

**Bury St Edmunds Vision 2031**

**Submission Draft**

**TRACKED CHANGES VERSION**

**June 2013**

**Underline = new text**

**~~Strikethrough~~ = deleted text**

## Bury St Edmunds Vision 2031

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

I would like to start by thanking all those who have made this document, the Bury St Edmunds Vision 2031, possible. Your contributions, whether through attending one of the many meetings over the past year, or sending in your comments, have helped to make this a truly shared vision.

Bury St Edmunds is a wonderful town which seamlessly blends a wealth of history and tradition with the modern needs of today and, I believe, the future. Our town is what it is because, over the centuries, people have cared passionately about it and worked hard to preserve its past, improve its present and protect its future.

The town has grown and, like it or not, further growth is inevitable. The challenge for us all is to shape and accommodate this growth while protecting the very qualities of the town and its environs that attracts people to live here; and we must always be aware of any impact on the lovely villages and rural areas that surround the town. Any growth must be as appropriate, sensitive and sensible as possible.

Bury St Edmunds Vision 2031 is unusual and exciting because it combines the technical planning issues we need to tackle as part of our Local Plan Development Framework (the overall plan of how the borough will be developed) alongside our aspirations for the future - and the actions we can take together to turn those aspirations into realities.

We are protected from random growth only because we have our main strategy in place, and formally approved, so now we need to plan the detail. I would encourage everyone to get involved, look at the proposals in this Bury St Edmunds Vision 2031, and then make your comments and suggestions. I can assure you that these will be taken into consideration and help us to get things as right as we possibly can for the sake of all our futures.

There is a limit to what we, as a borough council, can achieve on our own. But working together, with as many people and organisations as possible, we can widen the horizons of possibility.

## Contents

1. Introduction	5
2. Bury St Edmunds in 2013 <del>2011</del>	20
3. Bury St Edmunds in 2031	28
4. Bury St Edmunds objectives	31
5. Homes and communities	33
6. Jobs and economy	51
7. Travel	62
8. Sustainability and climate change	69
9. Crime and Community safety	74
10. Infrastructure and services	77
11. Culture and leisure	80
12. Health and wellbeing	87
13. Education and skills	91
14. Historic and natural environment	96
15. Bury St Edmunds town centre	103

<del>1. Introduction</del>	<del>6</del>
<del>2. Bury St Edmunds in 2011</del>	<del>14</del>
<del>3. Bury St Edmunds in 2031</del>	<del>20</del>
<del>4. Bury St Edmunds objectives</del>	<del>22</del>
<del>5. Homes and communities</del>	<del>23</del>
<del>6. Jobs and economy</del>	<del>38</del>
<del>7. Travel</del>	<del>46</del>
<del>8. Sustainability and climate change</del>	<del>51</del>
<del>9. Crime and safety</del>	<del>54</del>
<del>10. Infrastructure and services</del>	<del>56</del>
<del>11. Culture and leisure</del>	<del>58</del>
<del>12. Health and wellbeing</del>	<del>62</del>
<del>13. Education and skills</del>	<del>65</del>
<del>14. Historic and natural environment</del>	<del>68</del>
<del>15. Bury St Edmunds town centre</del>	<del>73</del>
<del>16. Strategic growth areas</del>	<del>75</del>

<del>Appendix 1: Summary of documents and policies within the Local Development Framework</del>	<del>83</del>	
<del>Appendix 1. 2: Glossary of Terms</del>	<del>122</del>	
<del>Appendix 2. 3: Core Strategy Strategic Spatial Objectives</del>	<del>129</del>	
<del>Appendix 3. 4: Map of Bury St Edmunds Area of Archaeological Importance</del>		131
<del>Appendix 4. Housing Trajectory</del>	<del>132</del>	
<del>Appendix 5. Monitoring Appendix</del>	<del>133</del>	
<del>Appendix 6 5: Bury St Edmunds north-west draft concept statement</del>	<del>141</del>	
<del>Appendix 7 6: Moreton Hall concept statement</del>	<del>147</del>	
<del>Appendix 8 7: West of Bury St Edmunds concept statement</del>	<del>153</del>	
<del>Appendix 9 8: North east Bury St Edmunds concept statement – Berkeley Strategic</del>		159
<del>Appendix 10 9: South east Bury St Edmunds concept statement</del>	<del>164</del>	

