel, but the increasing cost of petrol makes this unaffordable for people on low incomes.

Proposed actions to achieve this

- ◆ Promote car sharing and car clubs in villages.
- ◆ Create safe routes from villages close to the town to promote cycling and walking.

Aspiration 2: Public transport around the town and to other destinations is reliable and cheap.

Bus services across the town have recently been reduced because of funding cuts, but the remaining services could be made more attractive and easier to use. Many cross town journeys require a change at the bus station which is both inconvenient and not conducive to transferring trips from car to bus. For example, to travel by bus from Moreton Hall to the West Suffolk Hospital requires such a change. It may be feasible to introduce a circular route that would make such journeys more attractive to customers.

The train station is a major gateway into, and introduction to, Bury St Edmunds, but the area outside the station is both unsightly and dysfunctional. The rail link to Cambridge is single-track and there is no direct link to London.

Proposed actions to achieve this

- ◆ Introduce real time information and improve the availability and usability of bus timetables and how they relate to other bus and rail services.
- ◆ Enhance bus shelters around the town where possible.
- ◆ Improve the size and facilities of the bus station and make it a more integrated transport hub to encourage people to combine different methods of transport.
- ◆ Improve the cycling facilities at the station by introducing secure, covered and illuminated bicycle shelters to encourage people to travel to the station by bicycle.
- ◆ Improve the public spaces outside the station to enhance visitors' perception of the town.
- ◆ Work more closely with the rail providers to improve infrastructure and services.
- ◆ Lobby for improvement of the rail link to Cambridge and London.

Bury St Edmunds Bus Station

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

Aspiration 3: Walking and cycling links are improved in and around the town linking the town centre residential areas schools and the employment areas minimising congestion and the need for car use

If the town is to cope with the increasing demands that growth will bring, more trips need to be made by walking and by bicycle instead of by car.

Increasing the number of children who cycle or walk to school would both improve their health and benefit the town. It would help to combat childhood obesity, which has reached record levels, and congestion at peak times, much of which is attributable to the 'school run'. Safety is the key issue because parents will not allow their children to cycle unless they think the roads are safe.

Proposed actions to achieve this

- ◆ Improve the desirability and viability of local centres and increase cycle facilities.
- ◆ Ensure new and existing neighbourhoods are well-integrated places with streets giving priority to pedestrians and cyclists.
- ◆ Increase the number and length of pedestrian and cycle routes around the town.
- ◆ Increase the number of pedestrian routes across the A14 and other main roads.
- ◆ Introduce conveniently located, secure, covered and illuminated bicycle shelters.
- ◆ Introduce safe routes to schools where possible.
- ◆ Provide facilities at schools to encourage students and staff to walk or cycle.
- ◆ Introduce spaces for low emission cars and electric car charging points to encourage more low emission vehicles in the town centre

Town centre streets

Investment has been made over the years to improve the amount of space for pedestrians in the historic streets of the town centre. However, there remain areas where there is conflict between motor vehicles and pedestrians and other users and this is to the detriment of the town centre environment as a whole. As referred to elsewhere, the population of the town and surrounding area is to continue to grow and it is to be hoped that similar proportions of the population will want to be attracted to visit the town centre for shopping, financial, cultural and leisure reasons. In order to accommodate this growth, it will be necessary to consider increasing the amount of space available for pedestrians. This could be achieved through physical works, such as pavement widening and/or legal measures such as part or permanent pedestrianisation of streets.

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

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

pedestrian priority measures, such as closing the road to vehicles at certain times in the day or certain days of the week.

Q Do you think that there is a need to improve the pedestrian environment in the town centre?

Q What would you suggest is appropriate?

Aspiration 4: The town can be accessed by a well maintained transport and road network

The A14 is the major route into the town from the east and west. It is liable to become congested and the junctions giving access to the town are prone to congestion at peak times. There will be a need to resolve the capacity issues of the central and eastern (Moreton Hall) interchanges in order to accommodate traffic generated by additional development. There are potentially long term issues for the A14 in that any proposals for widening it to three lanes along its route from Felixstowe to the M1 / M6 would be difficult to achieve as it passes through the town.

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

Strategic development areas around the town, as identified in the Local Development Framework Core Strategy, will need to ensure that an appropriate road infrastructure is provided in response to managing the impact on the town's transport network as a result of the development. In some instances this will include the construction of relief roads that will have wider benefits for the town as a whole. In particular, the construction of the Eastern Relief Road between Moreton Hall and the A14 at Rougham is essential before development in the area identified in the Vision can be occupied.

The use of trains for journeys to and from the town continues to increase. The number of people using Bury St Edmunds station doubled between 2002/3 and 2009/10 and there is evidence of overcrowding on trains at peak times. The frequency and quality of services remains a concern for users and, if the town is to accommodate further economic growth sustainably, there will be a need to plan for further investment in the rail infrastructure and

services to support it. In particular, the line to Cambridge has capacity issues, being only single track between Kennet and Cambridge. A new long term operators franchise will be let in the coming years and the Borough Council will use this appointment as an opportunity to lobby for service improvements.

Proposed actions to achieve this

- ◆ Lobby for improvement of the A14 and the access routes from it to the town.
- ◆ Safeguard primary road corridors in the town to ensure that congestion on these routes is minimised
- ◆ Lobby for improvement of the rail link to Cambridge and London.

Do you agree with our aspirations for travel?

Do you agree with the actions we propose to take to achieve our aspirations?

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8. Sustainability and Climate Change

There are many global challenges facing us over the next 20 years that will impact us at a local level. One particular challenge is combating the effects of climate change and, in turn, sustaining the environment. This section addresses what we can do at a local level in terms of 'sustainability and climate change'.

We have endeavoured to address the challenges of Sustainability and Climate Change where they arise in the Vision 2031 for Bury St Edmunds. Set out below are some of the key unifying concerns that Bury St Edmunds faces which are not covered elsewhere.

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

The steps we need to take to meet our aspirations are set out as actions and we would like to know from you whether you think these actions will help us get where we want to be by 2031.

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

1. Resource efficiency is maximised and carbon emissions are being reduced at a rate greater than Government targets
2. Both existing buildings and new developments incorporate high environmental standards and standards of resource efficiency and are resilient to a changing climate.
3. All homes and businesses have secure, affordable, low-carbon energy supplies and benefit from local renewable energy generation.

Aspiration 1: Resource efficiency is maximised and carbon emissions are being reduced at a rate greater than Government targets

- ◆ Provide a service offering advice and financial support to help homeowners, community groups and businesses improve their environmental performance and adopt sustainable construction/refurbishment principles and practices.
- ◆ Require developers to take account of the lifetime impact of their development on the local community and the environment when submitting proposals.

Aspiration 2: Both existing buildings and new developments incorporate high environmental standards and standards of resource efficiency and are resilient to a changing climate.

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

Proposed actions to achieve this

- ◆ Set sustainable construction standards above current minimum requirements.
- ◆ Manage waste to minimise landfill
- ◆ Set stringent CO₂ emission standards for new development.

Aspiration 3: All homes and businesses have secure, affordable, low-carbon energy supplies and benefit from local renewable energy generation.

Proposed actions to achieve this

- ◆ Investigate the feasibility of providing direct heating using renewable energy based on a study commissioned by the council and its partners in July 2011.
- ◆ Require onsite/local renewable/low carbon energy generation in new development.

Links with other themes

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

On-site low carbon energy

The council has a strategic role to play to develop sustainable low carbon energy supplies for Bury St Edmunds over the next twenty years. Every supplier needs to:

- Be financially viable;
- Achieve national and local carbon reduction goals;
- Be affordable for the consumer; and
- Be secure

POLICY BV18 – On-site low carbon energy target

Opportunities for large-scale low carbon energy generation are limited in Bury St Edmunds. In order to deliver energy generation and CO₂ reductions, and maximise the economic, social and environmental benefits that this will bring, the Council expects new development to play its part. Accordingly, developments in 'district heating network opportunity areas' and developments over 10

dwelling will be required to emit a maximum of 6 kilograms of CO₂ per square meter per year (kgCO₂(eg) m²/year), where feasible and viable.

Opportunities for district heating network

District heating, could in the long term, play a strategic part in delivering secure energy supplies. Research commissioned by the council with partners has identified opportunity areas where district heating could be developed.

POLICY BV19 – District heating network opportunity areas.

It is recommended that new development in a 'district heating network opportunity area' should, where feasible and financially viable, contribute to the establishment of a strategic district heating network(s) in suitable locations.

Accordingly:

- 1. Development of all sizes should seek to make use of available heat, biomass and waste heat.**
- 2. Strategic development sites should consider installing a district heating network to serve the site unless it can be shown not to be feasible or viable. The network should connect to or be compatible with connection to a strategic network at a future date.**
- 3. Other new developments should connect to any available district heating networks unless it can be shown not to be feasible or viable. Where a district heating network does not yet exist, applicants should demonstrate that the heating and cooling equipment installed does not conflict with future connection to a strategic network.**
- 4. New development should be designed to maximise the opportunities to accommodate a district heating solution, considering density, mix of use, layout and phasing.**
- 5. Where investment or development is being undertaken into or adjacent to an anchor load identified in the heat map, full consideration should be given to the potential contribution that the building can have within a district heating network.**

Community Infrastructure Levy

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

POLICY BV20 – Community Infrastructure Levy and Allowable Solutions

Money raised through the CIL and, in future, from Allowable Solutions (levied as part of the Building Regulations) to contribute towards the development of the strategic district heating networks identified in the 'Investigating Decentralised Energy in Bury St Edmunds' study. It may also be spent on other CO2 reduction priorities identified by the Council in the future.

Other documents which are relevant to local energy generation and resource efficiency within the Local Development Framework are

- Joint St Edmundsbury Borough Council and Forest Heath District Council Development Management Policy Document
- The Bury St Edmunds District Heating Feasibility Study
- The East of England Renewable and Low Carbon Energy Capacity Study

Do you agree with our aspirations for sustainability and climate change?

Do you agree with the actions we propose to take to achieve our aspirations?

9. Crime and Safety

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

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

The Suffolk Police Authority Three Year Policing Plan (2011-2014) contains seven strategic aspirations including stating that "Local policing and responding to the policing needs and concerns of local communities is the cornerstone of the Constabulary". They are also seeking the efficient use of their buildings and are looking to share with partners where possible. The Council will work with Suffolk Constabulary to implement the Policing Plan.

In 2031 Bury St Edmunds will be a place where

1. Levels of crime and disorder are low.
2. Residents both are and feel safe.

Aspiration 1: Levels of crime and disorder are low.

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

Proposed actions to achieve this

- ◆ Involve local groups in combating crime and finding solutions to issues of local concern, e.g. residents' associations, local businesses, interest groups, Neighbourhood Watch, PubWatch, Community Speed Watch and Town Pastors.
- ◆ Adopt a practical 'problem solving' approach to issues, in which local people help identify issues and propose local solutions: for example, if speeding is seen as an issue, local people can be trained to conduct speed tests, which will both establish the extent of the problem and act as a deterrent.

- ◆ Offer advice and support to local people to engage with young people, making sure that the type of engagement meets the needs of young people: for example, asking young people what provision they want, and, if the resources are not available to provide it, getting them involved in making grant applications.
- ◆ Encourage school and community projects addressing issues such as vandalism and littering.
- ◆ Look at crime prevention in its widest sense, starting with good design to remove the opportunities for crime, and including practical solutions to protect property, community facilities, space for people of all ages to get out of their homes and be active and fostering strong communities which can address local issues.
- ◆ Encourage community input in issues associated with the night-time economy, for example, the Town Pastors scheme and the West Suffolk SOS Bus, a volunteer project providing first-aid and a safe refuge on a Friday night.
- ◆ Encourage everyone to see community safety as their issue, not a Police issue, and to become involved in initiatives to address crime and anti-social behaviour.

Aspiration 2: Residents both are and feel safe.

The fear of crime far outstrips the reality of crime levels, although in a low crime area a single serious crime can have a far greater impact on the perception of the safety of the area than several serious crimes in a higher crime area would have.

Proposed actions to achieve this

- ◆ Promote understanding between the generations so that older people do not perceive young people as a threat simply because they are out on the street, and young people recognise that congregating in large groups can be seen as intimidating.
- ◆ Encourage the local media, community groups and partners to put out positive community safety messages.
- ◆ Work with partners and the community to dispel myths, for example, that all young people cause a problem.
- ◆ Communities identify the crime and safety issues which matter to them and lead the response.

Do you agree with our aspirations for crime and safety?

Do you agree with the actions we propose to take to achieve our aspirations?

10. Infrastructure and Services

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

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

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

1. The provision of infrastructure and services meets the growing needs of the town.
2. Infrastructure provision is visually unobtrusive.

Aspiration 1: The provision of infrastructure and services meets the growing needs of the town.

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

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

National Grid is responsible for supplying gas to the town, and a programme of gas main replacement is currently underway. Gas is supplied from a large gasholder at Tayfen Road, which is a major hazard and restricts development opportunities in the vicinity. It is also within an area of former gasworks land which is now largely redundant, but is heavily contaminated.

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

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

The borough council collects waste from households whilst the county council treats and disposes of it. Domestic users can dispose of or recycle bulky waste at the household waste site at Rougham Hill. The county council plans that by 2026, untreated waste will no longer go to landfill and residual waste will be managed to recover value from waste that cannot practicably be recycled or composted. At present, much effort goes into reducing landfill by sorting waste and removing material for recycling or composting. It is most efficient to achieve this at source, but it relies upon co-operation from all users.

UK Power Networks is responsible for supplying electricity. No major projects are required to meet planned growth to 2031, but local sub-stations will have to be upgraded to increase capacity. Unsightly overhead power lines bring power from the east to a major sub-station at Raingate Street. Development to the east of Bury St Edmunds could enable these to be relocated underground. The developer could probably be persuaded to do this within the development area, but not the line between the development area and Raingate Street sub-station.

Proposed actions to achieve this

- ◆ Support Anglian Water's programme of managing water and reducing mains leakage.
- ◆ Encourage rainwater capture and grey water recycling.
- ◆ Upgrade the town centre sewerage system and manage the associated disruption.
- ◆ Provide new trunk sewers around the town.
- ◆ Provide alternative sewage treatment works to the east of the town.
- ◆ Replace the existing gas holder by a gas pressure reduction system, which would both remove a major hazard and enable redevelopment.
- ◆ Ensure that high speed broadband connections are extended to new development.
- ◆ Locate all new development away from areas at greatest risk from flooding.
- ◆ Design development to accommodate flooding and make efficient use of land.
- ◆ Design developments to capture run-off water and re-use it.
- ◆ Address existing areas of flood risk and adopt flood prevention measures.
- ◆ Work with manufacturers to reduce unnecessary packaging.
- ◆ Encourage the developer of land to the east of the town to fund the additional cost of relocating the supply underground beyond their site area.

Aspiration 2: Infrastructure provision is visually unobtrusive.

The location of certain types of infrastructure, such as overhead power lines, telephone lines and mobile phone masts, can have an impact on visual amenity. It is important that such impacts are managed to ensure that required infrastructure is sited in the best location for the provider with the least visual impact.

Proposed actions to achieve this

- ◆ Use planning policy effectively to locate new infrastructure with minimal visual impact on the surrounding environment

Do you agree with our aspirations for infrastructure and services?

Do you agree with the actions we propose to take to achieve our aspirations?

It is noted that early in the plan period, it will be necessary to make land available for a new cemetery as the existing site in Hospital Road is reaching capacity. The Borough Council will continue to investigate identifying the most appropriate location for this facility.

11. Culture and Leisure

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

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

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

1. A wide range of world class cultural and leisure activities is offered to residents and visitors.
2. Cultural and leisure activities bring social and economic benefits, promoting health, offering alternatives to anti-social behaviour and helping to protect the environment.
3. Many different organisations in the public, private and voluntary sectors work in partnership to offer cultural and leisure activities at the lowest possible cost and offering the best possible value.

Aspiration 1: A wide range of world class cultural and leisure activities is offered to residents and visitors.

The town's population will increase from 37,000 to about 50,000 by 2031, with a 22% increase in those over 65 already since 2001. It is desirable to increase the amount of leisure provision to match the increased population, and to tailor the type of provision to the age-groups likely to increase. Many national leisure organisations publish calculators suggesting what level of provision is desirable: Sport England's facilities calculator suggests that people in Bury St Edmunds lack access to swimming pools, sports pitches and sports halls. The Arts Council has a similar calculator to work out developer contributions for culture and heritage.

Proposed actions to achieve this

- ◆ Maximise the use of the Council's existing cultural and leisure facilities.
- ◆ Maximise the community use of other public sector facilities, especially schools.
- ◆ Work in partnership with the private and voluntary sector to enhance opportunities.
- ◆ Build new cultural and leisure facilities in areas of population growth.
- ◆ Integrate new cultural and leisure facilities with new school and community provision.

The area of land bounded by the A14, Rougham Hill and the River Lark (known as Leg of Mutton) forms an important open area, protecting views of the town centre and will be protected from inappropriate development in accordance with Policy BV26. However, the area has potential to cater for informal and formal outdoor recreation with an opportunity for limited associated buildings, which may include a hotel and indoor leisure/fitness at its eastern edge, adjacent to Rougham Hill.

POLICY BV21: LAND WEST OF ROUGHAM HILL

15 Ha of land to the west of Rougham Hill is allocated for outdoor recreational use and associated facilities. The amount of land and distribution of uses will be informed by a detailed Development Brief.

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

POLICY BV22: ROUGHAM AIRFIELD

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

- * Airfield uses;**
- * Showground and outdoor events;**

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

Aspiration 2: Cultural and leisure activities bring social and economic benefits, promoting health, offering alternatives to anti social behaviour and helping to protect the environment.

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

Proposed actions to achieve this

- ◆ Promote active cultural and leisure participation as a way of achieving good health.
- ◆ Promote cultural and leisure opportunities as a way of achieving community cohesion.
- ◆ Deliver cultural and leisure facilities and an events programme that promotes tourism and maximises the local economic impact.
- ◆ Promote leisure activity that enhances and sustains the environment.

Allotments

Allotments, both public and private have traditionally played an important role in urban areas, providing the opportunity for individuals to grow their own produce. Concerns about genetic modification of foodstuffs, chemical pollution and contamination of food and the desire for freshness has seen resurgence in their popularity.

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

POLICY BV23: ALLOTMENTS

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

a) it can be demonstrated that there is no local demand for the allotment; or

b) suitable mitigation can be identified and made available.

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

Sites for the provision of additional allotments will be identified in Masterplans and Development Briefs.

Children's Play

"Play is crucial to children's healthy development and happiness. Evidence demonstrates that one of the best ways for children to stay both physically and mentally healthy is through access to a variety of unstructured play experiences. Generally accepted claims of the benefits, acknowledge that 'play allows children to use their creativity while developing their imagination, dexterity, and physical, cognitive and emotional strength.'" (Play England 2008).

The Council's planning policies for the provision of play are contained in the Development Management Policies document. However, the Borough Council has an important role in the town in the provision and management of play areas and equipment. A county-wide play strategy was published in 2010 which set out a vision *"to create and sustain inclusive play opportunities to contribute to enabling all children and young people in Suffolk to enjoy themselves and develop their potential, giving them the basis for a successful life as active members of their community."*

Play doesn't always require a formal playground with swings and roundabouts to enable play. Often things such as a fallen tree trunk can spark imaginative play that will stimulate the senses even if it does not require physical activity.

In preparing this Vision, it may be an appropriate time to consider whether it would be good to introduce more unstructured opportunities for play in addition to the traditional equipped playground. For example, in introducing earth banks alongside a footpath, or a swing in a town centre street where there are often more children accompanying adults on a shopping trip than might be found in a neighbourhood play area.

Public Art

The installation of public art in towns can make a major contribution to giving a place character and identity. There are already many examples of public art installed around the town and they can often be combined with functional purposes, such as the traffic signs on Angel Hill. On other occasions, public art can take the form of temporary installations such as the beehive that was placed on Southgate Green roundabout in 2010. In many instances

when working with residents and property owners, artists can help to interpret and improve local perceptions of an area, in order to generate and enhance a sense of place.

It may be appropriate to encourage the inclusion of public art projects in new development areas as well as the traditional cultural quarters of the town.

Q Would you support the provision of public art installations in the town?

Aspiration 3: Many different organisations in the public private and voluntary sectors work in partnership to offer cultural and leisure activities at the lowest possible cost and offering the best possible value.

Running leisure facilities is expensive and accounts for a large proportion of the borough council's revenue budget at a time when funding for local authorities is being cut sharply. Moreover, most leisure services are discretionary and local authorities are under no obligation to provide them. Customers' expectations are rising all the time, however, and they expect leisure facilities and activities to be of a high standard. For all these reasons, the council's leisure services are under considerable financial pressure.

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

Proposed actions to achieve this

- ◆ Maximise the use of existing cultural and leisure facilities including open space and sports facilities.
- ◆ Maximise the community use of other public sector facilities, especially schools.
- ◆ Work in partnership with the private and voluntary sector to enhance opportunities.
- ◆ Integrate new cultural and leisure facilities with new school and community provision.
- ◆ Work with other public services such as the Health and Wellbeing Board to deliver an inclusive service.

Do you agree with our aspirations for culture and leisure?

Do you agree with the actions we propose to take to achieve our aspirations?

12. Health and Wellbeing

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

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

1. All residents have access to good quality health facilities, information and activities.
2. A good quality environment will help to enhance people's lives and support a sustainable economy
3. We provide adequately for an ageing population
4. Issues of deprivation are considered and dealt with appropriately

Aspiration 1: All residents have access to good quality health facilities, information and activities.

Health services face increasing calls on limited resources and health care provision will have to change in response. Health has been seen as the responsibility of healthcare professionals, but community groups and individuals will have to take an increasing responsibility. A greater emphasis upon prevention may decrease the need for treatment, but this is likely to take a generation to show results.