Questions and policies	Page
Q1: Prince's Foundation	12
Q2: Key challenges	21
Q3: Draft objectives	22
Q4: Housing Development (Policy BV1)	24
Q5: North-west Bury boundaries (Policy BV2)	25
Q6: Moreton Hall boundaries (Policy BV3)	25
Q7: West Bury boundaries (Policy BV4)	26
Q8: North-east Bury boundaries (Policy BV5)	26
Q9: South-east Bury boundaries (Policy BV6)	27
Policy BV7 – Vinefields Farm	28
Q10: Station Hill (Policy BV8)	29
Q11: Tayfen Road (Policy BV9)	30
Q12: Brownfield sites (Policy BV10)	33
Q13: Ram Meadow (Policy BV11)	34
Q14: Local centres (Policy BV12)	36
Q15: Homes aspirations	37
Q16: Suffolk Business Park (Policy BV13)	41
Q17: General employment areas (Policy BV14)	42
Q18: Alternative business development (Policy BV15)	43
Q19: British Sugar lagoons (Policy BV16)	44
Q20: Retail park (Policy BV 17)	44
Q21: Jobs aspirations	45
Q22: Pedestrian environment	49
Q23: Travel aspirations	50
Q24: Carbon energy (Policy BV18)	52
Q25: District heating (Policy BV19)	52
Q26: Community Infrastructure Levy (Policy BV20)	53
Q27: Sustainability aspirations	53
Q28: Crime and safety aspirations	55
Q29: Infrastructure aspirations	57
Q30: Rougham Hill (Policy BV21)	59
Q31: Rougham Airfield (Policy BV22)	59
Q32: Allotments (Policy BV23)	60
Q33: Public art	61
Q34: Leisure aspirations	61
Q35: Hospital and Hospice (Policy BV24)	63
Q36: Health aspirations	64
Q37: West Suffolk College (Policy BV25)	66
Q38: Safeguarding Educational Establishments (Policy BV26)	67
Q39: Education aspirations	67
Q40: Conserving setting (Policy BV27)	70
Q41: Unique and special character	72
Q42: Historic environment aspirations	72
Q43: Town centre aspirations	74
Q44: North-west development	76
Q45: Moreton Hall development	78
Q46: West development	79
Q47: North-east development	81
Q48: South-east development	82

# 1. Introduction

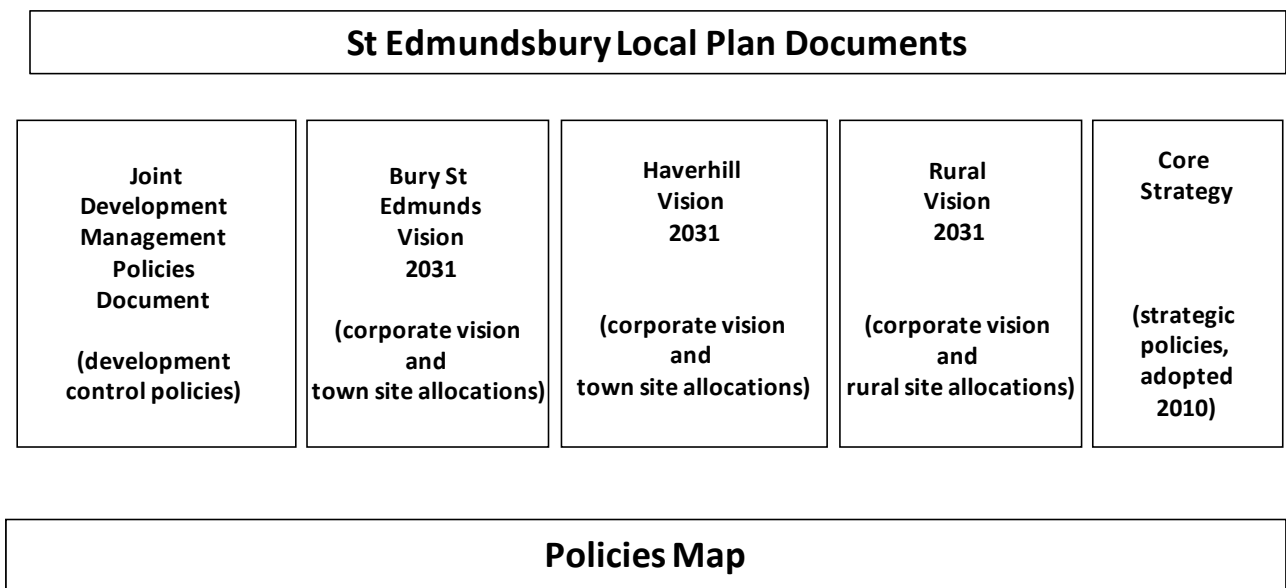
Welcome to Bury St Edmunds Vision 2031, a comprehensive plan to guide the overall direction of future service provision and management of growth in the town for the next 20 years and beyond.

Bury St Edmunds Vision 2031 has been compiled by St Edmundsbury Borough Council, working with many other partners, and ~~will~~ sets out both the council's vision for the future of Bury St Edmunds and ~~is~~ be part of the statutory town planning policy for the town. This ~~final first~~ draft is a result of work with the local communities and other stakeholders over the last two years. ~~has been compiled after widespread consultation so that it reflects the views of local people.~~

## St Edmundsbury Local Plan

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

**Figure 1 St Edmundsbury Local Plan**



## Working together

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

## Document structure

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

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

The theme topics are illustrated in the adjacent diagram (insert)

## Glossary of terms

1.2 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 ~~1~~ 2.

## Sustainability Appraisal and Habitat Regulations Assessment

1.3 The policies in this document have been assessed in a Sustainability Report and a Habitat Regulations Assessment Screening (HRA), both of which accompany this document and can be seen on the council's website at [www.stedmundsbury.gov.uk/Vision2031](http://www.stedmundsbury.gov.uk/Vision2031)

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

## Infrastructure Delivery Plan

An Infrastructure Delivery Plan (IDP) accompanies the Bury St Edmunds Vision document which sets out the infrastructure requirements for the town and how these will be funded, to ensure that the vision and allocations in this document can be delivered. This document is subject to a separate consultation which is taking place at the same time as the final period of consultation on the Vision 2031 document. The IDP, and details of how to respond to it, are on the council's website at [www.stedmundsbury.gov.uk/vision2031](http://www.stedmundsbury.gov.uk/vision2031)

## How to have your say

There is an X week public consultation on this document, starting on X and ending on X. Details of how to comment can be found either within the accompanying letter and/or guidance notes on how to respond to a Local Plan Submission Document.

## Getting involved

~~1.4 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 and community organisations will take this opportunity to respond to the consultation with their views on the options presented in this document.~~

~~1.5 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.~~

~~1.6 You can let us know your views online: [www.stedmundsbury.gov.uk/vision2031](http://www.stedmundsbury.gov.uk/vision2031). Complete the form or complete and return a questionnaire available from the council's offices at Lower Downs Slade, Haverhill, or West Suffolk House, Bury St Edmunds. Or you can call Planning Policy on 01284 757368 or email [LDF@stedsbc.gov.uk](mailto:LDF@stedsbc.gov.uk)~~

~~1.7 There are questions set out at various points within this document. If you wish to submit supporting material with your response it would be helpful if you can do so electronically and include a summary of the content in the actual question response.~~

~~1.8 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 online.~~

~~1.9 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?~~

~~1.10 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**

1.11 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 Bury St Edmunds 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.

1.12 This document is in general conformity with the National Planning Policy Framework (NPPF) national planning policy guidance and St Edmundsbury's 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 Suffolk Health and Wellbeing Board.

1.13 The context provided by the relevant plans and strategies is provided below.

### **Draft National Planning Policy Framework (March 2012) (July 2011)**

1.14 In ~~July 2011~~ March 2012 the Government published a ~~draft~~ the National Planning Policy Framework (NPPF) which aims to make the planning system less complex, more accessible and which works to promote sustainable growth. ~~The draft guidance proposes~~ The NPPF states 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.~~

It places a presumption in favour of sustainable development which all Local Plans should reflect and be based on, and requires plans to include policies which guide how this presumption will be reflected locally. There are three dimensions to sustainable growth in the NPPF which the Bury St Edmunds Vision document seeks to address:

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

1.15 ~~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 in favour of sustainable development will mean that meeting the development needs of an area with sufficient flexibility to adapt to change is a key element of the development strategy in the Bury St Edmunds Vision document. The document also needs to show that cross boundary issues have been considered and that the duty to cooperate with neighbouring authorities can be demonstrated.~~

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

1.16 ~~The NPPF draft document explains that other~~ that factors such as infrastructure requirements, environmental assessment, the historic environment and the



health and wellbeing of residents should be considered whilst ensuring viability and deliverability of proposals in line with sustainable objectives.

~~1.17 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 of housing growth where possible;~~

~~communities should have good quality buildings in their areas, 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.~~

1.18 It is quite possible that the final national framework will be published during the consultation on this draft Bury St Edmunds Vision 2031 document. The final version will need to reflect the content of any changes to national planning policy.

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

### **Policy BV1 Presumption in Favour of Sustainable Development**

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

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

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

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

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

## Regional Spatial Strategy

1.19 The Regional Spatial Strategy was prepared by the former East of England Regional Assembly. It formed part of the Development Plan and established the level of housing growth in each district within the region. In May 2010 the Secretary of State for Communities and Local Government wrote to all local authority Leaders highlighting the coalition Government's commitment to 'rapidly abolish Regional Strategies and return decision making powers on housing and planning to local councils'. The Regional Strategy for the East of England was formally revoked on 3 January 2013. Until the implementation of the relevant section of the Localism Act later in 2012 the Regional Spatial Strategy will still be 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

2.10 The Western Suffolk Sustainable Community Strategy, prepared by the Western Suffolk Local Strategic Partnership (WSLSP), was referred to and used during the preparation of the Core Strategy document. The WSLSP has now been dissolved, its successor, the West Suffolk Partnership, has not produced a community strategy as there is no longer a statutory requirement to do so and the vision element of the three documents under preparation by the council fulfils that purpose.

2.11 The Suffolk Strategic Partnership, and the organisations that form it, have worked together to produce the document 'Transforming Suffolk, Suffolk's Community Strategy 2008 to 2028'. This strategy will deliver improvements to the quality of life in Suffolk, for its people and for communities. The overall ambition for the strategy is:

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

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

"Our vision is that people in Suffolk live healthier, happier lives. We also want to

narrow the differences in healthy life expectancy between those living in our most deprived communities and those who are more affluent through achieving greater improvements in more disadvantaged communities."

We have used these strategies to ensure that where appropriate the spatial elements of the Community Strategy are reflected ~~has been used to assist in the identification of the themes and issues for consideration~~ in this Bury St Edmunds Vision.

### ~~Western Suffolk Community Strategy~~

~~1.21 The Western 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.~~

### **St Edmundsbury Vision 2025**

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

1.23 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 needed reviewing ~~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**

1.24 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 three ~~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. Along with the Core Strategy, The Bury St Edmunds Vision 2031 will do this.

### ~~**Local Plan Local Development Framework**~~

~~1.25 The Local Plan, formerly known as 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.~~

## Core Strategy

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

1.27 The Core Strategy has already determined the following strategic policies.

1. The town will grow by at least 63650 new homes between 2009 and 2031 (now 5,740 between 2012 and 2031).
2. Most new housing will be located in five strategic areas of growth located around the town.
3. 68.28 hectares of land east of Suffolk Business Park is allocated for employment.
4. The town centre will be the main focus for new retail, leisure and office development.

## Development Management Policies

1.28 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.~~

## Vision 2031 ~~Preparing the Bury St Edmunds Vision 2031 document~~

Three documents are being prepared as part of Vision 2031, Bury St Edmunds Vision 2031, Haverhill Vision 2031 and Rural Vision 2031. These documents are part of the council's Local Plan and will provide the vision and planning framework, including site allocations, up to the period 2031.