Local facilities and activities make an important contribution to health and well being and provide a focus for people who want to keep healthy and active

Proposed actions to achieve this

- ◆ Encourage a debate about how healthcare resources are best used.
- ◆ Exploit advances in technology, both to support elderly people and more generally.
- ◆ Ensure that health bodies develop a coherent approach to preventative measures and promoting well-being.
- ◆ Engage voluntary and community groups in the local delivery of healthcare.
- ◆ Plan to change health provision as the population changes.

- ◆ Provide a site of sufficient size to accommodate a new West Suffolk Hospital.
- ◆ Maximise the use of existing facilities and make dual use of publically funded buildings the norm.
- ◆ Encourage the creation of community hubs offering a range of services.
- ◆ Encourage schools to establish patterns of healthy exercise.
- ◆ Encourage sports and outdoor clubs to enable people of all ages to stay active.

POLICY BV24: WEST SUFFOLK HOSPITAL AND ST. NICHOLAS HOSPICE

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

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

Any major development/redevelopment proposals will require a masterplan for the whole site to be prepared.

Aspiration 2: A good quality environment will help to enhance people's lives and support a sustainable economy

The quality of the environment is a key determinant of health: a good quality environment can help enhance people's lives and support a sustainable economy. In Bury St Edmunds the quality of the built environment is generally good, although there are areas where footpath and cycling routes, for example, are not conducive to providing realistic choices of how the travel.

The Development Management Policies Document, which is part of the Local Development Framework, contains policies that require development proposals to minimise environmental impact, as well as the impact on residential amenity. These policies will be used to judge the potential impact of all planning applications in the town.

Good quality public spaces also provide significant benefits, whether they are hard or soft landscapes. In this respect, the Council's Green Infrastructure Strategy makes provision for

the improvement of green spaces in and around the town for both public access and the enhancement of wildlife. The Historic and Natural Environment chapter addresses how we can implement the Strategy. In the town centre, the Council has adopted a Streetscape Strategy that defines a hierarchy of streets and provides guidance on the materials to be used when environmental improvements are carried out. This will help to maintain the high quality of streets and spaces in the historic core, thereby providing an environment where people can be safe in streets and enjoy the environment.

Proposed actions to achieve this

- ◆ Address environmental issues affecting residents' lives.
- ◆ Ensure that environmental impacts are properly considered for all new developments, attaching conditions to mitigate the impact where appropriate.
- ◆ Work with highway engineers to reduce traffic congestion and improve air quality.
- ◆ Make land available for allotments to allow residents to grow their own food and facilitate the provision of local markets offering reasonably-priced good quality food.

Aspiration 3: We provide adequately for an ageing population

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

Proposed actions to achieve this

- ◆ Use community facilities as hubs for services for local residents.
- ◆ Encourage self-help and volunteering to help provide services for older people.
- ◆ Support affordable community transport initiatives.

Aspiration 4 : Issues of deprivation are considered and dealt with appropriately

Compared to many parts of the country Bury St Edmunds has few areas of deprivation, however, where pockets of deprivation do exist it is important that these issues are dealt with appropriately. One instance where differences in levels of deprivation have been well reported is in respect of the differences in life expectancy across the town. Life expectancy in Moreton Hall ward is amongst the highest not only across the town, but across the whole

country at 86.5, whilst other parts of the town, such as Eastgate Ward have a much lower life expectancy at 77.3, and resources should be concentrated on improving this.

Proposed actions to achieve this

- ◆ Use the results of the 2011 Census, when published, and other available data to inform collective decisions on programmes to tackle deprivation
- ◆ Focus available resources on dealing with the existing pockets of deprivation across the town

Do you agree with our aspirations for health and wellbeing?

Do you agree with the actions we propose to take to achieve our aspirations?

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13. Education and Skills

The town is playing an increasingly important role in education provision. At the higher end of the process, considerable investment is being made in West Suffolk College which is expanding to accommodate its partner, University Campus Suffolk. Schools are, however, in a state of flux as the County Council is implementing a county wide Schools Organisation Review. This will result in the three tier system in the town being replaced by two tiers, primary and secondary.

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

Pre-school facilities and specialist schools also play an important role in the overall education structure in the town and there is a need to ensure that sufficient spaces are available in the most appropriate locations.

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

1. Local schools and West Suffolk College are successful and educational attainment exceeds national averages.
2. Existing schools are supported through periods of change and efficient use is made of vacant school sites
3. School facilities are of a high standard and fulfil a wider community role.
4. Schools raise aspirations and create the workforce of the future.
5. Adult skills levels are enhanced.

Aspiration 1: Local schools and West Suffolk College are successful and educational attainment exceeds national averages.

Educational attainment is generally good in the town, with GCSE results well above both the Suffolk and England averages at all the town's secondary schools. However, performance in Key Stage 2 Maths and English SAT tests at the middle schools often does not meet the county and national averages.

Proposed actions to achieve this

- ◆ Work with the County Council and schools to encourage and facilitate high educational attainment
- ◆ Work with schools, employers and communities to create responsible citizens, fulfilling the aspirations set out in other Vision 2031 chapters.

West Suffolk College's role in the town is growing increasingly important. In recent years there has been significant investment in the site in Out Risbygate and a their recent investigation into the socioeconomic impact of the College has identified a £193.2 million benefit to the region. A masterplan for the future development of the site has been adopted by the Borough Council, which will provide a planning framework for how the site is developed. The site is a major generator of trips from a wide catchment area and the promotion of sustainable travel to and from the College will continue to be encouraged.

POLICY BV25: WEST SUFFOLK COLLEGE

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

- a) the proposal would not have an unacceptable impact on the amenity of the college site and the surrounding area;**
- b) the travel plan to reduce dependency on access to the college site by the private motor car is updated as necessary and implemented; and**
- c) additional car parking is provided.**

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

Aspiration 2: Existing schools are supported through periods of change and efficient use is made of vacant school sites

Schools reorganisation and the increasing number of academies and free schools present both challenges and opportunities. The borough council needs to ensure that the remaining schools have space to expand and take on extra year groups from the closed middle schools, and that the former school sites are used appropriately.

Consultation respondents identified the physical condition and reorganisation of schools as issues. Bury St Edmunds' existing schools are almost at full capacity. The county council estimates that the growth planned for Bury St Edmunds will require the provision of a new secondary school. Currently, all the upper schools are located on the west side of the town, which exacerbates traffic congestion at the start and finish of the school day. The planned schools reorganisation may leave some sites vacant and available for other educational or community uses. At the remaining schools, taking on additional year groups may be difficult for schools on constrained sites. Throughout schools reorganisation and establishment of academies, the county council must ensure that there are enough school places and the borough council has to allocate sites that are large enough.

Proposed actions to achieve this

- ◆ Identify and support the growth of existing educational establishments
- ◆ Ensure that future new school development is on the eastern side of the town: Core Strategy Policy CS11 provides for a new secondary school at Moreton Hall.
- ◆ Work with the county council and community groups to ensure that suitable educational or community uses are found for vacant school sites.
- ◆ Remove policies that protect school sites for educational and community uses, making it easier for school buildings and playing fields to be redeveloped.
- ◆ Work with the county council to ensure that remaining schools are able to take on additional year groups as a result of schools reorganisation.
- ◆ Find new sites for existing schools, or upgrade their existing sites.
- ◆ Enhance leisure provision and community facilities by sharing school facilities.

During the lifetime of this Vision document, it is quite likely that school buildings and facilities will become surplus to education requirements, especially if the School Organisation Review is fully implemented. The existing buildings have the capability of being adapted to community facilities serving the local area. The straight redevelopment of sites without first considering such possibilities is not considered to be an efficient use of building resources. The County Council are therefore encourage to explore all possibilities for viable alternative community uses before considering other development options.

POLICY BV26: SAFEGUARDING EDUCATIONAL ESTABLISHMENTS

Existing and proposed schools and educational establishments will be safeguarded for educational and community use. Development will not be permitted unless:

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

Aspiration 3: School facilities are of a high standard and fulfil a wider community role.

Many schools have facilities such as playing fields and school halls which are underused out of school hours. There is an opportunity for local communities to work with the education authority and local schools to facilitate the use of these facilities by the local community.

Proposed actions to achieve this

- ◆ Work with the County Council and local schools to facilitate the sharing of school facilities with local communities

Aspiration 4: Schools raise aspirations and create the workforce of the future.

Population figures for Bury St Edmunds show a reduction in the number of 16-24 year olds, indicating that many young people leave, potentially for better jobs or to attend university. 7.3% of 16-18 year olds in the town are not in education, employment or training (NEET), and in some parts of the town, this increases to 19.1%. NEET status is associated with youth crime, long-term unemployment and, for the individual, reduced income over their whole working life. Apprenticeships provide an excellent employment and education opportunity for young people, but there is still a disappointingly low take-up in Bury St Edmunds and about a third of young people who take up apprenticeships in the borough never finish them. There is also a public perception that there are not enough apprenticeship places.

Proposed actions to achieve this

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

Aspiration 5: Adult skills levels are enhanced.

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

- ◆ Work with organisations such as the Eastern Enterprise Hub to develop the skills needed to run third sector organisations.
- ◆ Work with partners to improve access to adult learning courses, particularly for sectors identified as future growth areas in the town.
- ◆ Support West Suffolk College in their plans for higher education in the town.
- ◆ Ensure that skills training meets the needs of a rapidly changing economy.

Do you agree with our aspirations for education and skills?

Do you agree with the actions we propose to take to achieve our aspirations?

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14. Historic and Natural Environment

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

Vision 2031 consultation responses stressed the needs to maintain and enhance the individuality and character of Bury St Edmunds; to link the old and new parts of the town centre; to enhance green spaces and prevent their loss; and to look beyond the boundaries of the town. They also stressed the important economic role of the town's historic and natural environment in attracting tourists.

The two Conservation Areas in Bury St Edmunds are currently under review and may be subject to change under separate consultation. Any changes to the current boundaries will be reflected in the Proposals Map and the final Vision 2031 Document.

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

1. The historic and natural environment is protected, maintained and enhanced;
2. The new pressures on the town are managed and new development is in keeping with and respects the historic and natural environment

Aspiration 1: The historic and natural environment is protected maintained and enhanced

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

For most people, the natural environment is best represented by the trees close to their homes and the open spaces, parks and woodlands to which they have access. In consultation, the quality and the loss of green spaces were highlighted as issues, particularly in the north and north-west of the town. King's Forest and Thetford Forest provide important open space for residents of Bury St Edmunds, and the forests and Breckland are an unusual habitat with distinctive species of flora and fauna. The borough council owns a large quantity of the open space and woodland in and around the town, and it is much enjoyed by residents, but it is expensive to maintain and there can be a conflict between nature conservation and public use.

Bury St Edmunds is recognised as a town of considerable archaeological importance and the archaeological remains form an essential and valuable parts of Suffolk's identity. Attention is

drawn to Appendix 4 which shows the part of the town which is of particular archaeological significance, the majority of which lies within the town walls.

Proposed actions to achieve this

- ◆ Develop theme-based trails for both the built and natural environment, for example, a Georgian trail, Medieval trail or Great Churchyard trail.
- ◆ Link elements by connecting them spatially (for example connecting parks) or thematically (for example woodlands and rivers).
- ◆ Connect elements of the natural and historic environment, for example a Lark Valley trail that includes both wildlife and historic sites.
- ◆ Use new technology to provide connectivity and interpretation in discreet ways.
- ◆ Work more closely with local amenity groups to protect the environment and improve its interpretation.
- ◆ Form a stakeholder focus group to implement historical and environmental projects.
- ◆ Develop other initiatives, such as events and competitions, to increase understanding of the environment.
- ◆ Provide a new country park to the north of the town where there is currently no access to open areas.
- ◆ Manage open spaces and woodland in ways that protect their wildlife, whilst allowing the public to enjoy them.
- ◆ Explore different options for managing the borough's open space and woodland, particularly when planning new green infrastructure.

Conservation Area Management Plans

Conservation Area Management Plans have been produced for the two Conservation Areas within Bury St Edmunds. These contain an appraisal of the special character and appearance of the two Conservation Area and includes a summary of key features and characteristics to guide future development in the conservation areas.

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

POLICY BV27: CONSERVING THE SETTING AND VIEWS FROM THE HISTORIC CORE

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

Aspiration 2: The new pressures on the town are managed and new development is in keeping with and respects the historic and natural environment

Development represents the greatest threat to the natural environment and even infill and brownfield developments can have an impact. Although the most important sites and species are protected by law, the loss of incidental habitats and trees can lead to increasing isolation.

Proposed actions to achieve this

- ◆ Strengthen policies to protect and enhance the environment in the development management process.
- ◆ Ensure that new green infrastructure is integral to all new development.
- ◆ Ensure that new development has a high standard of design reflecting local characteristics.

Green Infrastructure

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

- Our environmental resources are under increasing pressure in the face of development and climate change;
- Green infrastructure can help adapt to and mitigate climate change;
- Green infrastructure plays a key role as a 'life support system', able to deliver multiple environmental functions.

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

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

This section of the Vision 2031 identifies a number of Bury specific projects which are identified within the Green Infrastructure Strategy and which will be a priority for delivery over the lifetime of Vision 2031.

Lark Valley Green Corridor

Enhance and wherever practicable extend the wetland landscape character of the urban Lark and Linnet to help re-instate the town's relationship with the river corridors, provide shared use access and create a more positive urban river edge, as well as to assist in reversing habitat fragmentation.

A Community Parkland for Bury St Edmunds

Provide new open space[s] for a range of user groups and interests, including youth groups (active and passive recreation). In addition to taking account of standards within the PPG17 assessment, this should make provision for equal access, allotments and community gardens as an integral part of the space, and for natural play to maximise opportunities for childrens' play. In addition, there is a opportunity to incorporate sustainable water management and SuDS and to enhance connections to shared use routes creating a hierarchy of new routes

Bury St Edmunds local green links – radial route

Seek to use existing routes, tracks and links wherever possible, to provide a greenway which would be designed to facilitate equal access, linking Bury and its surrounding countryside. Within areas of development, the greenway should be served by a range of access points and should be wide enough to create a safe and attractive environment for users, as well as to accommodate appropriate native planting to maximise opportunities for biodiversity and wildlife corridors.

Areas of Special Character

The character of Bury St Edmunds varies considerably from one neighbourhood to another. As identified above, two areas have been designated as Conservation Areas. Outside of the two Conservation Areas there are areas of unique special character and quality. There are policies elsewhere in the Local Development Framework which seek to protect such areas, many of which sit within the emerging Joint Development Management Policies document which was subject to a Preferred Options consultation between January and March 2012.

We have not sought to specifically identify and define these areas of special character and quality as this can mean different things in different areas and it is considered the protection

of such areas will be addressed through other documents in the Local Development Framework.

Question:

Do you feel we need a special policy and designation in this document to help protect areas of unique and special character?

Are there any parts of Bury St Edmunds (outside existing Conservation Areas) which you feel should be protected due to their special and unique character? Please set out your reasons.

Do you agree with our aspirations for the historic and natural environment?

Do you agree with the actions we propose to take to achieve our aspirations?

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15. Bury St Edmunds Town Centre

Bury St Edmunds acts as a focus for shopping, leisure, business and cultural activities. It acts as a sub-regional centre serving both the town itself and surrounding smaller settlements, as well as the needs of residents outside the borough. The Shopping centre serves as more than just a destination for shopping trips. The buildings contain a rich diversity of uses which together give the centre its own local distinctiveness. The Borough Council wishes to maintain and improve the vitality of the town and local centres in the borough and will encourage a mix of uses which satisfy this aim. The Bury St Edmunds Town Centre has seen significant change in the last few years with the completion of the ARK Shopping Centre which has added significant public realm.

In 2031 Bury St Edmunds will be a place where:

1. The town centre is vibrant and attractive with a varied retail offer
2. Streets in the historic core are of high quality and give priority to pedestrians

Aspiration 1: The town centre is vibrant and attractive with a varied retail offer

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

Proposed actions to achieve this

- ◆ Develop the town as a destination for shoppers and visitors by maintaining and enhancing the current retail and leisure offer
- ◆ Plan for additional retail floorspace in accordance with up-to-date appraisals of need
- ◆ Provide for other town centre activities such as specialist markets, street cafes, and entertainment in a managed and co-ordinated way in consultation with other users and operators
- ◆ Encourage uses above shop premises to maximise the use of space and ensure the town centre has life and natural surveillance after shops have closed.

Aspiration 2: Streets in the historic core are of high quality and give priority to pedestrians

The historic town centre streets of Bury St Edmunds were not designed to be used by cars. Heavy traffic both contributes to the degradation of the historic fabric and detracts from enjoyment of it. Significant sums were invested in the public realm of the historic core in the late 1990s. Large areas of Angel Hill were set aside for pedestrians and shared spaces were introduced in Abbeygate Street, reducing the dominance of the car and encouraging walking. Despite being the subject of some controversy at the time, this is now widely regarded as a success.

Proposed actions to achieve this

- ◆ Redress the balance between the car and the pedestrian on Cornhill/Buttermarket through the creation of wider pavement areas and shared space by reducing the number of parking spaces.
- ◆ We will continue to investigate the potential for the introduction of a park and ride scheme on a regular basis

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16. Strategic Growth Areas

Policy CS11 of Core Strategy identifies directions of growth for strategic development. The principle of growing the town in these directions has therefore been agreed and it is not for Bury St Edmunds Vision 2031 document to re-open the debate about the merits of growth occurring in these locations.

Other than outlining the principle uses to be planned for in each growth area, the Core Strategy contains little detail in respect of each site. There is a requirement to prepare a concept statement and masterplan for each growth area before planning applications will be considered. Effectively, this allows for a stage by stage approach to preparing detailed plans for each area, informed by a rolling programme of community engagement

The general principals for the delivery of all of the strategic growth areas are:

- Environmentally, economically and socially sustainable development designed to cope with climate change, and containing a mix of appropriate land uses and tenure of homes.
- Creating safe, attractive and successful streets and outdoor areas, which will provide spaces where children can play, people can sit, talk, walk and exercise.
- A clear network of quality public spaces which will link into the existing built form of the town and the surrounding countryside, promoting connections between the old and new developments and enhancing both recreational and ecological diversity.
- Good movement connections which will enable each area to be easily walkable and will link to established routes and facilities and to the town centre and surrounding communities. There will be clear opportunities for cycling and walking and other alternatives to using the car.
- The overall character of areas will be locally distinctive and will contribute to the character of Bury St Edmunds.

The developers of the sites have already undertaken a programme of consultation with local communities which is detailed in Appendix X. As a result of this community engagement a number of draft concept options have been prepared for each site by the developers, with one of these being identified as a 'preferred option'. In a few cases the council has designed a fourth option where it was considered that there was further opportunity to refine and improve the final preferred option. In those cases the concept plan is called an 'SEBC preferred option'. All of the preferred options sit within this section of the document with the other options available to view in Appendix X.

In all cases the council has standardised the developer concept plans for the purposes of comparison and clarity. The original plans which were produced by the developers sit as background information to this document and can be seen on the Bury St Edmunds Vision 2031 website at www.buryvision.org.uk

The developers have all provided explanatory and supporting text to their concept options which can be found in Appendix X.

To assist you in responding to the draft concept plans, additional information on the differences between the concept options, and how they perform in terms of sustainability, can be found in the sustainability appraisal which accompanies this document.

The identified areas of growth are:

1 North-west Bury St Edmunds



Policy CS11 of the Core Strategy identifies the area to the north west of the town for development that:

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

Work has commenced on the preparation of a concept statement for the area.

The key challenges to be addressed in bringing forward the development of this area are:

- Integration with existing residential area on Mildenhall Road / Howard estate
- The nature of the buffer between the development area and Fornham All Saints village
- Direct off road, links to Fornham All Saints

Development Principles

Three concept options for the site have been developed. The preferred option is illustrated below and the other two options can be seen in **Appendix 5**. The main development principles for the site in the preferred concept plan option below are as follows;

- Link road to follows the existing ridge line with combination of tree belts and avenue planting either side
- Central space is anchored by local centre, primary school, shops and employment uses
- Recreation grounds and possible sports centre located together and act as a buffer between the development and the adjacent employment area
- Pedestrian, cycle and bus links to the Mildenhall and Howard estate to be created
- The development edge benefits from the long distance countryside views
- Strategic gap comprising 'open access land' avoids coalescence with Fornham All Saints
- Radial green route provided via linear park and network of public open space.



Bury St Edmunds North West Developer Preferred Option

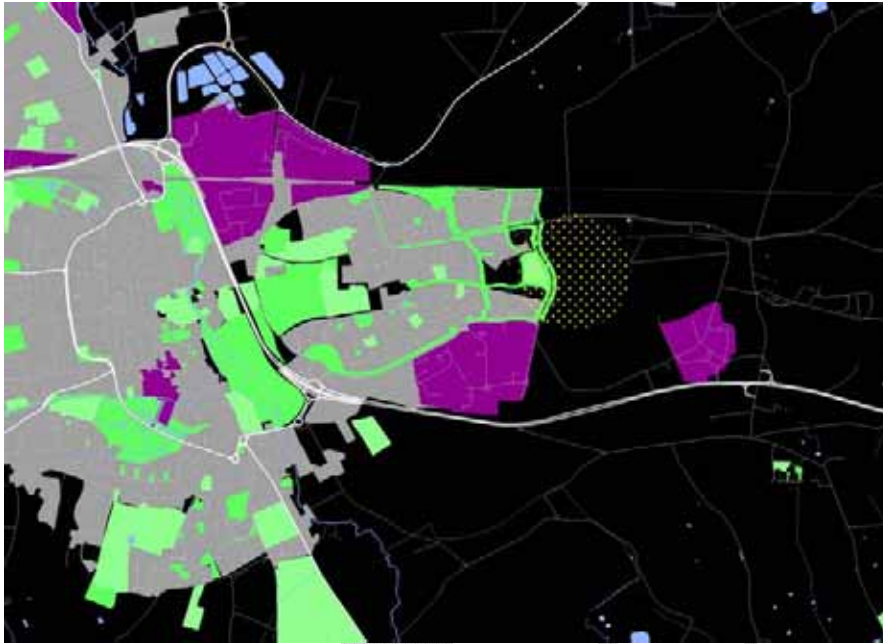


Do you agree with the Preferred Option for the development of this site?