~~1.29 In February 2011 the council launched the 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 people's 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~~

~~1.30 The main issues arising from the consultation are shown below, ordered from most popular to least popular.~~

~~1.31 Homes and communities~~

~~There is concern that the town will be over-developed and that crowded housing will result.~~

~~There is a need for more affordable housing and better access to affordable housing including more one bedroom bungalows.~~

~~There is a worry about expansion of the town and the impact it may have in fringe areas on surrounding villages.~~

~~A poor standard of planning and house building should be avoided by careful development planning.~~

#### ~~1.32 Jobs and economy~~

~~There is a high level of current unemployment and too few suitable jobs available.~~

~~There is a need to attract and promote new businesses and industry in the town.~~

~~There is a need to support and promote the local economy in the current economic climate.~~

~~Jobs for young people (under 25s) are a particular issue.~~

#### ~~1.33 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.~~

~~Parking is an issue in town and is too expensive/scarcely which could be solved by the introduction of a permanent park and ride service.~~

~~There is a need to improve public transport links including services to/from rural villages.~~

~~There is a lack of cycle paths in the town.~~

~~Improve bus services, particularly at night.~~

~~Reduce train fares as currently too expensive and electrify the railway which would also create jobs.~~

~~Pedestrianisation of the historic centre should take place to protect it and encourage visitors.~~

#### ~~1.34 — Sustainability and climate change~~

~~Need to tackle energy needs by way of new technology.~~

~~Pressure caused by expanding population.~~

#### ~~1.35 — Crime and safety~~

~~There are too many big groups, including groups of teenagers, fighting and late night drinking.~~

~~Speeding is an issue, particularly on Northgate Street.~~

~~More policing and a greater police presence is needed.~~

~~A traffic warden service separate to the police should be established which could be paid for out of penalties.~~

#### ~~1.36 Infrastructure and services~~

~~Independent shops in town are closing down and support is needed for small independent retailers to prevent an empty feel in the town centre.~~

~~Infrastructure in town to provide links to the A14 and the provision of adequate infrastructure in new developments is necessary.~~

~~Roads are in poor condition and more road repairs are required.~~

~~There is a need for better services in villages and better infrastructure between the~~

~~town and villages.~~

~~There are inadequate facilities for homeless people.~~

~~The infrastructure around Moreton Hall needs improving.~~

~~The increase of supermarkets in town is an issue.~~

~~There is a need for more public toilets.~~

#### ~~1.37 Culture and Leisure~~

~~A need for increased night-time activities and gigs.~~

~~More leisure and recreational facilities are needed for all ages, but young people in particular, which need to be affordable.~~

~~Need to develop visual arts/museums.~~

~~Wish to keep the market.~~

~~A need to encourage tourism and visitors.~~

#### ~~1.38 Health and wellbeing~~

~~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.~~

#### ~~1.39 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.~~

~~There is a lack of skills training and a need for more apprenticeships to teach practical skills to youths.~~

~~Higher education was mentioned as an issue but not expanded upon.~~

#### ~~1.40 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.~~

~~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.~~

~~Wish to protect and maintain the Abbey Gardens.~~

### **Potential Development sites**

1.41 Since work commenced on the preparation of the Local Plan 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 document. 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 which also explains why they have not been selected at this time.

### **Prince's Foundation community capital visioning**

The Prince's Foundation was appointed to engage with borough councillors and staff to help increase understanding about how to create sustainable communities and

through this identify key issues, assets and opportunities for the borough.

The Prince's Foundation used its Community Capital Framework tool which builds upon the areas' existing and potential community capital. Based on four dimensions – natural, social, built and financial capital – this provides a framework for achieving sustainable communities.

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

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

The outcomes from this work have helped to identify the key challenges and inform the objectives and vision for Bury St Edmunds, but only forms one part of the information process in preparing Vision 2031. The full report which forms background evidence to this document is on the council's website at [www.stedmundsbury.gov.uk/planning-studies](http://www.stedmundsbury.gov.uk/planning-studies)

~~1.42 To ensure that the Bury St Edmunds Vision consultation process was inclusive and comprehensive, The Prince's Foundation helped people understand how to create sustainable communities and, through this process, identify key issues, assets and opportunities for the borough.~~

~~1.43 The Prince's Foundation used its Community Capital Framework tool which builds upon the rural areas' existing and potential community capital. Based on four dimensions – natural, social, built and financial capital – this provides a framework for achieving sustainable communities. The outcomes from this work have helped to inform the objectives and vision for Bury St Edmunds. The full report which forms background evidence to this document can be seen online: [www.stedmundsbury.gov.uk/ldf](http://www.stedmundsbury.gov.uk/ldf)~~

~~1.44 In a feedback session at the end of the process all the participants discussed and prioritised the issues into the top six positive assets and the top six negative elements of the town.~~

Top six positives

- a) ~~Spectacular built environment~~
- b) ~~Connects to green corridor~~
- c) ~~Warm and friendly, safe area~~
- d) ~~A wide range of shops, diverse~~
- e) ~~Centre of large rural area, town community spirit~~
- f) ~~Street markets are a key part of consumers coming in~~

#### ~~Top six negatives~~

- a) ~~Disconnected new housing estates~~
- b) ~~Traffic congestion~~
- c) ~~Lack of connecting cycle and pedestrian routes to linking neighbourhoods~~
- d) ~~Some areas lacking quality of build, design and imagination~~
- e) ~~Facilities for younger people poor with nowhere to go~~
- f) ~~No/few large employment opportunities~~

#### ~~Prince's Foundation Vision Statements~~

~~1.45 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 that by 2031:~~

- a) ~~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;~~
- b) ~~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;~~
- c) ~~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;~~
- d) ~~10 - 15 year olds will have a number of respected places and activities suited to their natural development;~~
- e) ~~Bury will have attracted new businesses and growing existing businesses that benefit the local economy, are suited to their environment and maximise the potential for local supply chains.~~

~~1.46 The work facilitated by the Prince's Foundation has been taken into account in the preparation of this draft Bury St Edmunds Vision 2031 document.~~

~~Question 1: Do you agree with the vision statements arising from the work the Prince's Foundation did for the council? If not, what would you change?~~

#### **Town planning context**

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



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

1.48 The most appropriate starting point for Vision 2031 is the adopted St Edmundsbury Core Strategy, which sets out a vision for the borough and Bury St Edmunds, which is shown on [page13](#).

### **Bury St Edmunds Vision**

A town-wide vision, which seeks to identify how Bury St Edmunds will grow and positively respond to changing demands over the plan period to 2031, was established within the adopted Core Strategy (2010) which had close regard to the Western Suffolk Local Strategic Partnership's objectives (in view of the absence of an overall vision in the, now former, Western Suffolk Sustainable Community Strategy). Since the adoption of that document additional work has been undertaken which includes;

- the issues and challenges identified during the preparation of the Bury Vision document;
- the aspirations identified in the themes and actions sections of this document; and
- the work The Prince's Foundation undertook in the autumn of 2011.

It is considered that the Vision for Bury St Edmunds, as set out in the Core Strategy, is still relevant and current in light of the additional work undertaken. This vision is set out below:

## Bury St Edmunds

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

St Edmundsbury Core Strategy, 2010.

1.49 ~~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.~~

1.50 ~~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.

1.51 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.

## 2. Bury St Edmunds in ~~2013~~ 2014

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

### Homes and communities

2.1 In ~~2011~~ 2004, ~~69%~~ 67% of homes in Bury St Edmunds were owned by their occupants, either outright or with a mortgage. In ~~2012-2010~~ 38% ~~39%~~ of property sales in the borough took place in Bury St Edmunds, with an average price of over £200,000. Median house prices of 3 to 3.5 times median income are generally considered affordable, but in Bury St Edmunds, the ratio is ~~6.6~~ 6-8, using salaries and properties that first time buyers would typically be earning and buying, based on 2012 September 2010 data.

2.2 In ~~2011~~ 2004, 17% ~~10%~~ of homes in Bury St Edmunds were privately rented and 17% ~~19%~~ were rented from social landlords. Housing associations provide approximately 2500 affordable homes in the town, which is just over a third of the total for the borough. The housing register shows that as of March 2013 ~~July 2011~~, 760 households living in Bury St Edmunds have registered their need for housing in the town: this is over 36% ~~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.

2.3 The rate of fuel poverty in Bury St Edmunds is 14%<sup>1</sup> ~~6.4%~~ compared to the borough average of 16%. However, this is likely to mask neighbourhoods where the rate of deprivation and fuel poverty is much higher. ~~and the number of category 1 hazards is 13.4%, lower than borough average of 15.5%, with the majority due to excess cold.~~

2.4 The average SAP rating<sup>2</sup> for Bury 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<sup>3</sup> and 46.7% of vulnerable people live in non-decent homes. The average cost of repairing houses in Bury St Edmunds is £3400.~~

2.4 The council has monitored the delivery of new homes over the long term. Since

---

<sup>1</sup> DECC Sub-regional fuel poverty data 2010

<sup>2</sup> SAP is the Government's s tandard assessment procedure for energy rating of buildings. Higher ratings are better, so the low rural rating is a cause for concern

<sup>3</sup> SEBC Private Sector Housing Stock Condition Survey, June 2008

~~the mid-1980's just over 6,000. Over the last 20 years just over 4400~~ new homes have been built across the town, averaging just over ~~220~~ 230 a year. The table below illustrates that there have been peaks and troughs throughout the last 20 years and that, despite the recent economic problems, house building in the town is still close to the long term average.

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

## **Jobs and economy**

2.5 The largest employment sectors are health (~~19.5 18.2%~~), retail (~~14.2 14.5%~~), education (~~8.4%~~), and manufacturing (~~8.9 8.2%~~) and education (8.6%). (Business Register and Employment Survey, 2011 ~~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 the skills that businesses need.

2.6 As well as Greene King, many of the biggest commercial employers are food and drink related, reflecting the town's rural hinterland. There are some large technological companies, including Sealeys, Vintens, Roper Industries and STL Technologies. The supermarkets Asda, Sainsbury's, Tesco and Waitrose are large employers. The retail sector expanded considerably in 2009 with the opening of the arc development and a new superstore and retail is now one of the largest employment sectors. The shop vacancy rate (10.2% in January 2013 ~~8% in October 2011~~) is below the regional and national averages, but the council is keen to work with Bid4Bury (the business-led town centre management company) and landlords to reduce this rate. ~~healthy and below that of many other towns.~~

2.7 There are 12 business parks and industrial estates in the town. The newest is Suffolk Business Park, close to the A14. A masterplan for a 68-hectare extension to the business park along the A14 has ~~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. Data from the 2011 Census is not yet available to compare how this has changed over the last 10 years. Unemployment is relatively low: 2.45% in June 2011, as measured by the number of job seekers allowance claimants.