Would you recommend any changes to the Preferred Option?

Appendix 5 of this draft document contains the other options for this site and explanatory text which has been written by both the developers of the site and the Council.

2 Moreton Hall



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

- Making provision for a secondary school;
- Providing additional recreation and community facilities, including the relocation of Bury Town Football Club;
- Delivering around 500 homes of mixed tenure and size, including affordable homes;
- Providing improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations;
- Enabling potential transport links to the north of the railway line;

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

Work has commenced on the preparation of a concept statement for the area.

The key challenges to be addressed in bringing forward the development of this area are:

- Ensuring the flying operations at Rougham Airfield are not compromised by the development;
- The development is easily accessible for cyclist and pedestrians from the existing Moreton Hall development, the future strategic growth area to the north of the

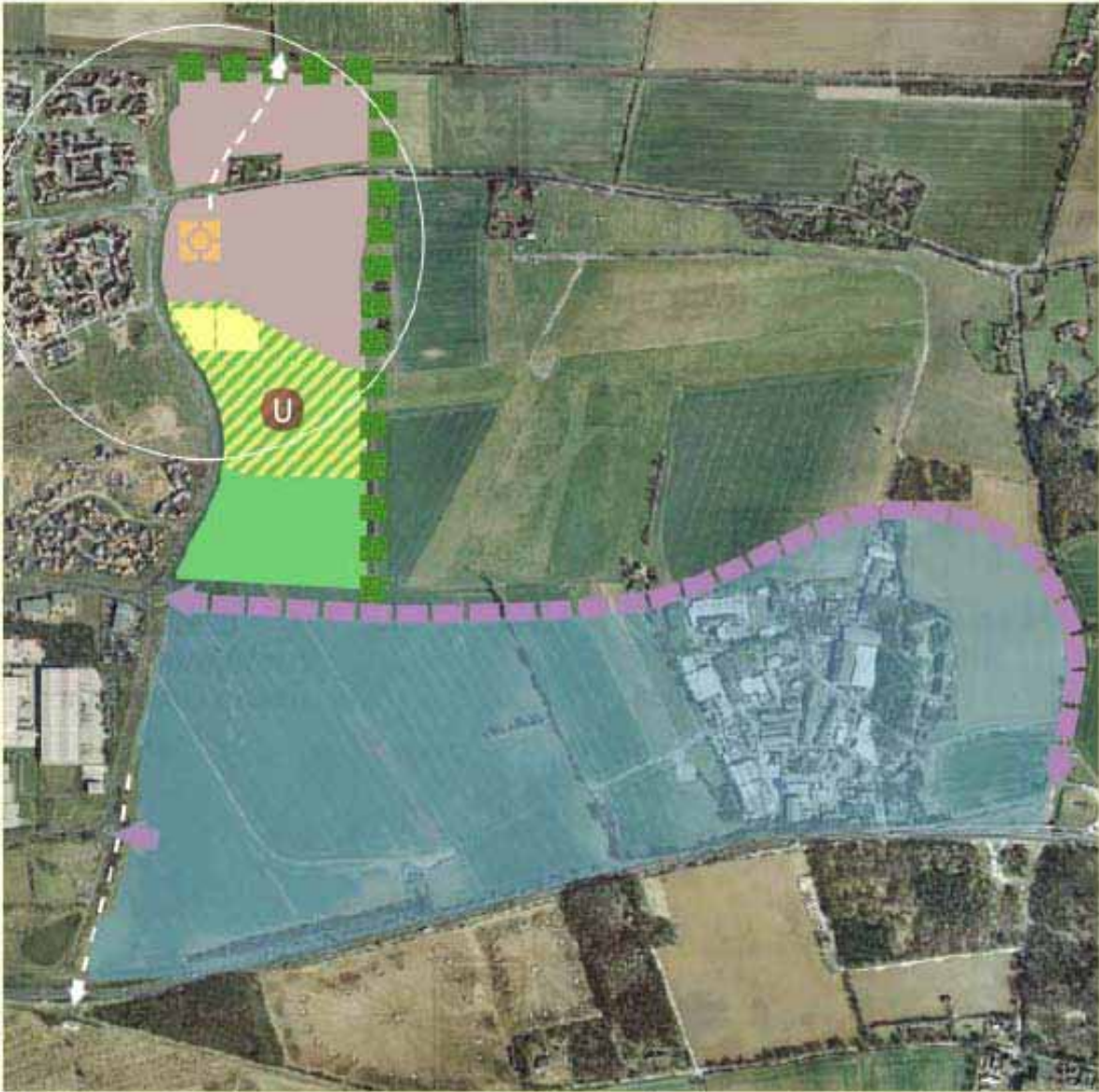
railway line, the Suffolk Business Park and the strategic growth area south west of the A14.

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-

Development Principles

Four concept options for the site have been developed. Three of these have been prepared by the developer of the site and one, which takes forward the best elements of the developer concept options, by the Council. The preferred option is illustrated below and the other three options can be seen in **Appendix 6**. The main development principles for the site in the council's preferred concept plan option below are as follows;

- **Residential:** located in northern part of site adjacent to existing residential areas;
- **Open Space:** structural amenity space located adjacent to residential area and the upper school
- **Neighbourhood Centre:** located close to proposed residential areas and Flying Fortress PH – this provides opportunities to co-locate facilities in an accessible location;
- **Community Football Facility:** located at the site of the current planning application;
- **Secondary School:** located in an accessible location for existing and future residents of Moreton Hall and to the road network for non-Moreton Hall residents; and adjacent to the community football facility to take advantage of opportunities to share common facilities;
- **Business Park:** located in area defined in the adopted masterplan, adjacent to the existing business park and in a prominent location adjacent to the A14 – the southern part of the site is affected by noise and would be unsuitable for other uses;
- **Eastern Relief Road:** the main access from A14 Junction 44 and at Skyliner Way/ Lady Miriam Way roundabout.



Moreton Hall SEBC Preferred Option

Residential Development	Upper School	Structural Landscape	Relief Road
School Site	Secondary Retail / Business centre	Secondary Structural Landscape	Vehicular Access
Community Football Project	400m radius (5 min walk)	Structural Amenity Space	pedestrian / cycle link
Employment Site			recreational footpath / cycle way

Do you agree with the Preferred Option for the development of this site?

Would you recommend any changes to the Preferred Option?

Appendix 6 of this draft document contains the other options for this site and explanatory text which has been written by both the developers of the site and the Council.

3 Westley



Policy CS11 of the Core Strategy identifies the area to the west of the town for development that:

- Maintains the identity and segregation of Westley;
- Provides new high quality public open space and recreation facilities between the development and Westley;
- Provides traffic relief for Westley in the form of a relief road to the east of the village;
- Delivers around 450 homes of mixed tenure and size, including affordable homes;
- Makes provision for the long term development of a sub-regional health campus (relocation of the West Suffolk Hospital) of landmark buildings set within high quality landscapes;

- Delivers additional education, community and leisure facilities to meet the needs of this development and is located in a way that can achieve positive integration with the wider area; and
- Provides improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations.

The development of this site is expected to come forward in the medium term

Work has commenced on the preparation of a concept statement for the area.

The key challenges to be addressed in bringing forward the development of this area are:

- Ensuring the segregation and distinctiveness of Wesley is maintained as a result of the development;
- Ensuring that the buffer between the development and Westley is attractive and
- Links to Westley estate to enable support of existing facilities
- Integration of Middle School site and any future uses
- Health campus accessible by range of modes of travel.
-
-

Development Principles

Four concept options for the site have been developed. Three of these have been prepared by the developer of the site and one, which takes forward the best elements of the developer concept options, by the Council. The preferred option is illustrated below and the other three options can be seen in **Appendix 7**. The main development principles for the site in the preferred concept plan option below are as follows;

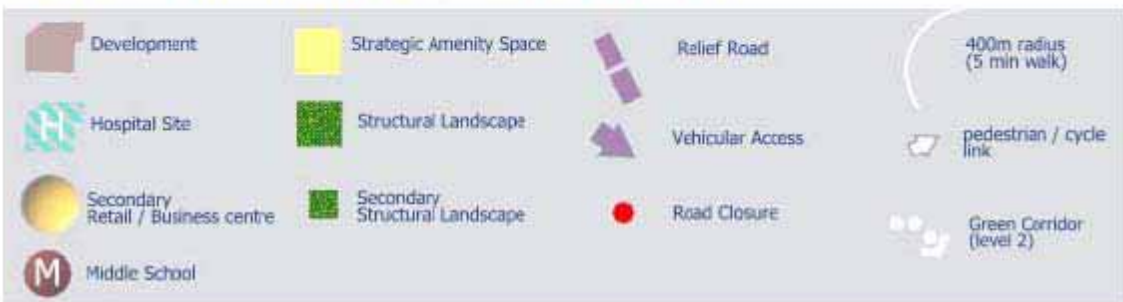
- New housing is located to the north east of the site adjacent to the existing community to Oliver Road.
- To the west of the residential development is the health campus.
- Beyond the campus to the west and south is a substantial landscape buffer and open space providing visual, physical and functional separation from the village of Westley.
- In response to comments at the Exhibition, the relationship between the existing homes to Oliver Road and new residential development will be carefully considered to ensure privacy and protection of amenities of the existing residents.
- The physical and visual separation of the development to the village of Westley will be achieved through the provision of a landscape buffer. The extent, form and design of the buffer will be determined through the preparation of the Masterplan as part of a site wide landscape and open space strategy and will include native, deciduous trees, creating wildlife corridors and attractive landscape features. It could also include more formal open space and recreation.
- The proposal will review the scope to improve and support the existing community, education and retail facilities to Oliver Road, rather than provide new competing facilities.

- The principal vehicular access to the site comes from Newmarket Road to the north east. Secondary access, and provision for traffic relief to the Village of Westley, can be provided through connections to the south to Westley Road.
- In addition east west links and desire lines will be explored linking the health campus to the proposed residential development through to the existing community and facilities to Oliver Road. This will include improvements to the existing link between Westley Village and Oliver Road as highlighted by residents of Westley.

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Bury St Edmunds West SEBC Preferred Option



Do you agree with the Preferred Option for the development of this site?

Would you recommend any changes to the Preferred Option?

Appendix 7 of this draft document contains the other options for this site and explanatory text which has been written by both the developers of the site and the Council.

4 North-east Bury St Edmunds



Policy CS11 of the Core Strategy identifies the area to the west of the town for development that:

- Maintains the identity and segregation of Great Barton and creates a new, high quality, entrance to Bury St Edmunds;
- Facilitates the provision of an A143 Great Barton bypass;
- Contributes to reducing congestion at appropriate junctions on the A14 in Bury St Edmunds;
- Provides improved public transport, foot and cycle links to the town centre and south towards the A14 and strategic employment sites;
- Delivers around 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;

Work has commenced on the preparation of a concept statement for the area.

The key challenges to be addressed in bringing forward the development of this area are:

- Preventing coalescence of development with Great Barton;
- Improving linkages to Moreton Hall and rest of the town;
- Walkable neighbourhoods;
- Delivery of services and facilities with the development
-

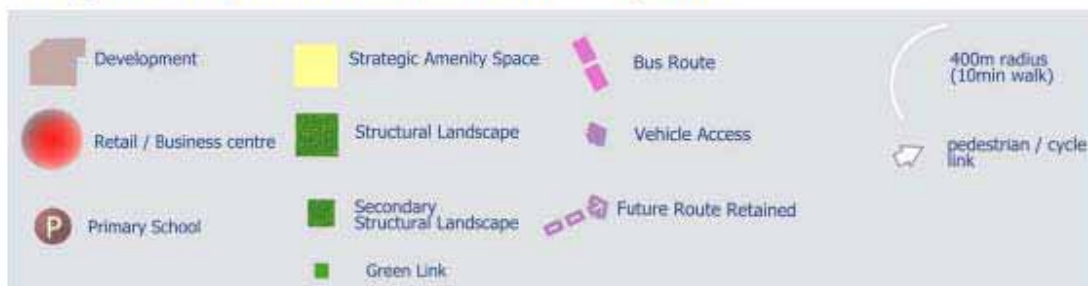
Development Principles

Three concept options for the site have been developed. The preferred option is illustrated below and the other two options can be seen in **Appendix 8**. The main development principles for the site in the preferred concept plan option below are as follows;

- The area to the north of the A143 should remain with an open aspect. This is in terms of both the landscape benefits of this as well as the constrained topography of this area to accommodate a critical mass of development and balance the area to the south of the A143.
- The commercial and community “local” centre should be located in a “hub” format and close to the A143 to capture passing trade and maximise as much as possible the sustainability of these new facilities – particularly in the early stages of development during which the catchment and trade from within the scheme itself will be most challenging
- The local centre should be located at the confluence of the green route and the A143 - the historic crossroads - benefiting from frontage onto the A143 whilst being set-back by an attractive ‘village green.’ Local convenience retail and small-scale employment provision would be located close to the primary school to strengthen this as the focal point of the community.
- The hamlet of Cattishall will be protected through the provision of strategic amenity space and structural landscaping
- Pedestrian and cycle links will be provided through the site into the adjoining neighbourhood area of Moreton Hall



Bury St Edmunds North East SEBC Option



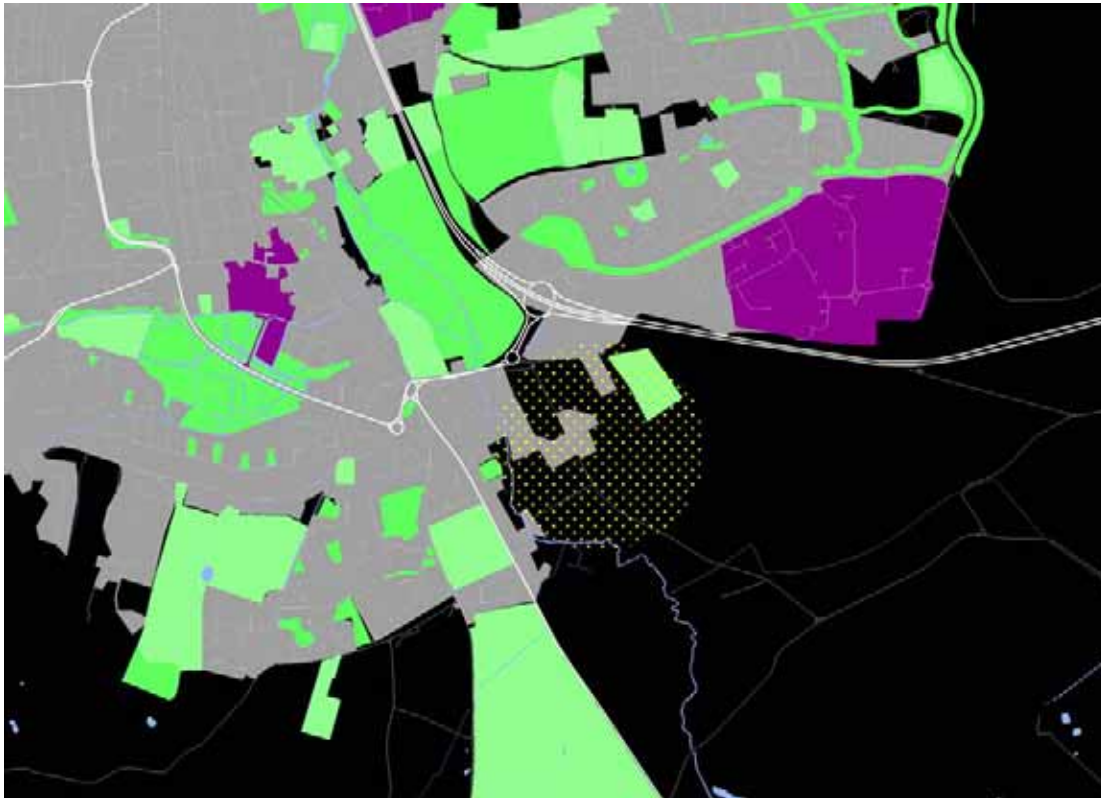
The development of this site is likely to take place towards the end of the 20 year plan period.

Do you agree with the Preferred Option for the development of this site?

Would you recommend any changes to the Preferred Option?

Appendix 8 of this draft document contains the other options for this site and explanatory text which has been written by both the developers of the site and the Council.

5 South-east Bury St Edmunds



Policy CS11 of the Core Strategy identifies the area to the west of the town for development that:

- Positively uses the framework for new development provided by the existing natural environment and character of the area including maintaining significantly important open spaces that provide the setting of the historic centre;
- Makes a positive contribution to reducing the potential for flooding both in the area and downstream in the Lark Valley;
- Contributes to reducing congestion at appropriate junctions on the A14 in Bury St Edmunds;
- Delivers a relief road that reduces levels of through traffic using the 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;
- Work has commenced on the preparation of a concept statement for the area.

The key challenges to be addressed in bringing forward the development of this area are:

- Preventing coalescence of development with Rougham and Rushbrooke;
- The relationship of the development with the designated Special landscape Area
- Improving linkages to Moreton Hall and the town centre;
- Walkable neighbourhoods;
- Delivery of services and facilities with the development
-

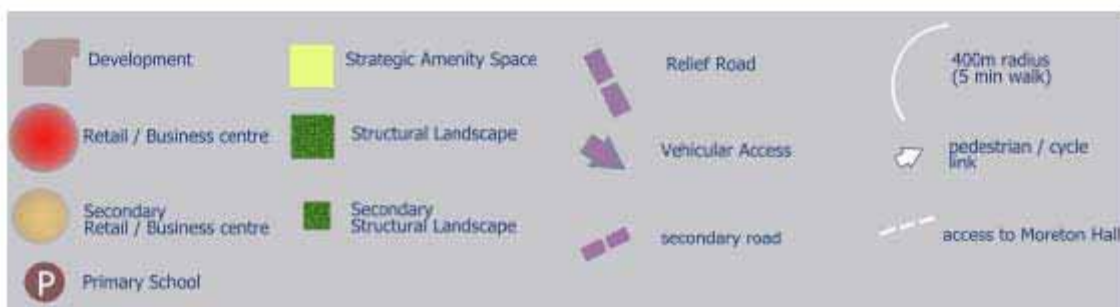
Development Principles

Three concept options for the site have been developed. The preferred option is illustrated below and the other two options can be seen in **Appendix 9**. The main development principles for the site in the preferred concept plan option below are as follows;

- An overall neighbourhood of approximately 1,250 new homes.
- Defining two distinct walkable neighbourhoods connected by a public green.
- A relief road which addresses congestion along A1302 / A134 and provides a strategic link into the new development.
- A generous public central green which functions as a neighbourhood centre whilst enhancing visual access to the landscape.
- A primary school with adjacent playing fields at the back of the block.
- A landscape-led plan with aspirations for drawing the surrounding landscape into the masterplan and creating an amenity for the local people.
- Walkable neighbourhoods which consist of legible streets and paths throughout the development and which connect strategically to the town centre and out into the surrounding countryside.
- A mixed use community with a mix of retail, employment and community facilities.
- A footpath and cycle route along the river corridor straight to the town centre and links to the existing pedestrian and cycle network into the surrounding countryside.
- Creating newly located garden allotments and food producing spaces.
- Sportsfields and playing fields making use of the flood plains.
- Making use of the River Lark by providing access and a local amenity.
- Removal of the large lorry park
- Currently the household recycling site is not seen contributing negatively to the site and is not proposed to be removed in the early stages
- Two new bus stops and a new bus route through both neighbourhoods.
- Travel planning developed in order to encourage other non-car modes of transportation.
- Creating the potential for links to possible future areas of development to the east of the site, Moreton Hall and the business park.
- Creating a green buffer to the south of the site in order to prevent further housing expansion into the special landscape ribbon thereby discourages sprawl.
- Incorporating flood attenuation southeast of the disused railway line.



Bury St Edmunds South East Option 3



Do you agree with the Preferred Option for the development of this site?

Would you recommend any changes to the Preferred Option?

Appendix 9 of this draft document contains the other options for this site and explanatory text which has been written by both the developers of the site and the Council.

The development of this site is likely to take place towards the end of the 20 year plan period.

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Appendix 1

Summary of documents and policies within the Local Development Framework

Core Strategy (adopted December 2010)

This document provides the strategic context that will guide the preparation of future development plan documents. Outlines strategic development needs including housing, employment, leisure and retail.

Core Strategy Policies
Policy CS1 – St Edmundsbury Spatial Strategy
Policy CS2 – Sustainable Development
Policy CS3 – Design and Local Distinctiveness
Policy CS4 – Settlement Hierarchy and Identity
Policy CS5 – Affordable Housing
Policy CS6 – Gypsies, Travellers and Travelling Showpeople
Policy CS7 – Sustainable Transport
Policy CS8 – Strategic Transport Improvements
Policy CS9 – Employment and the Local Economy
Policy CS10 – Retail, Leisure, Cultural and Office Provision
Policy CS11 – Bury St Edmunds Strategic Growth
Policy CS12 – Haverhill Strategic Growth
Policy CS13 – Rural Areas
Policy CS14 – Community infrastructure capacity and tariffs
Policy CS15 – Plan, Monitor, Manage

Joint St Edmundsbury and Forest Heath Development Management Preferred Options Draft (January 2012)

This consultation draft document provides the proposed policy background against which planning decisions and other decisions dealing with physical and environmental change in each authority area will be made. Once adopted, the policies within this document will be used in the day to day determination of planning applications.

Joint Development Management Policies
Policy 1 Creating Places – Development Principles and Local Distinctiveness
Policy 2 Masterplans
Policy 3 Development Briefs
Policy 4 Development in the Countryside
Policy 5 Flooding and Sustainable Drainage
Policy 6 Sustainable Design and Construction
Policy 7 Improving Energy Efficiency
Policy 8 Low and Zero Carbon Energy Generation
Policy 9 Infrastructure Services and Telecommunications Development
Policy 10 Impact of Development on Sites of Biodiversity and Geodiversity
Policy 11 Protected Species

Joint Development Management Policies
Policy 12 Protection, Mitigation and Enhancement of Biodiversity
Policy 13 Landscape Features
Policy 14 Safeguarding from Hazards
Policy 15 Listed Buildings
Policy 16 Buildings of Local Architectural or Historic Significance or Protected by an Article 4 Direction
Policy 17 Conservation Areas
Policy 18 New Uses for Historic Buildings
Policy 19 Development Affecting Parks and Gardens of Special Historic or Design Interest
Policy 20 Archaeology
Policy 21 Enabling Development
Policy 22 Building for Life
Policy 23 Special Housing Needs
Policy 24 Alterations or Extensions to Dwellings, including self contained Annexes and Development within cartilage
Policy 25 Extensions to Domestic Gardens Within the Countryside
Policy 26 Agricultural and Essential Workers Dwellings
Policy 27 Residential use of Redundant Rural Buildings in the Countryside
Policy 28 Appropriate Employment Uses and Protection of Employment Land and Existing Businesses
Policy 29 Farm Diversification
Policy 30 Business and Domestic Equine Related Activities
Policy 31 Re-Use or Replacement of Buildings in the Countryside
Policy 32 Tourism Development
Policy 33 Proposals Within the Town Centre Boundaries
Policy 34 Protection of Local Centres
Policy 35 Public Realm Improvements
Policy 36 Shop Fronts and Advertisements
Policy 37 Street Trading and Street Cafes
Policy 38 Ancillary Retail Uses
Policy 39 Community Facilities and Services
Policy 40 Open Space, Sport and Recreation Facilities
Policy 41 Leisure Facilities
Policy 42 Rights of Way
Policy 43 Transport Assessments and Travel Plans
Policy 44 Parking Standards
(Policies 45-49 specific to FHDC horse racing industry)
Policy 50 Rural Housing Exception Sites (specific to St Edmundsbury)

Bury St Edmunds Vision 2031 (Preferred Options Draft, January 2012)

This document provides a comprehensive plan to guide the overall direction of future service provision and management of growth in the Bury St Edmunds for the next twenty years and beyond. The document provides a forward look to consider what the key challenges for the town will be over the next 20 years; thematic aspirations and proposed actions including town planning proposals; and sections covering defined local areas and larger development areas. Once adopted the document will have the status of an Area Action Plan document within the Local Development Framework.

Bury St Edmunds Vision 2031 Policies

- Policy BV1: Housing development within Bury St Edmunds
- Policy BV2: Strategic Site – North West Bury St Edmunds
- Policy BV3: Strategic Site – Moreton Hall, Bury St Edmunds
- Policy BV4: Strategic Site – West Bury St Edmunds
- Policy BV5: Strategic Site – North East Bury St Edmunds
- Policy BV6: Strategic Site – South East Bury St Edmunds
- Policy BV7: Vinefields Farm, Bury St Edmunds
- Policy BV8: Station Hill Development Area
- Policy BV9: Tayfen Road, Bury St Edmunds
- Policy BV10: Housing on Brownfield Sites
- Policy BV11: Land at Ram Meadow
- Policy BV12: New and Existing Local Centres and Community Facilities
- Policy BV13: Strategic Site – Extension to Suffolk Business Park
- Policy BV14: General Employment Areas
- Policy BV15: Alternative business development within General Employment Areas
- Policy BV16: British Sugar Lagoons
- Policy BV17: Bury St Edmunds Retail Park
- Policy BV18: On-site low carbon energy target
- Policy BV19: District heating network opportunity areas
- Policy BV20: Community Infrastructure Levy and Allowable Solutions
- Policy BV21: Land west of Rougham Hill
- Policy BV22: Rougham Airfield
- Policy BV23: Allotments
- Policy BV24: West Suffolk Hospital and St Nicholas Hospice
- Policy BV25: West Suffolk College
- Policy BV26: Safeguarding educational establishments
- Policy BV27: Conserving the setting and views from the historic core

Haverhill Vision 2031 Vision 2031 (Preferred Options Draft, January 2012)

This document provides a comprehensive plan to guide the overall direction of future service provision and management of growth in the Haverhill for the next twenty years and beyond. The document provides a forward look to consider what the key challenges for the town will be over the next 20 years; thematic aspirations and proposed actions including town planning proposals; and sections covering defined local areas and larger development areas. Once adopted the document will have the status of an Area Action Plan document within the Local Development Framework.

Haverhill Vision 2031 Policies

- Policy HV1 Housing Development Within Haverhill
- Policy HV2 Strategic Site - North West Haverhill
- Policy HV3 Strategic Site – North East Haverhill
- Policy HV4 Housing On Greenfield Sites
- Policy HV5 Housing On Brownfield Sites
- Policy HV6 Mixed Use Redevelopment Of Brownfield Land
- Policy HV7 New And Existing Local Centres And Community Facilities
- Policy HV8 General Employment Areas - Haverhill
- Policy HV9 Strategic Employment Site - Hanchet End, Haverhill

Haverhill Vision 2031 Policies

Policy HV10 Haverhill Retail Park And Ehringshausen Way Retail Park
Policy HV11 Haverhill Northern Relief Road
Policy HV12 On-Site Low Carbon Energy Target
Policy HV13 District Heating
Policy HV14 Community Infrastructure Levy And Allowable Solutions
Policy HV15 Allotments
Policy HV16 Safeguarding Educational Establishments
Policy HV17 Castle Manor Business And Enterprise College
Policy HV18 Further Education Facility
Policy HV19 Haverhill Town Centre Masterplan

Rural Vision 2031 (Preferred Options Draft, January 2012)

This document has two main parts. The first part is seeking to establish the Council's corporate priorities and a long term vision for the delivery of services up to 2031. The first section has helped to inform part two of this document which sets out the land use planning vision for the rural areas up to 2031. This section sets out the Council's vision and objectives and planning policies to allocate and guide development in the rural areas. Once adopted the document will have the status of a site allocations document within the Local Development Framework.

Rural Vision 2031 Policies

Policy RV1 Neighbourhood Plans and Neighbourhood Development Orders in the rural areas
Policy RV2 Settlement Boundaries
Policy RV3 Rural Employment Areas
Policy RV4 Protection of Special Uses
Policy RV4a: Safeguarding Educational Establishments
Policy RV5 Green Infrastructure in the Rural Areas
Policy RV6 Barrow
Policy RV7 Clare
Policy RV8 Ixworth
Policy RV9 Kedington
Policy RV10 Stanton
Policy RV11 Barningham
Policy RV12 Cavendish
Policy RV13 Chedburgh
Policy RV14 Great Barton
Policy RV15 Great and Little Whelnetham
Policy RV16 Hopton
Policy RV17 Ingham
Policy RV18 Risby
Policy RV19 Rougham
Policy RV20 Wickhambrook

Appendix 2

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.
	Amenity Open Space	An area that is primarily of visual importance but may also be used for recreation, either formally or informally.
	Rural Site Preferred Options DPD/Rural Vision 2031	The document within the St Edmundsbury <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	A former Local Plan Policy (DS3 – now adopted as SPD) Gardens, open areas with grass and trees, greens, and other areas of visually important gaps and open spaces within Housing Settlement Boundaries where proposals for development will not be

		considered favourably
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> .
	Community Right to Build	Communities may wish to build new homes or new community amenities, and providing they can demonstrate overwhelming local support, the Community Right to Build will give Communities the powers to deliver this directly through the <i>Localism Act</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, SCI, 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, Supplementary Planning Documents, a Statement of Community Involvement, the 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.
	The Localism Act	Localism Bill, which received royal assent in November 2011, introduces a number of changes to planning including the abolition of Regional Spatial Strategies and the introduction of Neighbourhood Plans.
NPPF	National Planning Policy Framework	Will replace the suite of <i>PPGs</i> as the national planning policy framework
	Neighbourhood Development Order	A "qualifying body" – in this instance a parish council or an organisation designated as a neighbourhood forum may initiate the process for requiring a local planning authority to create a development order.

		A neighbourhood development order grants planning permission in a particular neighbourhood area for development specified in the order.
	Neighbourhood Plan	A neighbourhood plan for an area can be prepared by local communities and, subject to a referendum, planning permission is automatically granted without the need for a planning application. The final details for the how this will work will be published under the Localism Bill.
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.
SPD	Supplementary Planning Document	Elaborates on policies or proposals in <i>DPDs</i> , 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.

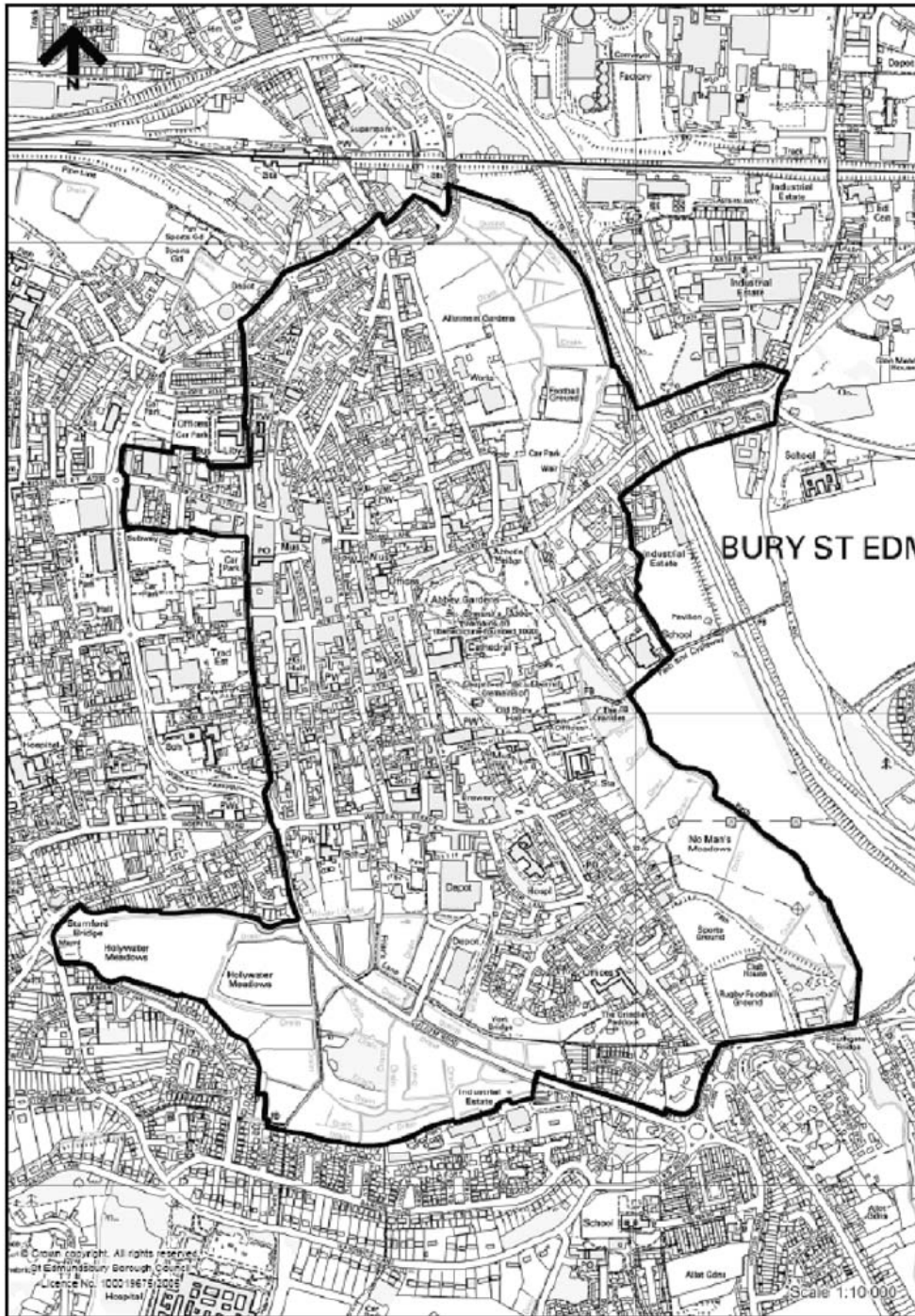
Core Strategy Vision for Bury St Edmunds

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 outcommuting.
- 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.

Appendix 4

Bury St Edmunds Area of Archeological Importance



Bury St Edmunds north-west Draft Concept Statement

This supporting information has been produced by Countryside Properties

The site lies on the north-western edge Bury St Edmunds. It is bound by the Mildenhall Road (A1011) to the north east, the village of Fornham All Saints and Tutt Hill (B1106) to the north west, Bury St Edmunds Golf Club to the south west and the existing urban edge to the south east. The village of Fornham All Saints is clearly visible from the site and proposals must take account of its sensitive setting. The core strategy requires the separate identity of the village to be maintained.

Connectivity between the site and the town edge is limited and the site currently feels somewhat isolated from the rest of the town. Addressing this key issue is essential so that the proposals become a fully integrated neighbourhood rather than an edge of town estate that is over reliant on the car. Safe and attractive walking routes are needed both within and from the development to local facilities and the town centre. Given the site is approximately 45-minutes walking time from the town centre, it will also be important to provide regular bus services and to maximise opportunities to cycle.

Site assets

There are relatively few features on this open site but those that do exist are very important and will be key factors in shaping the design proposals.

- Varying topography with subtle ridgelines and valleys
- Attractive long distance views across open arable farmland
- Views to landmarks, including church spires and the sugar beet factory
- Connection points to the existing settlement are important, where present
- Large trees and tree belts, often visible on the skyline
- Public rights of way and informal walking routes cross the site
- The setting of Fornham All Saints and its conservation area

Public engagement

Public engagement events were held during February and March 2011 and were well attended, attracting over 100 participants. The key outcomes from the events were:

- Open land between the development and Fornham All Saints should be maintained to protect the setting of the village. The majority of the residents in Fornham All Saints expressed the view that this land should be retained as agricultural land
- Residents at Mildenhall and Howard estates should have direct access to significant new areas of public open space
- The topography and ridgelines should be used to minimise the visual impact of the

relief road

- The existing tree belts should be retained and enhanced
- Connections to Mildenhall and Howard estates should be bus, pedestrian and cycle only
- The priority of Tut Hill should be downgraded or closed after the link road is built
- Green walking and cycling routes should be created
- The local centre should be located close to the relief road
- Cycle and bus connections to the town centre should be improved
- The school should be located close to, but not on, the link road
- Green radial route for Bury St Edmunds should be proposed as part of the green infrastructure network

- Post offices, doctors' surgeries and dentists are currently lacking in the area. These facilities should be considered in the local centre

Fornham Parish Council proposed an alternative area for development. That option has not been pursued for a number of reasons:

- A significant area of employment land is proposed close to the A14 which is not consistent with the adopted Core Strategy
- There appears to be no allowance for a neighbourhood centre or school facilities which are considered critical to establishing a sustainable new community
- The proposed leisure area is not well-integrated with either existing or new communities.
- The scheme involves additional length of road, which will add significant and unnecessary cost.

Vision

The vision for the growth area at Bury St Edmunds – north west is to deliver a fully integrated new community with a strong sense of local identity, a vibrant local centre, an environment that encourages a healthy lifestyle and a sensitive urban edge that respects the setting of Fornham All Saints.

The master plan must be designed to become a fully connected new piece of town, promoting sustainable modes of transport and with an emphasis on place making.

The local centre should become the heart of the community, comprising a primary school, employment, local shop(s), community and recreational facilities, together with residential dwellings. The design of the community hub should allow flexibility of use and help engender community interaction and a strong sense of place. It should also help bring existing and new communities together, and benefit residents of Mildenhall and Howard estates.

Transport objectives

The development will provide a traffic and amenity benefit to Fornham All Saints through the provision of the relief road and private car movements from the development will be minimised by encouraging as many trips as possible by other means.

The objective will be to provide a bus service from the site to the centre of Bury St Edmunds. A culture of travelling by bus and other non-car means will be sought from the outset, through initial incentives and ensuring residents and visitors have comprehensive information. In order

to encourage journeys on foot and by cycle, the routes within the development will be carefully planned, plus the links outside of the site boundary will be carefully examined to determine if suitable enhancements can be made.

Development principles

A distinctive place with a clear heart and mix of activities and uses

- Be locally distinctive reflecting the urban form of Bury St Edmunds and the surrounding villages
- Create a place with a clear and distinctive community hub with a mix of uses, including local shops, primary school and sports facilities
- Utilise the varying topography to take advantage of both sheltered and elevated areas, countryside views and views to Bury St Edmunds town centre
- Maintain segregation between Bury St Edmunds and Fornham All Saints

A place with clear and accessible links and connections

- Create multi-modal connections to the existing urban area
- Provide a relief road between the A1101 and Tut Hill, utilising the existing ridge line to minimise its visibility in the landscape
- Incorporate and enhance the existing public rights of way, informal walking routes and cycle ways on and adjacent to the site, and create an orbital green route.
- Include pedestrian cycle links to Howard Middle School (the school's future is currently uncertain).
- Improving the environment for residents on Tut Hill by exploring options to downgrade the volume of traffic
- Within the development aim to limit traffic speeds to 20mph.

A place with a variety of accessible green spaces

- Mature trees and tree belts provide the opportunity for linear parks, place making features and movement connections
- Provide access to formal and informal green open spaces for both new and existing residents
- Create a variety of habitats to encourage both flora and fauna within the built environment

A welcoming place with a good choice of homes

- High quality design and public realm creating an attractive and welcoming neighbourhood
- Provide a range of homes, including affordable housing

Preferred option

A number of development scenarios have been considered, reflecting the varying views expressed during the consultation events. The preferred development option seeks to incorporate the key development principles that have arisen from the public consultation, whilst maintaining compliance with the core strategy.

The new link road acts as the outer limit of development, directly responding to comments

made during the public consultation. The possibility of the relief road passing through the local centre to help enliven this space should be explored as part of the next stage, and for this reason the exact configuration of the community hub has not been determined at this stage. Nonetheless, its broad location is fixed, positioned centrally to encourage residents to walk to its facilities and to ensure its catchment complements existing shops in the Mildenhall and Howard estates.

Green linear parks, picking up the alignment of the existing trees and the farm track, should become strong features structuring the urban form, affording attractive and safe connections throughout the site.

The land between the new development and Fornham All Saints has been classified as 'open access land', which is intended to provide both recreational and ecological benefits as well as maintaining some level of agricultural use. The exact configuration of this land should be developed further as part of the master plan stage.

Relief road

Detailed discussions will take place in respect of the form of the link road, considering the design speed, the layout of new junctions and any opportunities for traffic calming within Tut Hill. Careful consideration should be given to the design, alignment and landscape treatment of the link road to ensure that its visual impact is limited.

Linear green parks

Strong landscaped linear parks are a key component of the concept and link both existing and new residents to the countryside beyond the site. The parks will allow for local formal play areas and informal play as well as providing safe pedestrian and cycle routes to the proposed primary school and local centre.

Community hub

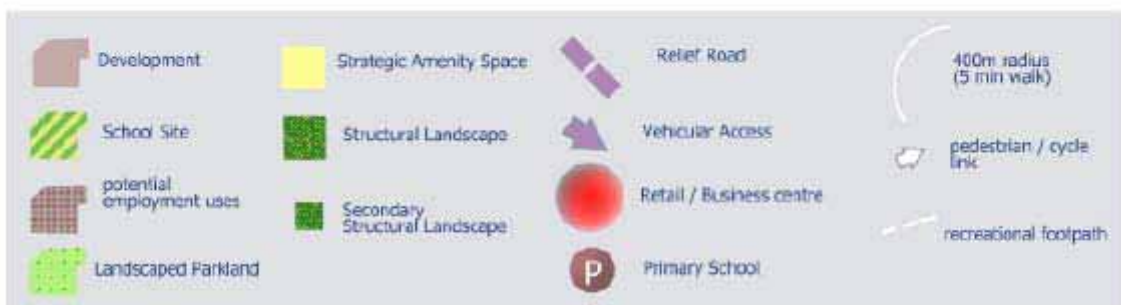
The exact location of the local centre has yet to be determined, but it must be easily accessible and visible to passing trade on the relief road while creating a cohesive community hub. A high quality public space must be established that is both vibrant and attractive. Premises should be designed flexibly to allow for change of use as the new neighbourhood matures.

Key structuring principles

- Link road to follow the existing ridge line with combination of tree belts and avenue planting either side
- Central space is anchored by local centre, primary school, shops and employment uses
- Recreation grounds and possible sports centre located together and act as a buffer between the development and the adjacent employment area
- Pedestrian, cycle and bus links to the Mildenhall and Howard estate should be created
- The development edge benefits from the long distance countryside views
- Strategic gap comprising 'open access land' avoids coalescence with Fornham All Saints
- Radial green route provided via linear park and network of public open space.

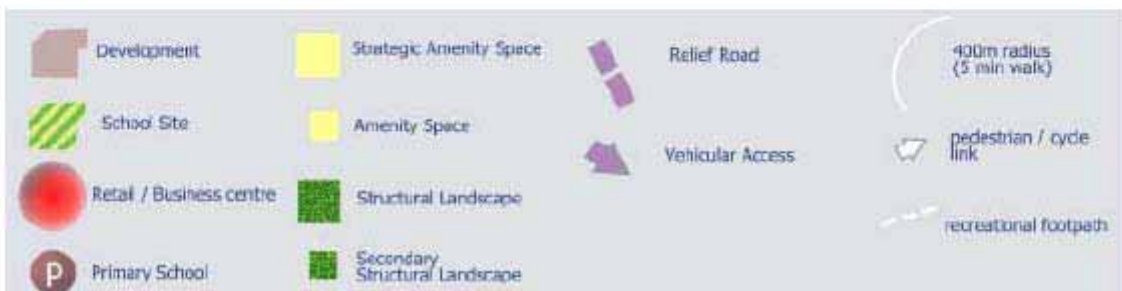


Bury St Edmunds North West Developer Option 1





Bury St Edmunds North West Developer Option 2





Bury St Edmunds North West Developer Preferred Option



Moreton Hall - Concept Statement

This supporting information has been produced by Taylor Wimpey (edited for brevity)

Introduction

The purpose of this site Concept Statement is to set out the general principles for future development at the site based on the proposed mix of uses, the existing and proposed land use matters influencing those uses; and the findings of the site specific technical studies. The sustainable development principles for the development are already set out in the adopted St Edmundsbury Core Strategy. The delivery of development at Moreton Hall is complex, primarily because of the community and transport infrastructure it needs to accommodate. The funding arrangements for that infrastructure have not yet been fully considered, so at this stage the delivery principles are not fixed.