## **Travel**

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

radial routes into the town from local towns and villages.

2.9 Within the town itself there is some congestion at peak times, especially in the vicinity of the A14 junctions, the Moreton Hall area and along Tayfen Road and Parkway that will limit the ability to accommodate growth unless improvements are carried out. The work that has been completed to identify these improvements is further dealt with in section 7 of this document 'travel', and in the Infrastructure Delivery Plan which provides supporting evidence to the Bury St Edmunds Vision document. Experience from elsewhere suggests that increasing road capacity only attracts more traffic and does nothing to ease congestion. The focus therefore has to be upon encouraging people to travel by means other than the car wherever possible. The A14 and railway line also acts as a significant physical barrier to being able to move around the town by whatever means. Excluding the A14 junctions, there are only three roads and one dedicated footpath / cycle path across the A14. This has implications for the how the town functions and the connectivity to services and facilities. However, in April 2014 funding was granted from the Department for Transport towards constructing a cycle bridge across the A14 linking Northgate Avenue and Thingoe Hill.

2.10 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 2011 Census identified that the Moreton Hall ward has the second highest proportion of people across Suffolk driving to work. On average, 44% of Suffolk residents aged between 16 and 74 drive to work, whereas in Moreton Hall the figure is 60%. Encouraging more walking, cycling and better public transport would help manage the congestion caused by existing residents. For example, if Moreton Hall's figures were reduced to the towns' average, there would be a reduction of 1,000 trips to work by car every day.

2.11 The historic streets in the town centre were not built to cope with the modern demands of the car. Many of the roads and pavements are narrow and cannot cope with the numbers of people trying to use them. The award winning Historic Core Zone project resulted in pavement widening and reducing the impact of the car through sign and line removal. Angel Hill, a public square of international significance, in particular benefited from this initiative, resulting in the creation of much more user-friendly space for people to walk, stop and talk and appreciate their surroundings. There are currently over 3800 car parking spaces in the town centre which through a careful management strategy of long and short-stay opportunities, generate over xxxxx separate car parking "events" each year (up xx% since xxxx).

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

## Sustainability and climate change

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

~~2.14 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 tCO<sub>2</sub>. This presents a significant challenge for the area.~~

2.14 Suffolk's goal of achieving a 60% reduction in carbon emissions has been set against a 2005 baseline as part of its Creating the Greenest County priority within the Suffolk Community Strategy "Transforming Suffolk 2008-2025". To achieve this goal locally, the borough's per capita CO<sub>2</sub> emissions in 2025 would therefore need to be approximately 4.5 tonnes. This presents a significant challenge.

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

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

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

## **Crime and safety**

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

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

2.18 Bury St Edmunds is on the A14 corridor which can result in easy access for organised crime coming from other areas, such as purse thefts, 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**

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

## **Culture and leisure**

2.20 Culture and leisure covers a huge range of activities, including arts, entertainments and festivals, heritage and museums, parks and countryside, allotments, children's play areas, sports facilities and tourism and visitor services. Bury St Edmunds has a rich cultural life. It is an attractive medieval and cathedral town and is increasingly a tourist destination. The most popular attraction in the town is the award-winning Abbey Gardens, and there is also a country park on the town's outskirts, Nowton Park, as well as many sports grounds. The Apex, an ~~new~~ award-winning and highly-acclaimed entertainment and conference venue, recently opened in the town centre and offers a programme of events and entertainment. The town also has its own festival every spring and an increasingly popular Christmas Fayre, both of which attract significant numbers of visitors. The town's Guildhall is widely believed to be the oldest complete civic building in England. The 18<sup>th</sup> century Athenaeum is also still used as a public hall. There is a wide heritage offer, including



Moyse's Hall Museum which tells the story of Bury St Edmunds, ~~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 cultural destinations, sporting facilities and events.

2.21 There is an equally wide range of leisure providers. Some facilities are both owned and managed by St Edmundsbury Borough Council, which has made a huge investment in leisure and cultural facilities in recent years. Some sporting facilities, owned by the council, are managed by a trust (Abbeycroft Leisure) while the private and charitable sector offers many leisure facilities too, such as private fitness clubs, sports grounds, restaurants and accommodation. Some of the town's most important cultural facilities are managed by voluntary, charitable or religious organisations, such as the Cathedral, the art gallery (Smiths Row) and the Georgian Theatre Royal. Many voluntary groups are involved in leisure, such as choirs, historical societies and sports clubs, as well as individuals, including artists and craftspeople.

## Health and wellbeing

2.22 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~~ 86.3 years, compared with ~~St Olave's Eastgate ward~~ residents with an average of ~~78.7~~ 77.3 years. The main health problems are caused by obesity and smoking and their attendant health problems: in St Edmundsbury about ~~20%~~ 22% of the adult population smoke and about ~~15%~~ 24% are obese. The town has a strong voluntary and community sector offering a wealth of activities and support, but not everyone is in a position to take advantage of these.