Consultation

As part of the design and development process we undertook consultation with the local community; to obtain opinions of the proposed development, to identify constraints and opportunities, and to assist in generating development options. We undertook two public exhibitions in February 2011 and a community workshop with local residents in March 2011. The Statement of Community Engagement (prepared by Curtin & Co) provides a factual account of the public exhibitions and community workshop. The Assessment of Development Options Report (prepared by DLP Planning Ltd) explains the outcome of the community workshop and the production of three 'consolidated' development options.

Development Principles

Our vision for the eastern expansion of Moreton Hall is as follows:

The eastern expansion of Moreton Hall will become an established community within Moreton Hall and within Bury St Edmunds. It will be a place that people choose to live for the following reasons: it provides attractive well-designed houses, employment opportunities, and recreation and community facilities; it is set within an attractive environment with open space, trees, landscaping and other green infrastructure including allotments; and, it is well-connected to the existing public transport, cycling and walking network, including the woodland walks. The housing will meet a range of housing needs in terms of size and tenure. The area will also accommodate a community football facility, a new secondary school, and an expanded business park.

Development Options

We have produced three development options, which have been derived from consultation with the local community at the community workshop and the findings of the technical studies. We know from the site context which neighbouring and proposed land uses will influence development at the site. We also know from the findings and recommendations of the technical studies which site assets will have the strongest influence on development at the site. However, the timetable and funding to deliver the secondary school, the relief road, and new strategic employment is uncertain. At this stage it is not clear which matters should

take priority in the development options.

There are broad similarities between the four potential development options: residential to the north; open space, school and community football facility in the middle; and business park expansion to the south.

There are attributes that are similar to all three options, as follows:

- The proposed mix of uses – residential, employment, secondary school, community football facility – are derived from Policy CS11 of the Core Strategy;
- The amount of land required for the secondary school (8.0 hectares) and the community football facility (6.3 hectares) are fixed – although there may be opportunities for some shared common facilities between these uses;
- We have located compatible uses adjacent to one another, for example; The proposed residential development is located close to existing residential areas because it provides opportunities to increase the provision of public transport, walking and cycling facilities; and means that community facilities and open space can be provided within walking distance of more residents. It will also promote community cohesion between existing and new residents if they are not separated and have some shared facilities;
- The proposed neighbourhood centre is located close to the existing Flying Fortress Public House because it provides an opportunity to become a focus for community facilities and it is easily accessible to the proposed residential areas;
- The proposed area of open space is located adjacent to the existing open space because together they would deliver a larger town park facility and it would be easily accessible to existing and proposed residential areas. The green infrastructure link to the countryside would also be maintained;
- The requirement for and proposed location of additional employment development at the site is set out in the Suffolk Business Park Masterplan. It would be appropriate to locate additional employment development in the southern part of the site because it is adjacent to existing employment thus avoiding potential operational and traffic conflicts with other uses. The southern part of the site also represents a prominent and visible location that is accessible to the road network, which makes it attractive for businesses. The noise from the A14 also makes the southern part of the site less suitable for other potential uses;
- The proposed secondary school and the community football facility are located together because they could potentially share common facilities, such as parking, buildings, and sports pitches. These facilities are accessible to the proposed Eastern Relief Road, which will be beneficial in terms of accessibility from other parts of the town. The location of these uses in the middle of the site would also provide further separation between the proposed residential and employment uses; and, Rougham Airfield is an operational airfield and is also used as an outdoor entertainment venue for vehicle shows, air displays, country shows, music events, and farmers markets, all of which are permitted uses. The Airfield has an influence on what land uses are appropriate below the flight approach paths and also the height of any buildings. We have directed uses that do not require buildings to the area beneath the flight paths to avoid potential conflicts e.g. school playing fields, open space, and the community football facility. For other parts of the site, the Airfield does not restrict the potential use of adjacent land because the events that take place are limited by temporary licenses and noise is controlled.

Developer preferred option

- **Residential:** located in northern part of site adjacent to existing residential areas;

- **Open Space:** located adjacent to existing and planned open space, adjacent to woodland, and under airfield flight approach path – the local community would like a ‘town park’ in Moreton Hall and open space in this area could provide landscape benefits and opportunities;
- **Neighbourhood Centre:** located close to proposed residential areas and Flying Fortress PH – this provides opportunities to co-locate facilities in an accessible location;
- **Community Football Facility:** located at the site of the current planning application;
- **Secondary School:** located in an accessible location for existing and future residents of Moreton Hall and to the road network for non-Moreton Hall residents; and adjacent to the community football facility to take advantage of opportunities to share common facilities;
- **Business Park:** broadly located in area defined in the adopted masterplan, adjacent to the existing business park and in a prominent location adjacent to the A14 – the southern part of the site is affected by noise and would be unsuitable for other uses;
- **Eastern Relief Road:** the main access from A14 Junction 44 and at Skyliner Way/ Lady Miriam Way roundabout, with the final route dependent on compatibility with adjacent uses – the western part of the route has been revised to accommodate the proposed secondary school in this location.

Moreton Hall developer option 2

The key characteristics of Option B are as follows:

- **Residential:** located in northern part of site and adjacent to existing residential areas;
- **Open Space:** no additional area of open space provided – residents would use existing areas of open space within Moreton Hall and small local areas of open space provided within proposed residential development
- **Neighbourhood Centre:** located close to proposed residential areas and Flying Fortress PH – this provides an opportunity to co-locate facilities in an accessible location;
- **Community Football Facility:** located at the site of the current planning application;
- **Secondary School:** located closer to residential area in an accessible location for existing and future residents of Moreton Hall and adjacent to the community football facility to take advantage of opportunities to share common facilities – the school site would be underneath the approach path to the airfield and school buildings would need to be located outside this corridor;
- **Business Park:** located in area defined in the adopted masterplan, adjacent to the existing business park and in a prominent location adjacent to the A14 – the southern part of the site is affected by noise, and would be unsuitable for other uses – the area of land is that identified in the adopted masterplan;
- **Eastern Relief Road:** the main access from A14 Junction 44 and at Skyliner Way/ Lady Miriam Way roundabout, with the final route dependent on compatibility with adjacent uses – the route is that identified in the adopted masterplan.

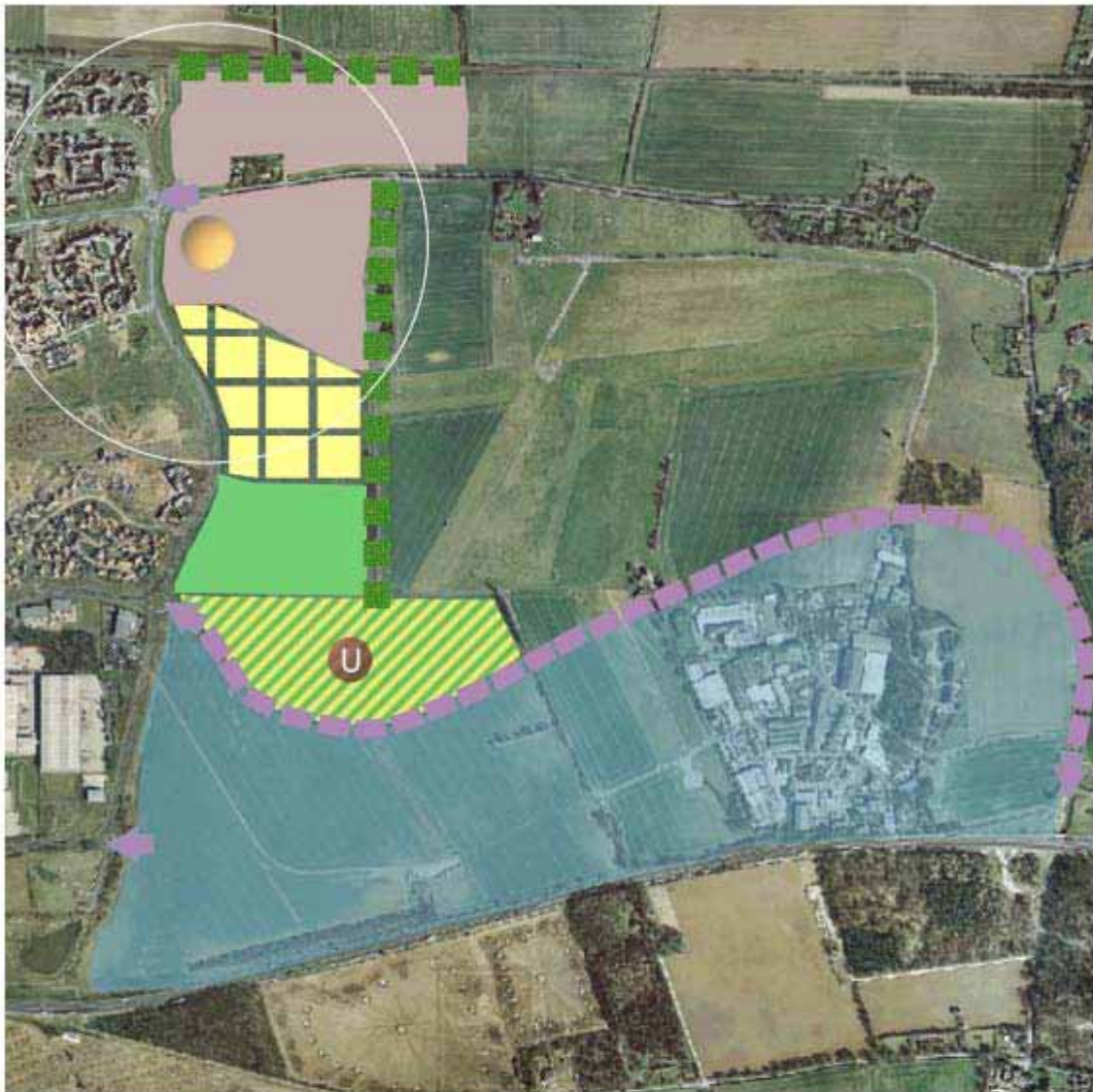
Moreton Hall developer option 3

The key characteristics of Option C are as follows:

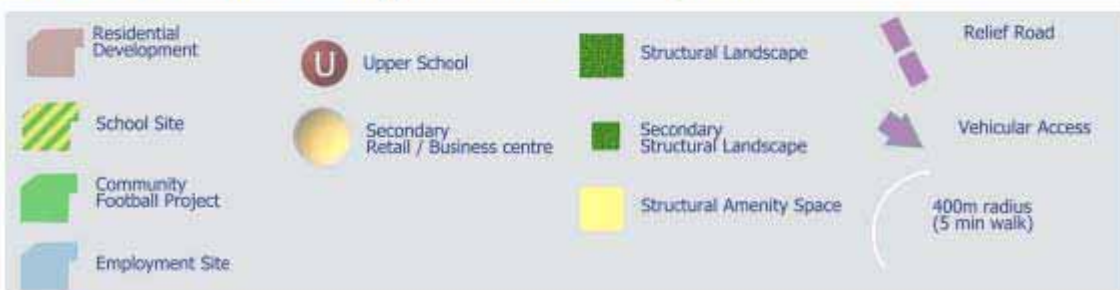
- **Residential:** located in northern part of site adjacent to existing residential areas;
- **Open Space:** located adjacent to existing and planned open space, adjacent to woodland, and under airfield approach path – the local community would like a ‘town park’ in Moreton Hall, and open space in this area could provide landscape benefits and opportunities;

- **Neighbourhood Centre:** located close to proposed residential areas and Flying Fortress PH – this provides an opportunity to co-locate facilities in an accessible location;
- **Combined Secondary School & Community Football Facility:** located in an accessible location for existing and future residents of Moreton Hall and to the road network for non-Moreton Hall residents; and provides opportunity for uses to share common facilities, such as such as parking, buildings, and sports pitches – the proposed combined use would occupy part of the site identified for business park expansion;
- **Business Park:** located in area defined in the adopted masterplan, adjacent to the existing business park and in a prominent location adjacent to the A14 – the southern part of the site is affected by noise, and would be unsuitable for other uses;
- **Eastern Relief Road:** the main access from A14 Junction 44 and at Skyliner Way/ Lady Miriam Way roundabout, with the final route dependent on compatibility with adjacent uses – the western part of the route has been revised to accommodate the proposed combined secondary school and community football facility use in this location.

DRAFT



Moreton Hall Developer Preferred Option

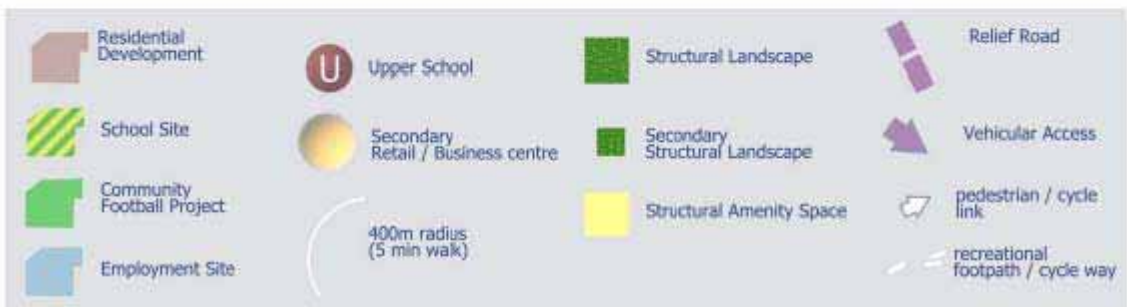


SEBC comment

- Contrary to Council's Core Strategy as secondary school lies within the boundary of the Suffolk Business Park
- Route of Eastern Relief Road differs from the agreed route in the adopted Masterplan

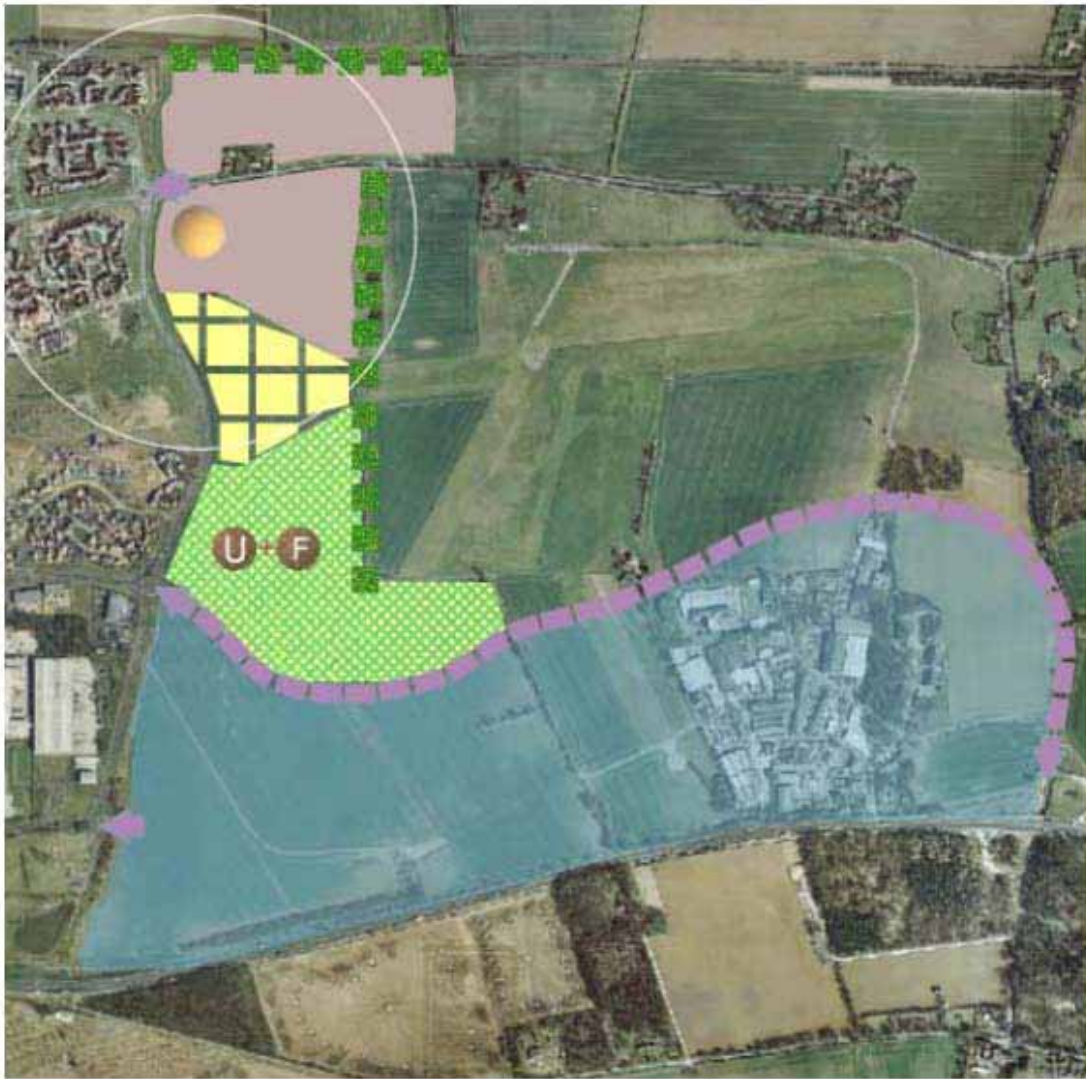


Moreton Hall Developer Option 2



SEBC comment

- Lack of structural amenity space

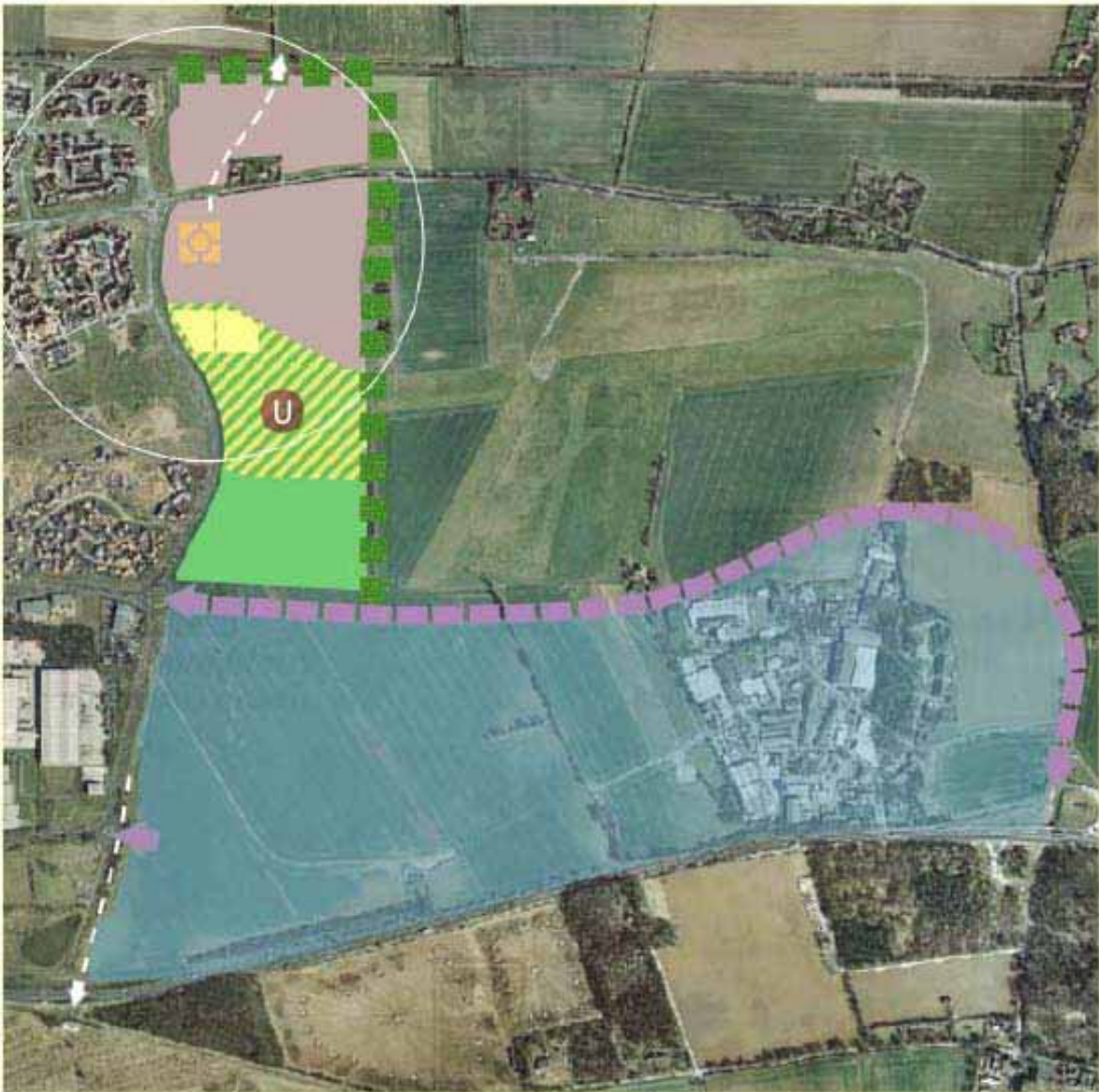


Moreton Hall Developer Option 3



SEBC comment

- Contrary to Council's Core Strategy as the secondary school and Football Club lie within the boundary of the Suffolk Business Park
- Location of the Football club differs from that in the planning application approved in 2011
- Route of Eastern Relief Road differs from the agreed route in the adopted Masterplan



Moreton Hall SEBC Preferred Option

 Residential Development	 Upper School	 Structural Landscape	 Relief Road
 School Site	 Secondary Retail / Business centre	 Secondary Structural Landscape	 Vehicular Access
 Community Football Project	 400m radius (5 min walk)	 Structural Amenity Space	 pedestrian / cycle link
 Employment Site			 recreational footpath / cycle way

West of Bury St Edmunds - Concept Statement

This supporting information has been produced by Bellway Homes

This Concept Statement has been prepared by Bellway Homes Limited and the West Suffolk Hospital NHS Trust. It builds on the development principles set out in Core Strategy DPD December 2010 and sets out our vision for growth to the West of Bury St Edmunds.

The vision has been led by the positive engagement of the local community through a two day Public Exhibition in February 2011 that assisted in identifying what they consider to be the local assets of the site and surrounding area and flowing from that the key local issues that arise from the growth allocation. The common themes that arose from the Exhibition were then tested and explored further through a Workshop Session. The vision has also been informed by statutory consultee feedback.

Policy Context

The Core Strategy DPD Adopted December 2010 allocates strategic sites central to the achievement of the Council's vision for St Edmundsbury to 2031. Through Policy CS11 the Council has allocated 5 locations for strategic growth to Bury St Edmunds. West of Bury St Edmunds has been identified as a location that will deliver, inter alia, 450 new homes, makes provision for the long term development of a sub-regional health campus (relocation of the West Suffolk Hospital), provides traffic relief to Westley and maintains the identity and segregation of Westley.

Site Context – External Influences

The Site Assets Drawing relates to this text

Further to the above consultation events, the background and continuing technical assessments undertaken as part of the promotion of the site through the Core Strategy together with the Council's own LDF evidence base, the external influences and on site assets are considered below.

- The relationship between Bury St Edmunds and the village of Westley, specifically the need to retain the village's identity and visual separation.
- The prominent location on the entry into Bury St Edmunds on the A14 and Newmarket Road and the opportunity to improve the approach which currently comprises rear garden fences to Oliver Road.
- The existing community hall and retail facilities at Oliver and Ridley Road are within a 400m walk of the eastern part of the site, however the public consultation identified that there is a need for improved shopping facilities and that the community hall is very well used and may have future capacity issues.

- The existing Westley Middle School directly abuts the site. The growth location should not fetter the ability to provide connections through to the school site in the event of a future restructuring of the education system to three tiers.
- The nearest other growth location is at Fornham All Saints to the north east which is to provide circa 1,250 new homes. Future pedestrian/cycle connections to this location should be explored in terms of providing access to the future health campus facilities.
- Local roads are conducive to cycling. Bus stops are within a 400m walk providing services to the town centre. Local residents expressed a desire for an enhanced bus service.
- Residents identified restricted pedestrian links between Westley and Bury along Newmarket Road, with the existing footpath stopping abruptly.
- To the south of the site, beyond Westley Road is a Green Infrastructure Strategy September 2009 designated Level 1 Green Corridor which presents opportunities for any future pedestrian cycle links.
- The main Ipswich to Cambridge railway line running along the northern boundary, and the weight restricted bridge over the railway line to Fornham Lane, restrict access opportunities to the road network.
- Vehicular access opportunities come from Newmarket Road (A1302).
- There are opportunities to integrate development with the adjacent community at Oliver Road, subject to ensuring the protection of the residential amenity of existing dwellings to Oliver Road.
- Surrounding built form to Westley and Oliver Road is predominantly 2 storey residential development.

Site Assets – On Site Assets

- The site is predominantly flat, however the location of development will need to consider the ridge following the line of the northern boundary of the Westley Middle School playing fields before dropping 15m to Westley Road to the south.
- With the exception of land to the south of the ridge, which is viewed from the Special Landscape Area, there are few middle and long distance views from surrounding landscape.
- There are few landscape features on site, with those limited to tree shelter belts, providing the opportunity to add landscape character.
- The site does not contain any designated sites of nature conservation importance or any protected species, providing opportunity for biodiversity enhancement.
- The site falls within Flood Zone 1, i.e. land with the lowest probability of flooding.
- An overhead power line and potable water main run across the site that may require diversion to facilitate development.
- The existing public footpath running through the site from Westley Village to Oliver Road is designated as a Level 2 Green Corridor within the Council's Green Infrastructure Strategy September 2009 and is also seen as a local asset to be enhanced, particularly to residents of Westley.

Sustainable Development Principles

At both the Public Exhibitions and again at the Workshop session, interested parties were given the opportunity to discuss the development principles with the project architect and identify where the health campus, buffer zones, housing and sports facilities should be located. Records were taken of all the variations put forward and these have informed the options developed and the preferred option put forward in this Concept Statement.

Before arriving at the preferred option, two alternative development options were considered and discounted. Whilst these were derived from the options put forward at the

consultation events, they did not represent the most consistently presented option which has been taken forward as the preferred option.

Discounted Options

The text below relates to the two options

The two options considered different locations for the health campus, with Option 1 locating it along the northern part of the site, up to the boundary with Oliver Road, with the residential element to the South. Option 2 located the campus along the eastern boundary of the site with the existing settlement boundary to Bury St Edmunds with the housing element located adjacent to Westley. These options were discounted on the basis that it is considered that locating the residential element extending to the west would increase the travel distance to the existing facilities to Oliver Road (beyond 400m) and frustrate the integration of the two communities. Moreover it is considered that the residential use is a more appropriate land use neighbour to Oliver Road, with the health campus providing more opportunity to provide a physical and visual separation from the village of Westley (as explained below).

Preferred Option

ADD PREFERRED OPTION

The development principles reflect the consultation undertaken and the broad consensus reached as to the location of the key components of the development. To assist the physical and functional integration of the communities and access to existing services the new housing is located to the north east of the site adjacent to the existing community to Oliver Road. To the west of the residential development is the health campus. Beyond the campus to the west and south is a substantial landscape buffer and open space providing visual, physical and functional separation from the village of Westley.

The new health campus will be a relocation of the existing West Suffolk Hospital and will therefore serve the District and beyond. The campus could include high quality architectural buildings to the north east of the site adjacent to the railway line to assist legibility for visitors whilst creating a landmark feature for the entry into Bury. The buildings will be sensitively sited in relation to the Village of Westley, with the creation of high quality landscaping and car parking to the west of the site assisting the physical and visual separation of the village. The height and form of the buildings will be determined at a later stage taking full advantage of medical advances, the changing needs of patients and carers and will allow greater integration of hospital and community services. The campus will seek to minimise carbon impact through renewable energy and operate a waste minimisation strategy to emphasise recycling, re-use and re-engineering of waste.

The form of the 450 residential development will be low density 2, 2½ and 3 storey housing to reflect the local context and preferences of the local community. Medium density is proposed to the north of the site to assist the transition between the health campus and the existing community to Oliver Road, whilst also providing enclosure to Newmarket Road. Low density housing would be directed to the south of the site to reflect the proximity to the ridge and Special Landscape Area to the south. To assist offering a range of housing mix (1, 2, 3 and +4 bedrooms) and tenure options as supported by the local community, some medium density housing will be provided to the north of the site. Affordable housing will be pepper potted in small groups throughout the residential development and will be indistinguishable from market housing.

In response to comments at the Exhibition, the relationship between the existing homes to Oliver Road and new residential development will be carefully considered to ensure privacy and protection of amenities of the existing residents.

In acknowledgement of the heritage of the town, the design of the housing will include locally appropriate materials and other features celebrating its historic associations. Development will incorporate high environmental standards, including design and construction that minimises energy and water use and reduce waste and pollution.

The physical and visual separation of the development to the village of Westley will be achieved through the provision of a landscape buffer. The extent, form and design of the buffer will be determined through the preparation of the Masterplan as part of a site wide landscape and open space strategy and will include native, deciduous trees, creating wildlife corridors and attractive landscape features. It could also include more formal open space and recreation.

The proposal will review the scope to improve and support the existing community, education and retail facilities to Oliver Road, rather than provide new competing facilities.

The principal vehicular access to the site comes from Newmarket Road to the north east. Secondary access, and provision for traffic relief to the Village of Westley, can be provided through connections to the south to Westley Road. The road could take the form of a tree lined boulevard incorporating landscaped foot and cycleways whilst ensuring appropriate access for enhanced bus services. The route could serve as a green link to the Level 1 Green Corridor to Linnet Valley to the south, whilst not preventing future connections to the north such as to the Fornham All Saints growth area. In addition east west links and desire lines will be explored linking the health campus to the proposed residential development through to the existing community and facilities to Oliver Road. This will include improvements to the existing link between Westley Village and Oliver Road as highlighted by residents of Westley.

Delivery Principles

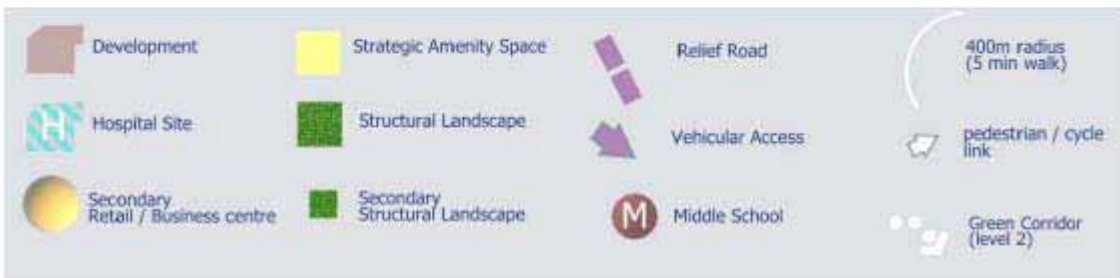
As recognised by the Core Strategy DPD, the health campus is not to come forward until the later part of the plan period. As such, it will be funded at present by way of central government funding but could receive funding through other sources.

The 450 homes can be achieved within a 5-6 year period and can come forward in a flexible manner.

The Masterplanning exercise will assess the phasing of the health campus and residential components to ensure they are considered comprehensively and determine the appropriate triggers and contributions towards infrastructure provision such as the relief road, open space provision, education and community facilities.

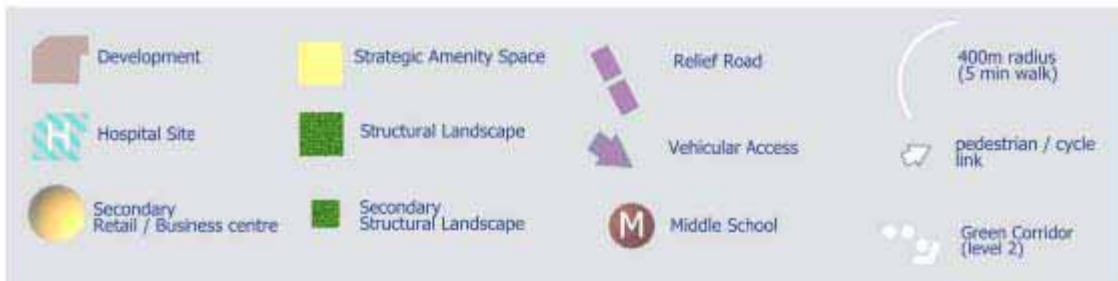


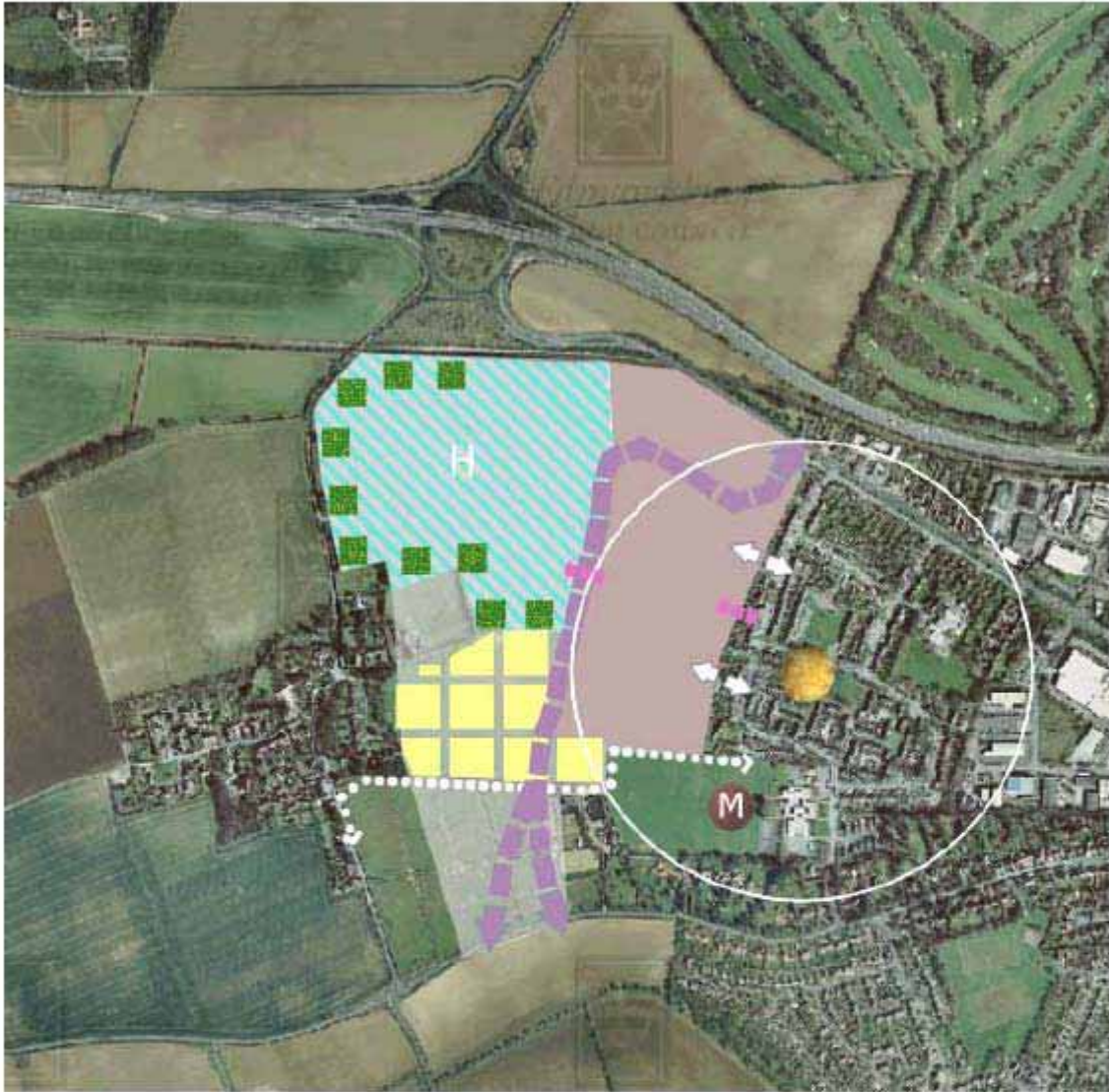
Bury St Edmunds West Developer Option 1



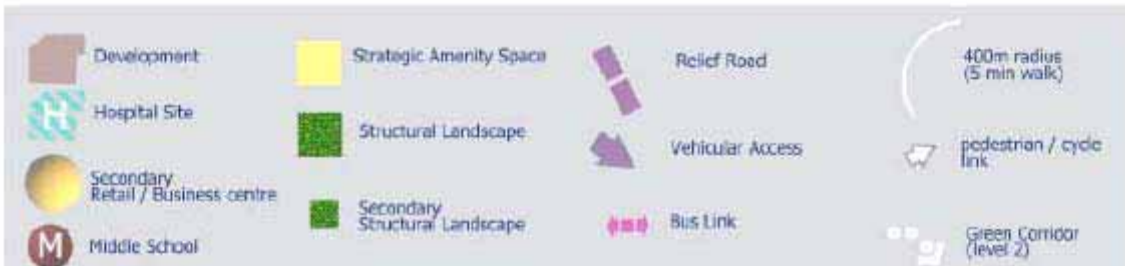


Bury St Edmunds West Developer Option 2



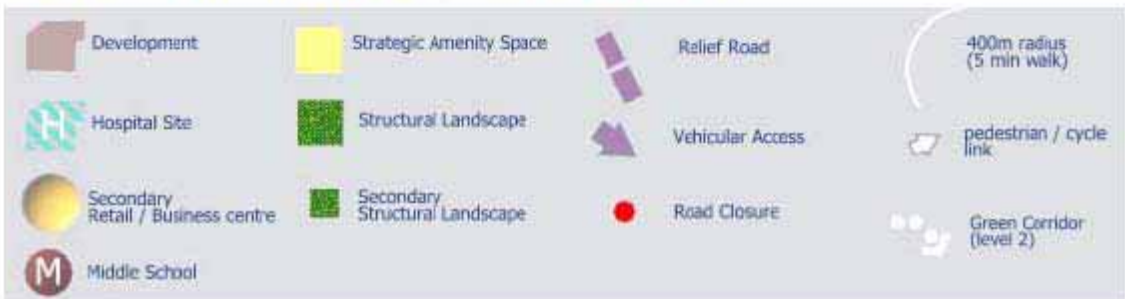


Bury St Edmunds West Developer Preferred Option





Bury St Edmunds West SEBC Preferred Option



North-east Bury St Edmunds – Berkeley Strategic

This supporting information has been produced by Berkeley Homes

Introduction

The St Edmundsbury Core Strategy adopted in December 2010 endorses the land to the north east of Bury St Edmunds as one of five strategic locations for growth, delivering around 1,250 homes of mixed tenure and size, and incorporating a mixture of other non-residential uses. This Concept Statement summarises initial planning and design work that has been undertaken. A Supporting Document has been prepared to accompany this Concept Statement, which provides a more detailed explanation of the work to-date. This can be found on the web site www.buryvision.org.uk

Consultation to-date

Initial consultation has been undertaken to engage local residents and businesses in a discussion around "issues" and "visioning" – the concerns in relation to future growth and ideas and aspirations for new development. This stage 1 consultation has sought to dovetail with SEBC's own town-wide consultation activity as well as that of the developer counterparts at the other four locations for growth.

The consultation has operated through drop-in open days followed by a focus group / workshop with an invitation to 2,200 resident and business addresses in the locality. In all 184 residents attended and registered at the Open Days of whom 13 attended the follow-up Focus Group / Workshop meeting. A further meeting was held specifically with residents of Cattishall. The key issues raised by local residents have related to:

- Pressure on transport and existing local facilities;
- Impact on the character and identity of Great Barton and Cattishall; and
- Impact on the local landscape and history and the environment more generally.

The key ideas and visioning expressed through the stage 1 consultation have related to traffic relief to Great Barton, additional facilities (eg. schooling, childcare, shopping and leisure), enhanced pedestrian and cycle routes, improved public transport services, measures to address traffic bottlenecks as well as accessible and affordable housing.

Vision

The concept development has drawn from stage 1 consultation outcomes, the requirements of the various statutory policy documents and initial site survey, analysis and appraisal work that has been carried out (relating to urban design, transport, local facilities, landscape and local character, ecology, archaeology, and ground conditions and hydrology).

A vision has begun to take shape for a community with a distinctive sense of place. The site has clearly identifiable edges – defined by the railway line, the A143 and the countryside that surrounds Great Barton village and Cattishall – and a gentle valley topography that provides

the natural basis for conceiving of a new community with a village character that is its own identifiable place and yet is well connected into its hinterland.

The new community will draw upon local place-making and architectural traditions whilst expressing high standards of contemporary environmental design. It will blend together a range of different types of residential accommodation, together with a variety of local facilities to include a new primary school, playing fields, allotments and other sources of local employment and recreation. The layout will comprise quiet, tree-lined country lanes, walkway and cycleways, with bus routes fully integrated to provide a convenient service. The new development will help deliver a range of improvements to address existing traffic-related problems beyond the site.

The design strategy will be carefully planned as a fully connected sustainable urban extension that sensitively grades the transition between urban, semi-rural and rural – providing an attractive edge to the surrounding countryside and delivering a range of benefits to the neighbouring areas.

Principles

Eight emerging Sustainable Development and Delivery Principles have been defined thus:

1. **A distinct sense of place** with its own individual, “village” character, vernacular and amenities. It will form an attractive gateway to Bury St Edmunds, whilst incorporating a softened naturalistic edge that maintains the identity and segregation of Great Barton and Cattishall.
2. **Parks, open space and ecology** that include a range of recreation and play facilities designed to incorporate mature trees and hedgerows and promote biodiversity.
3. **Fully integrated environmental sustainability** that encompasses environmental, social and economic sustainability considerations – including drainage methods, solar design and tenure mix.
4. **Respect for existing heritage and local features** – such as the rolling topography, existing properties, fields patterns, Green Lane and Holy Innocents Church.
5. **A well connected place** – with improved pedestrian and cycle routes, bus services and a traffic calmed network of village lanes.
6. **Achieving a mixture of uses** – based around ‘walkable neighbourhood’ principles.
7. **Applying high design and environmental standards** including Building for Life accreditation and Level 4 of the Code for Sustainable Homes.
8. **Synergy with Great Barton, Cattishall and Bury’s adjoining existing neighbourhoods**, including respecting and enhancing the strategic gap with Great Barton and facilitating the provision of a new bypass.

Options

Three concept options have been generated at this stage. All three options assume a range of “constants” as follows:

- Provision of a new Primary School and support to additional Secondary provision.
- Approximately 1250 units at variable density (between 10-15 units per acre) and individual character areas which respond to variable conditions on the Site e.g. topography, proximity to the A143.

- On-site convenience retail, community accommodation and commercial space in accordance with demand.
- Improved bus, cycle and pedestrian links.
- Open space (formal/casual) provision to NPFA standards (6 acre / 1000 capita) within a co-operative framework with the other growth locations.

The options also permit the following, which will be subject to further analysis and consultation:

- Improvements to the A14, A143 and the local highway network.
- The southern alignment of a Great Barton relief road.
- The variable options for the strategic gap between the scheme and Great Barton - whether this should remain as existing or developed, for example, as a Country Park.
- The provision of a rail halt at Cattishall.

The key variables identified through design analysis are as follows:

- The approach to the local centre – whether this should be in a dispersed or “hub” format and the location of any hub relative to the A143.
- The approach to the area west of the A143 – whether this should be provided with a development frontage or remain as an open aspect.

The three concept options proposed are as follows:

Concept Option 1 - Dual fronted High Street to the A143 comprising commercial and community uses

Concept Option 2 - Open aspect to the west side of the A143 with facilities dispersed through the Site

Concept Option 3 - Open aspect to the west side of the A143, local centre “hub” accessed directly off the A143 and linked to the bridleway “green route”.