## Education and skills

2.23 ~~Education and skills were 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 all maintained schools to apply for academy status, which would take them out of local authority control. County Upper School, Horringer Court, and Westley Middle Schools and Barrow Primary School have already merged to become the Bury St Edmunds Academy Trust. ~~been approved for academy status.~~ School attainment levels across Suffolk at Key-Stage 2 are currently poor and the County Council is instigating initiatives, such as "Raising the Bar" to improve performance across all levels of school education. ~~For children aged five 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 town's western side which has created an education quarter, with the three upper schools and West Suffolk College.~~

2.24 Bury St Edmunds has three Sure Start Centres, which provide integrated services for children aged 0-5 and their parents. There are 10 primary schools, six middle schools, three upper schools and two special schools, of which three are Catholic schools.

2.25 The county council is currently reorganising Suffolk's schools into a two-tier system, with primary and high schools. Consultation on changes to schools' structure in Bury St Edmunds is expected to begin in September 2013 with the aim of having a decision by spring 2014. If approved the implementation date would be September 2016 at the earliest. The Core Strategy highlights the need for an additional upper school which would be located on the eastern side of the town. Currently the three upper schools in the town are located on the town's north western side which has created an education quarter, along with West Suffolk College.

~~2.26~~ ~~2.25~~ West Suffolk College is the main skills training and further education provider in the town, and is currently expanding its facilities for training in construction and performing arts. Its masterplan sets out its vision and plans which have been adopted by the council. The college has also become the Bury St Edmunds home of University Campus Suffolk, bringing higher education opportunities into the town.

## **Historic and natural environment**

2.26 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.

~~2.27 The people of Bury St Edmunds have long perceived their town as both historic and green, celebrating Saint Edmund, the Abbey and more recently Bury in Bloom. For local people, the historic and natural environment is what makes the town unique and special. Many spaces combine the natural and historic environment, for example, the Abbey Gardens and Great Churchyard. The historic and natural environment is also closely linked to other themes in this document as an important attraction for visitors, as part of the cultural and leisure offering and as helping to maintain health and wellbeing. It is also a finite resource which needs protection.~~

2.28 One third of the borough's listed buildings are in Bury St Edmunds. The town centre has an extensive conservation area with a high concentration of listed buildings and there is a second conservation area in Victoria Street. Both areas have been designated for some time and they should be reviewed from time to time to ensure that they continue to be accurate. ~~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 obtaining planning permission, despite recent proposals nationally to increase the amount of development that can take place without requiring planning consent. It is not just the buildings in the historic centre that are of ~~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.

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

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

### 3. Bury St Edmunds in 2031

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

3.1 To achieve people's aspirations, in 2031 Bury St Edmunds will be a place in which:

- a) respects its nationally important heritage;
- b) is a sub-regional centre for West Suffolk;
- c) has reduced out-commuting;
- d) has seen an increased shift to non-car modes of travel;
- e) retains skills and talents within the town;
- f) has a modern health campus;
- g) has maintained environmental capacity and placed a priority on respecting the identity of surrounding villages ~~has taken priority~~;
- h) has enhanced and new green infrastructure;
- i) has high quality streets;
- j) has good access links connecting people with the town centre and other local and regional destinations; and
- k) has a diverse, vibrant economy with increased jobs and prosperity.

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

#### Key challenges for Bury St Edmunds

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

**a) Tackling congestion:** Bury St Edmunds is a successful and vibrant town. However parts of the town currently suffer from congestion at peak times. The A14 cuts the town in half and much of the congestion is centred around the junctions that serve the town. The A14 acts as a barrier to people in the northern and eastern

neighbourhoods accessing the town centre as only a few crossing points exist.

**b) The town centre:** The town centre of Bury St Edmunds is a major asset for the town. In the late 1990s the Angel Hill area and several other nearby historic streets were transformed. Much of this work removed modern highway signage in the historic core and helped give back the streets to pedestrians from motorised transport. In recent years the arc shopping development has been ~~finalised~~ opened which has been a major success and it is now felt that the Buttermarket area needs improvements to remove unnecessary signage and create greater pedestrian areas.

**c) 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.

**ed) Broadband:** Better broadband is crucial for businesses. It enables people to work from home and the opportunities it offers help to reduce the need for travel. It also has important social benefits by enabling people to keep in touch and supporting other new technologies including tele-healthcare. BT/Openreach is currently upgrading the broadband infrastructure to offer Fibre to the Cabinet (FTTC) technology, which will give much of the town up to 40MB broadband connectivity.

**de ) Dual use of schools:** Maximising the use of facilities is a recurrent theme in this document as it is far more cost-effective to open school facilities to community use than to build new community facilities. The use of these facilities after school hours at weekends and during holidays will need to be explored.

**ef) Community facilities:** Several of the themes stress the importance of community facilities not just as places where local people can meet but also as potential hubs for delivering services in the community, as locations for leisure activities and as bases for community and voluntary groups. Community facilities can be spaces as well as buildings and do not have to be purpose built or solely dedicated to community use.

**fg) ~~Young people and jobs:~~** The local community is very concerned about whether there will be enough jobs for all sectors of the community young people in 2031. There are concerns about ~~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.

**gh) 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 antisocial behaviour and promoting good health. The education section suggests that educating young people in citizenship would be a good way to start this process. There is also a need to tackle social exclusion which can be done most effectively through good partnership working with other agencies and organisations.

**hi) managing the environmental impact of future growth:** It will be important to manage any future growth in and around the town to ensure any impact on the built and natural environment, including those areas with landscape and environmental designations, is minimised.