Preferred Concept Option

Through site, landscape and “place making” analysis, as well as consideration of the development and delivery principles, the in-principle preference at this preliminary stage is that:

1. The area to the north of the A143 should remain with an open aspect. This is in terms of both the landscape benefits of this as well as the constrained topography of this area to accommodate a critical mass of development and balance the area to the south of the A143.
2. The commercial and community “local” centre should be located in a “hub” format and close to the A143 to capture passing trade and maximise as much as possible the sustainability of these new facilities – particularly in the early stages of development during which the catchment and trade from within the scheme itself will be most challenging

3. The local centre should be located at the confluence of the green route and the A143 - the historic crossroads - benefiting from frontage onto the A143 whilst being set-back by an attractive 'village green.' Local convenience retail and small-scale employment provision would be located close to the primary school to strengthen this as the focal point of the community.

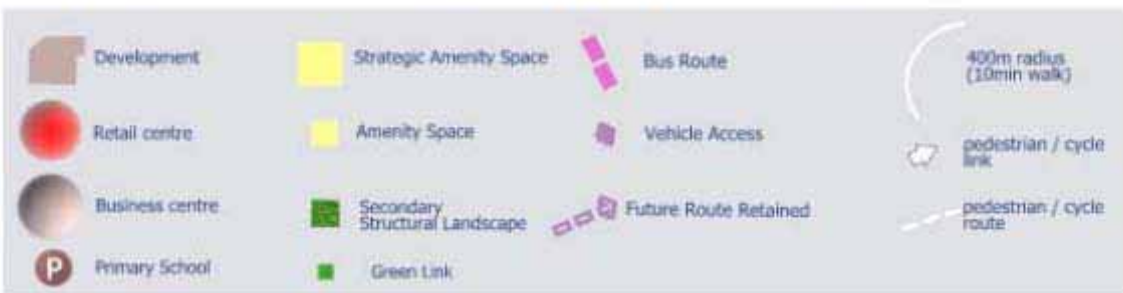
Summary

Following initial consultation, analysis and appraisal work a clear vision has begun to take shape for a community with a distinctive sense of place. This has helped guide the formulation of a preferred initial concept option, underpinned by eight Sustainable Development and Delivery Principles. These principles seek to make the most of the site's superb existing and potential assets – its connections, gently undulating topography, attractive open views, mature vegetation and heritage. The preferred concept is influenced by proposals contained in the Great Barton Parish Plan, the SEBC Core Strategy and other statutory policy documents related to the delivery of housing, community facility, transport and green infrastructure improvements. Berkeley Homes and its consultant team will continue to engage constructively in a spirit of partnership with local residents to ensure that views of local people are fully integrated into the emerging plan in order to create a new community of quality and distinction that all can benefit in.

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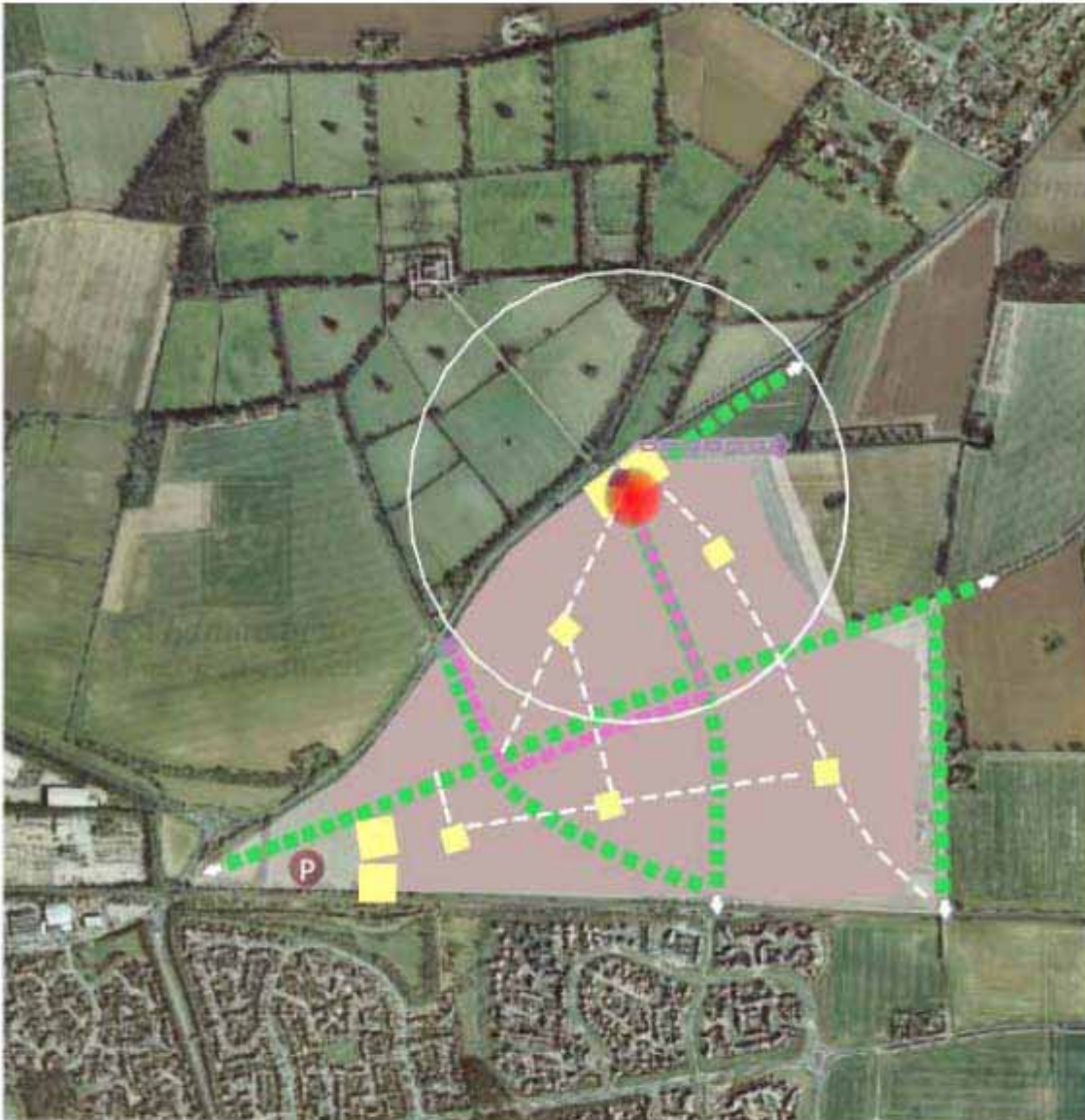


Bury St Edmunds North East Developer Option 1

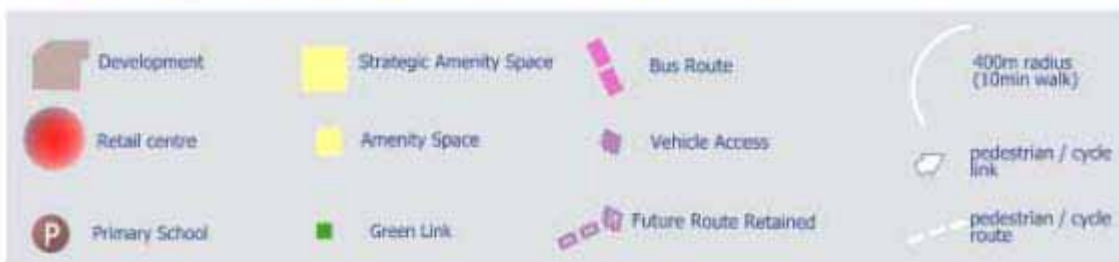


SEBC comments

- **Dual fronted high street on the A143**
- **Location of primary school and retail centre in south west corner of site**
- **Business centre not directly adjacent to retail centre**



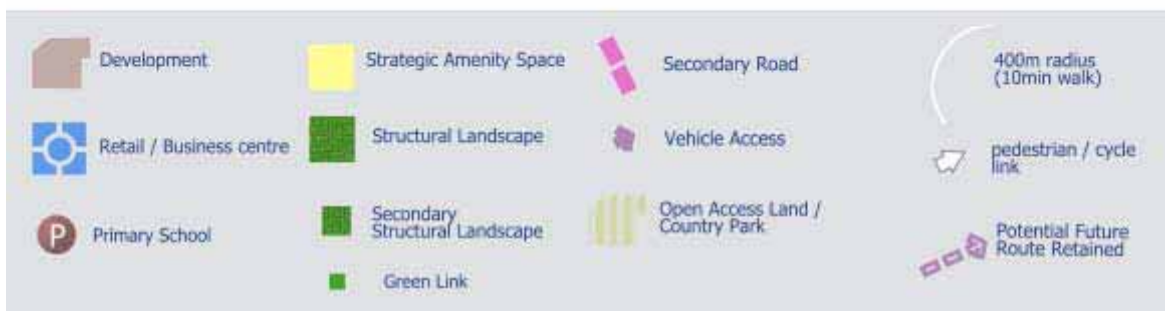
Bury St Edmunds North East Developer Option 2



SEBC comments

- **Retail centre on A143**
- **No business centre proposed**
- **Facilities dispersed across the site**
- **Primary school in south west corner of site**

Preferred option



Bury St Edmunds south-east

This supporting information has been produced by Hopkins Homes

The Prince's Foundation for the Built Environment (The Prince's Foundation) was engaged by Hopkins Homes Ltd and Pigeon to collaborate with the local community and key stakeholders to create a draft masterplan framework that responds to the allocation of 1,250 new homes in addition to essential infrastructure, community uses and other public amenities. This summary of the concept statement sets out the vision and development principles for a southeast urban extension to Bury St Edmunds.

The process commenced with two public sessions held on 14th and 15th February 2011 at the Bury Rugby Club and at the Rougham Sports Hall. The Prince's Foundation facilitated an exercise where stakeholders mapped positive and negative issues as well as opportunities on the site. Following the public sessions an Enquiry by Design Workshop (EbD) took place from 1st to 4th March 2011. The public presentation during the Enquiry by Design Workshop was held on Tuesday 1st March 2011 from 19:00-21:00, and the second and last one was held on Friday 4th March 2011 18:00- 20:00. The aim of the presentations were to introduce the ethos of the Prince's Foundation and its principles behind sustainable development as well as the results of the workshop.

The EbD workshop focused on creating a consensus-based draft masterplan framework with landscape and transport strategies, which creates a long-term framework for the neighbourhood. The workshop culminated in an evening public presentation by The Prince's Foundation of the work performed by the core design team, key stakeholders and the wider public over the EbD period.

In total, 32 residents signed in at the public sessions with an estimated 2 to 4 people who attended each day without signing in. Everyone who attended engaged with the team and gave insightful comments and concerns about the proposed project area.

Comments were collected through a questionnaire, which was sent out prior to the public session with the invitations. Comments were made during the public consultation both verbally and through a dot exercise and drawings carried out on large maps of the project area. The dot exercise was carried out by applying multiple colours of dots onto a map of the site to illustrate positive and negative issues as well as opportunities. The exercise allowed local residents and stakeholders to share invaluable knowledge with the team which was incorporated into the design development.

The diagram below summarises all the key issues raised by local stakeholders during the various events.

Options Development

Based on the brief from the Core Strategy, the key issues identified by the stakeholders and a site analysis, three development options were produced during the EbD Workshop.

All three options are based on robust time-tested sustainable urban design principles and each aims to create an attractive, cohesive and well-balanced community that is led by the surrounding context of a high quality natural environment which sits sympathetically around the existing properties on Rushbrooke Lane.

Option 1

Allocates two development parcels.

The relief road is designed away from the existing properties and to pass through a mixed use centre.

Relocates the main neighbourhood centre away from the existing houses along Rushbrooke Lane, and establishes a proper relationship with the potential future route and development to the northeast.

By having the neighbourhood centre in the middle of the site, a large walkable catchment area can be achieved.

The secondary neighbourhood centre is situated along Sicklesmere Road (A134), forming an urban edge to capture the through movement and edge of town.

A secondary road connects the local centre with Rushbrooke Lane and consequently the villages of Rushbrooke and Rougham.

The Primary School is located in close proximity to the neighbourhood centre.

Playing fields are located around the school and close to the river on the flood plane.

Pedestrian and cycle routes are located along the river to connect the new neighbourhood to the centre of town and to the surrounding green context.

Option 2

The main centre is on a land south of Rushbrooke Lane and reaches a large catchment. The local centre is focussed around a village green.

A smaller secondary centre is located away from the edge of the development north of Sicklesmere Road. This provides a more pedestrian friendly and accessible amenity.

Proposes flood attenuation and wetland area southeast of the disused railway which would potentially allow for more flexibility further up the River Lark.

Proposes a secondary route southeast of the local centre to join up with Rushbrooke Lane.

Places the Primary School just beyond the main neighbourhood centre.

Locates playing fields between the proposed school and the river Lark where the attenuation ponds are proposed and makes good use of the flood planes.

Respects the surrounding landscape and in particular the River Lark by proposing a large sweep of green between the two developments.

Creates pedestrian and cycle routes along the river to connect the new neighbourhood to the centre of Bury St Edmunds.

Option 3

Creates a large green space to the north of the disused railway. This space serves as one elongated neighbourhood centre that links both developments together.

A local centre is located to the south in the upper neighbourhood. It reaches a larger catchment area in the site as the northern part is served by the existing retail facilities along Rougham Road.

A primary school is located on the southeast side of the green overlooking the pond.

Retail units are proposed on the northern side of the green and creating a boundary to the green.

Locates playing fields next to the primary school and on the flood planes A green buffer between the development and Sicklesmere Road is proposed to create a boundary between the buildings and the road. This creates a natural boundary and edge and discourages future development to the south.

Proposes marshlands in the lower part of the green to attenuate flood risks from the development.

The three different options were compared and consolidated. Similarities and differences between them have been listed below:

Similarities

- Two neighbourhoods proposed
- The main local centre in the upper neighbourhood
- Using the relief road through the site to stimulate retail uses
- Maintains existing properties and limits access to Rushbrooke Lane as a through route.
- Flood attenuation south east of the River Lark
- Location of the playing fields
- A southern link from the centre joining Rushbrooke Lane
- A future link (cycle lane) to Moreton Hall via the underpass

Differences

- Subtle differences in location of local centres. An active urban edge opposite an estate wall was not considered to be ideal. A second local centre in the lower neighbourhood was not strong due to a smaller catchment.
- Primary School was considered best located in the centre of the entire development being as close to the local centre as possible for maximum accessibility.

Core Principles

The concept plan is guided by requirements of the Core Strategy, issues raised by the local stakeholders, the site and robust time-tested sustainable urban design principles. The vision creates an attractive, cohesive and well-balanced community that is influenced by the surrounding high quality natural environment, which sits sympathetically around the existing properties on Rushbrooke Lane.

Core principles for the new development include:

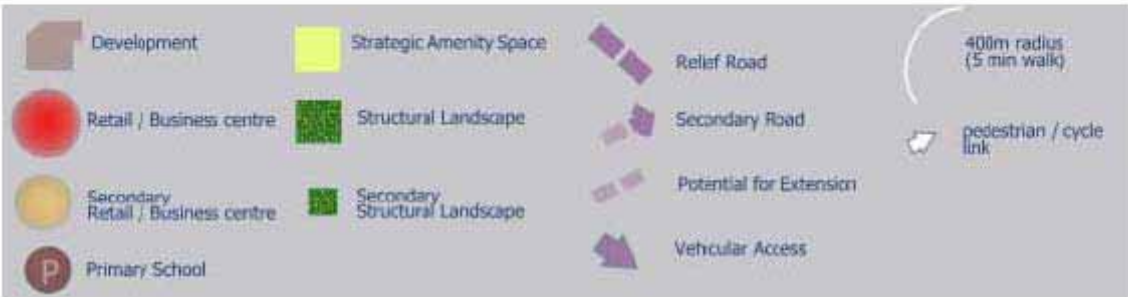
- An overall neighbourhood of approximately 1,250 new homes.
- Defining two distinct walkable neighbourhoods connected by a public green.
- A relief road which addresses congestion along A1302 / A134 and provides a strategic link into the new development.
- A generous public central green which functions as a neighbourhood centre whilst enhancing visual access to the landscape.
- A primary school with adjacent playing fields at the back of the block.
- A landscape-led plan with aspirations for drawing the surrounding landscape into the masterplan and creating an amenity for the local people.

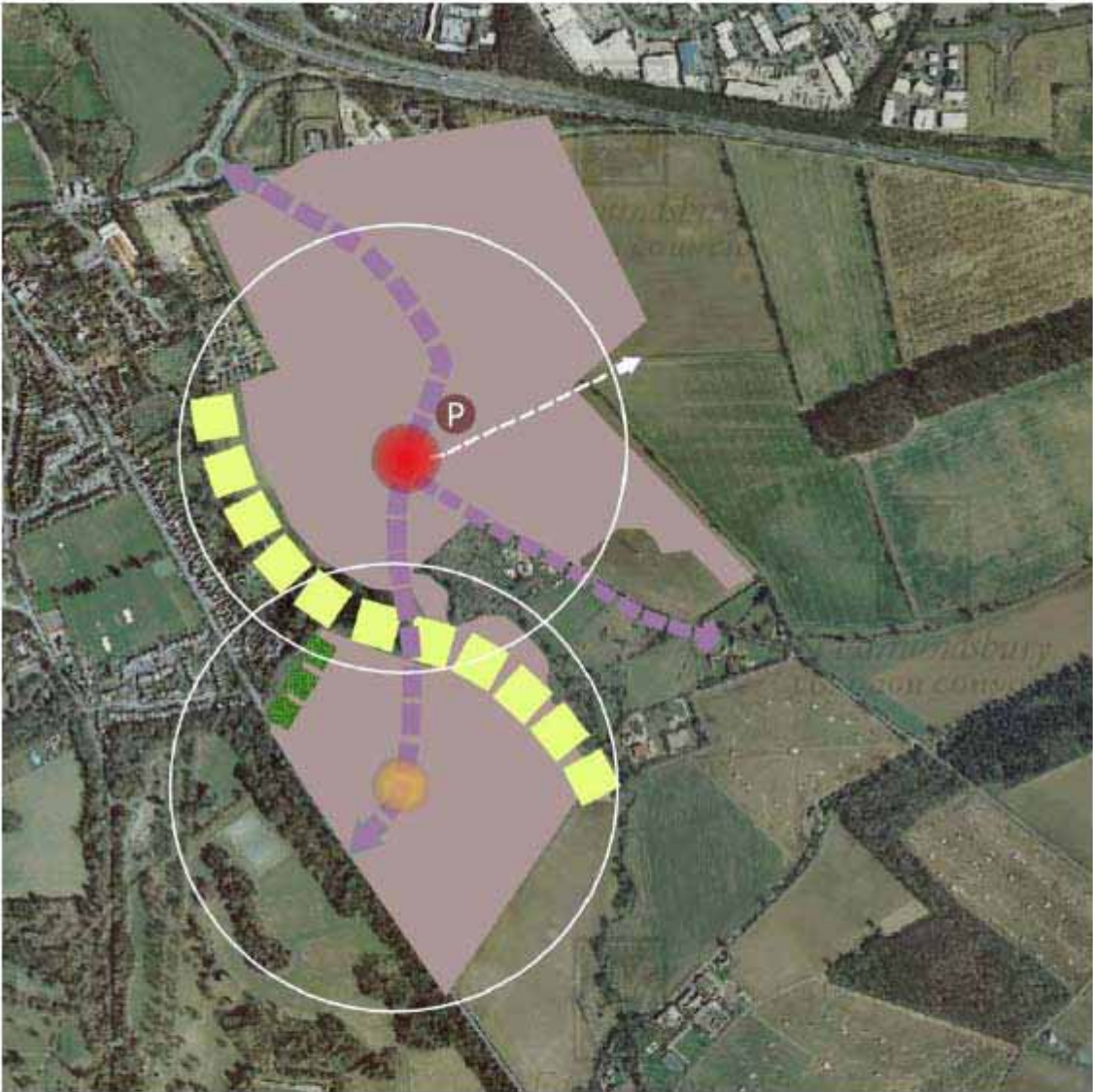
- Walkable neighbourhoods which consist of legible streets and paths throughout the development and which connect strategically to the town centre and out into the surrounding countryside.
- A mixed use community with a mix of retail, employment and community facilities.
- A footpath and cycle route along the river corridor straight to the town centre and links to the existing pedestrian and cycle network into the surrounding countryside.
- Creating newly located garden allotments and food producing spaces.
- Sportsfields and playing fields making use of the flood plains.
- Making use of the River Lark by providing access and a local amenity.
- Removal of the large lorry park
- Currently the household recycling site is not seen contributing negatively to the site and is not proposed to be removed in the early stages
- Two new bus stops and a new bus route through both neighbourhoods.
- Travel planning developed in order to encourage other non-car modes of transportation.
- Creating the potential for links to possible future areas of development to the east of the site, Moreton Hall and the business park.
- Creating a green buffer to the south of the site in order to prevent further housing expansion into the special landscape ribbon thereby discourages sprawl.
- Incorporating flood attenuation southeast of the disused railway line.

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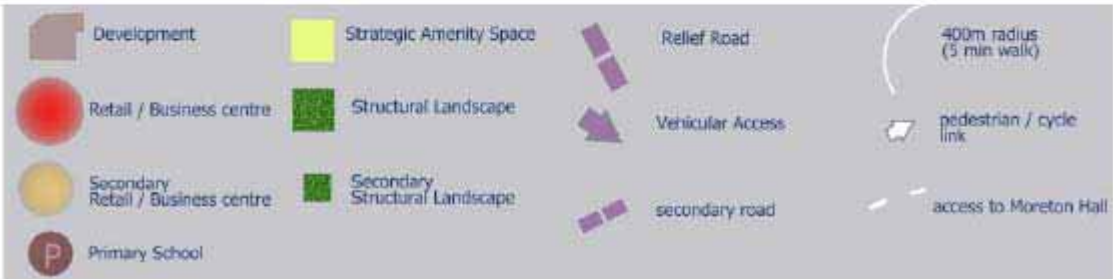


Bury St Edmunds South East Option 1



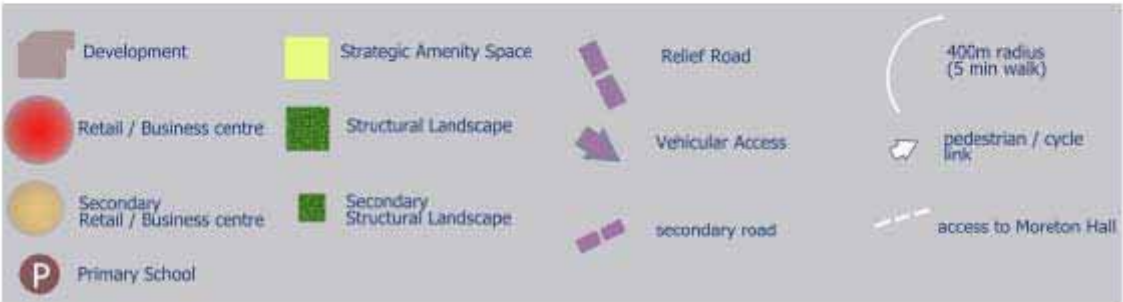


Bury St Edmunds South East Option 2





Bury St Edmunds South East Option 3





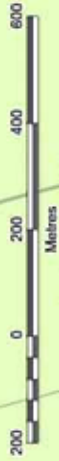
Bury St Edmunds South East Option 3



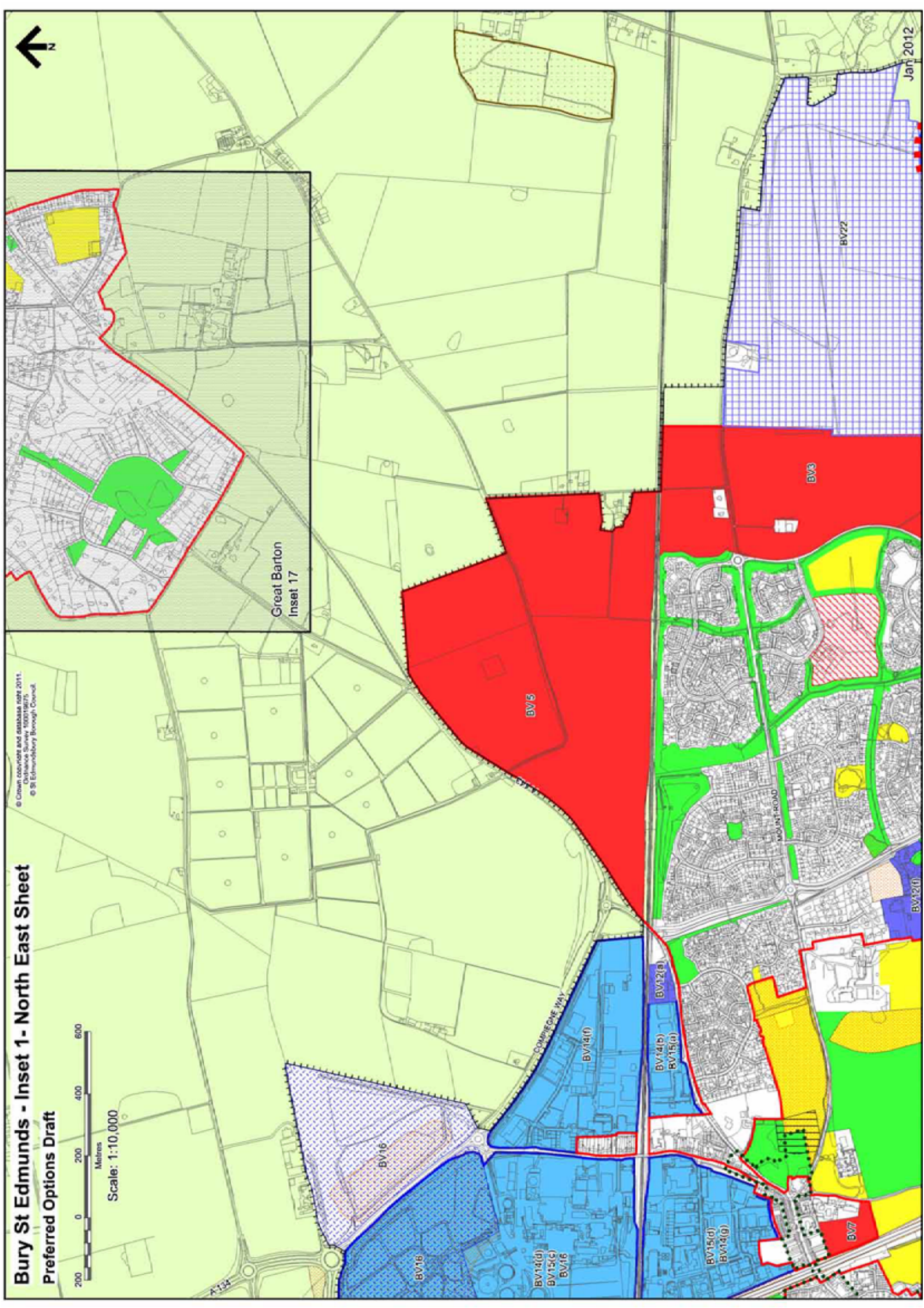
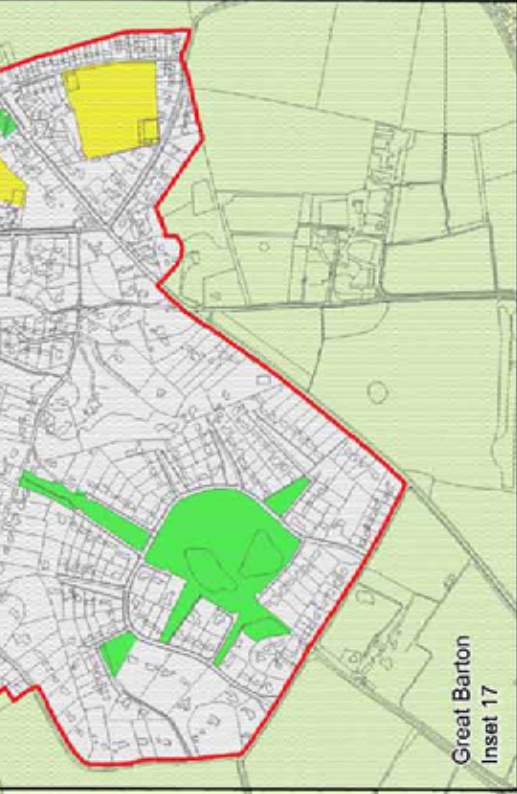
Bury St Edmunds - Inset 1 - North East Sheet

Preferred Options Draft

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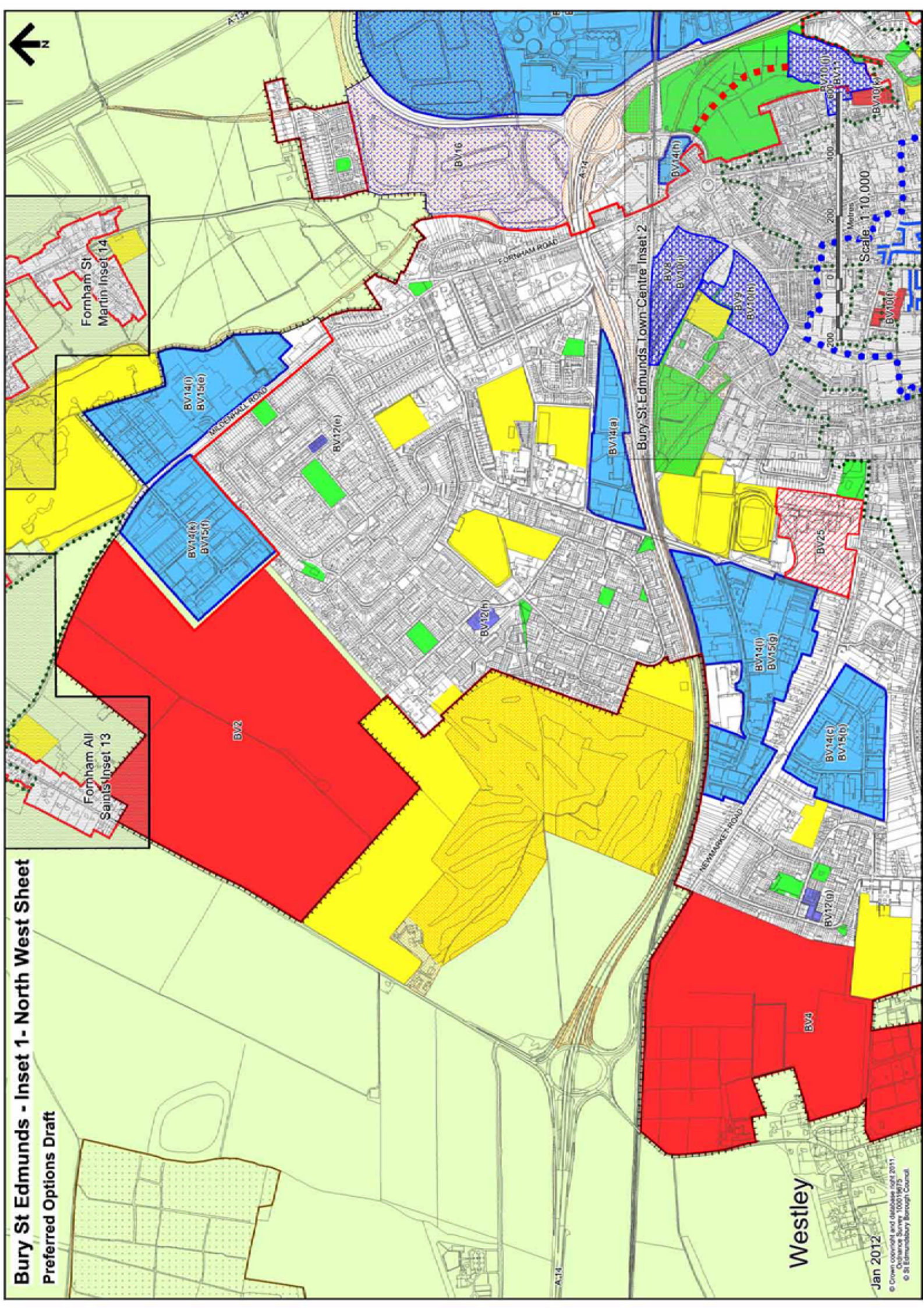


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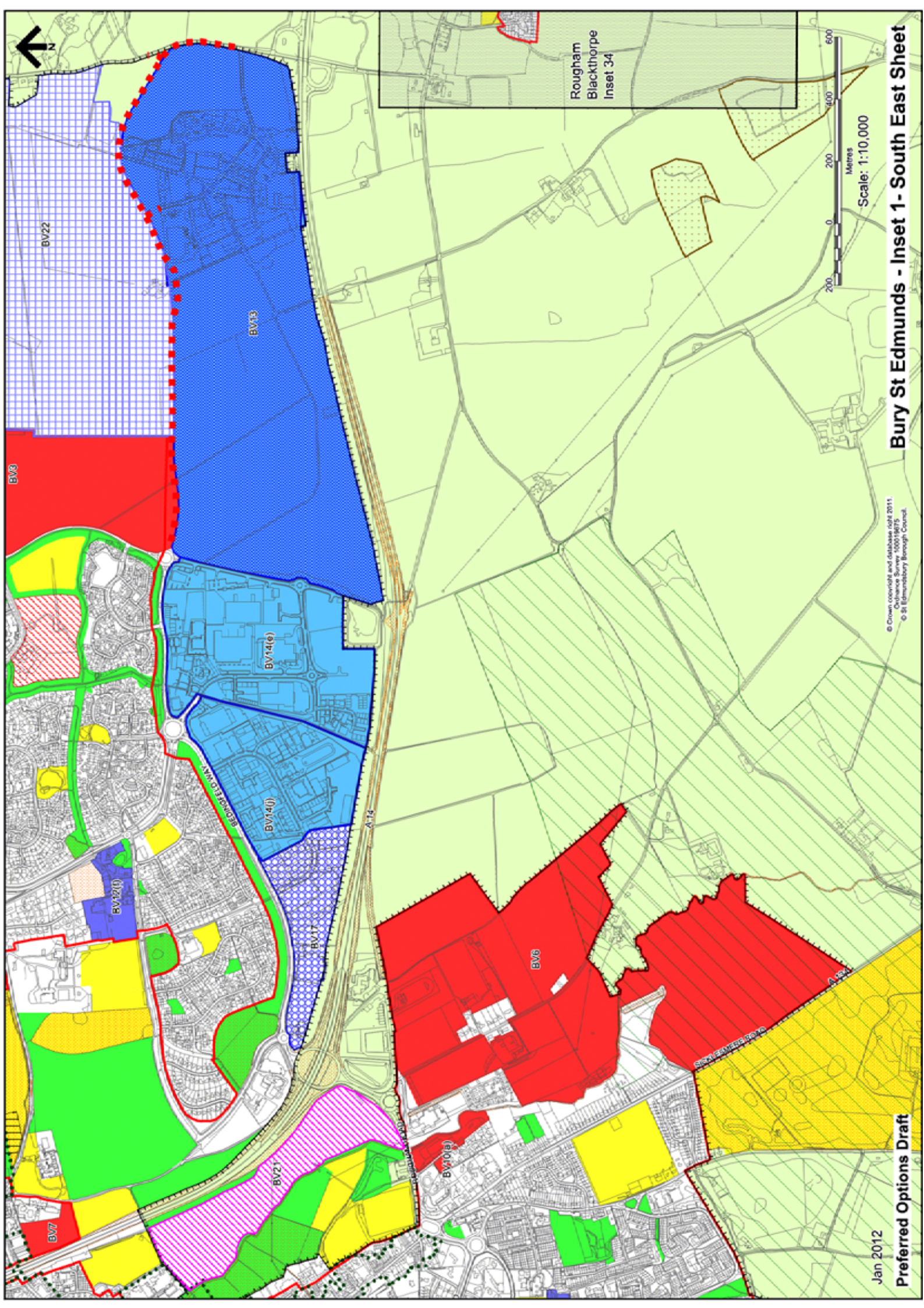




Bury St Edmunds - Inset 1 - North West Sheet
Preferred Options Draft



Westley



Rougham
Blackthorpe
Inset 34

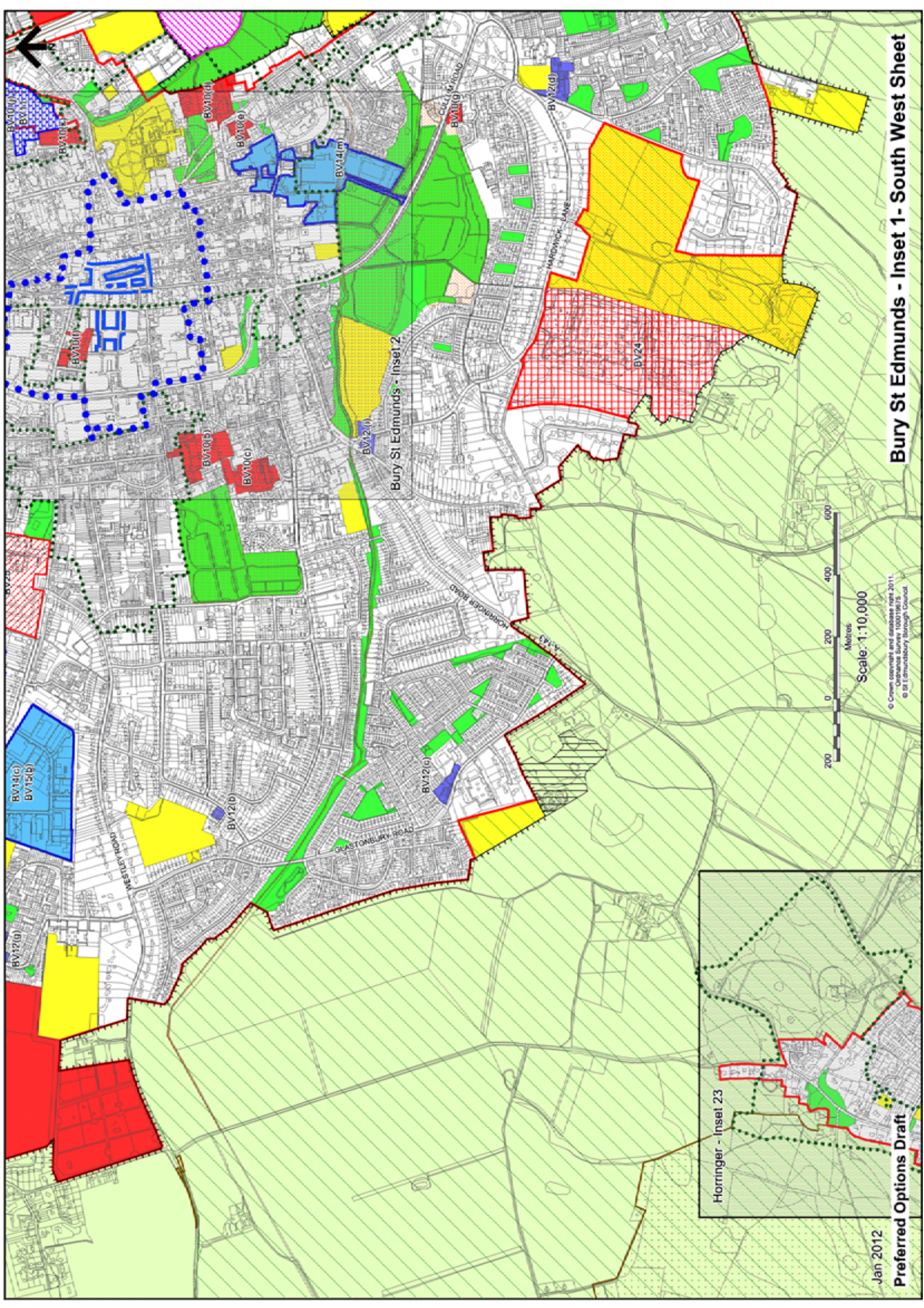
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Preferred Options Draft

Bury St Edmunds - Inset 1 - South East Sheet



Bury St Edmunds - Inset 2

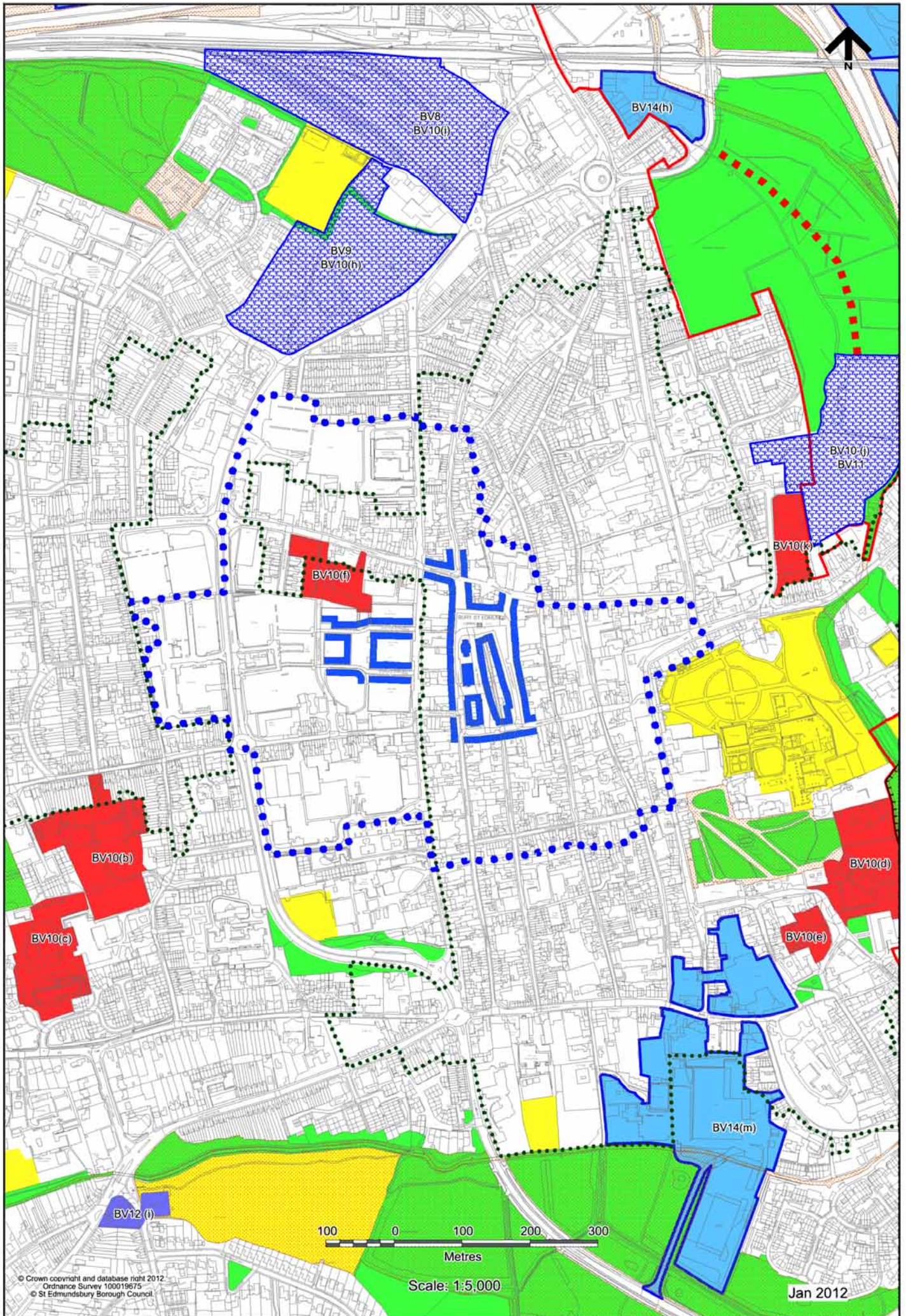


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