~~QUESTION 2: Do you agree that these are the key challenges for the town between now and 2031?~~

~~Are there other significant 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.

These have been developed taking into account the strategic spatial objectives identified in the adopted Core Strategy (~~Appendix 3~~), along with background research, the issues and priorities identified in response to the Vision 2031 issues and preferred options consultations ~~between March and May 2014~~ and the council's vision for Bury St Edmunds. The ~~draft~~ objectives relate strongly to those in the adopted Core Strategy (the links in brackets below are the Core Strategy objective reference numbers).

### Objective 1

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

### Objective 2

To maintain, develop and diversify the economic base through the provision of employment sites to meet the needs of existing and future businesses ~~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, cultural and leisure needs of residents of Bury St Edmunds and the wider West Suffolk sub-region. (CS: E)

### Objective 5

To ensure that any new development 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, employment locations and other services and facilities to help reduce the need to travel by unsustainable means. (CS: F)

### Objective 7

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

### Objective 8

To ensure that development is built to high standards and addresses environmental sustainability considerations ~~issues including climate change adaptation, carbon emissions reduction, renewable energy provision, waste reduction, recycling and reuse and water efficiency~~. (CS: J)

## **Objective 9**

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

~~Question 3: Do you agree with the draft objectives for Bury St Edmunds? Taking into account the fact that, to comply with planning law, 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?~~



## 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 (brownfield) land used. It is recognised that the delivery of new homes in the current economic climate is challenging, but the population continues to grow and the demand for new homes does not go away. While the town has continued to deliver a respectable amount of new homes through the current recession, the challenge in the short term is to maintain opportunities to provide a mix of new homes to meet need. This will include affordable homes and for those with special needs.

5.1 Housing should not be considered in isolation but in the context of the community in which it is located. It is in everyone's interest that strong communities are formed which can help deliver local services. It is important that there are appropriate community facilities for people to use without travelling far and to offer a base for voluntary groups. Where existing communities are expanded, it is equally important that community needs are identified and catered for as part of the planning process. This will support the creation of a series of urban villages, as identified in the Prince's Foundation community capital visioning which formed part of the preparatory work for this Vision.

5.3 The steps we need to take to meet these aspirations are set out as actions which will be monitored to ensure we keep track of our achievements and targets. ~~and we would like to know from you whether you think these actions will help us get where we want to be by 2031.~~

### ~~Homes and communities aspirations~~

5.2 ~~To achieve people's aspirations,~~ In 2031, Bury St Edmunds will be a place where:

Aspiration 1. Every resident has a sustainable and suitable home;  
~~home that is affordable and suitable to their needs they can afford and is suitable to their needs.~~

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

Aspiration 3. The best use is made of existing homes.

### **Aspiration 1**

**1. Every resident has a sustainable and suitable home.**  
~~home that is affordable and suitable to their needs they can afford and is suitable to their needs.~~

5.4 The main challenge is to maintain delivery of new housing in a sustainable way

to meet the needs of the residents of Bury St Edmunds.

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

5.6 ~~Proposed actions to achieve this~~ The actions to achieve this aspiration are:

~~1a) Plan for a supply of suitable land for housing within the town which will be on greenfield and brownfield sites (as at April 2011),~~  
identify and bring forward sufficient sites to provide at least 5,740 new open market and affordable homes, as identified in the Local Development Framework (LDF) Core Strategy, at a steady rate throughout the 20 year period;

~~1b) At least 5900 new homes will be built across the town through planning for a supply of suitable land (as at 1 April 2011).~~

~~1b) Work with developers and registered housing providers to~~ maximise the delivery of both open market and affordable homes; ~~housing~~

~~1c) 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.~~

~~1c) Promote initiatives to help and facilitate self-build as a housing option; an option to meet housing need in some cases.~~

~~1d) Work with housing providers to ensure appropriate homes are provided to meet need.~~

~~1d) Work with developers to ensure that new homes meet the lifetime homes standard and provide an appropriate mix of housing types and sizes;~~

~~1e) Ensure households in housing need receive advice about housing options and improve housing advice and homelessness prevention services;~~

~~1e) Expand housing advice and homelessness prevention services.~~

~~1f) Build new houses with low running costs (low energy demand and low maintenance).~~

1f) invest in existing housing areas to maintain and create high quality and safe environments; and

1g) work with the county council and other partners to ensure that the specialist housing needs of older and vulnerable people are planned for and met.

### **Meeting housing need**

Local planning authorities are required, under the context of the National Planning Policy Framework, to "ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area." The planned growth within the Core Strategy was calculated in the context of

the projected population and economic growth that was forecast to take place across the borough by 2031. The draft Core Strategy was prepared at a time when it had to comply with the regional spatial strategy but, at the time of examining the Core Strategy (May 2010), the government announced that regional plans were to be abolished and that decisions on housing supply would rest with local planning authorities. In the light of this, the Planning Inspector sought the views of consultees and the Council on the implications of the announcement.

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

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

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

### **Delivering St Edmundsbury housing need**

<u>Requirement 2012 – 2031</u>	<u>11,480</u>
<u>Sites with planning permission at 1 April 2012</u>	<u>900</u>
<u>Additional sites required 2012-2031</u>	<u>10,580</u>

~~5.7 The Core Strategy makes provision for at least 6350 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 43,600 in 2031. Since 2009 a number of new homes have already been completed in the town, leaving a requirement for 5900 homes between 2011 and 2031. In order to meet the various and expected needs of the housing market, it is anticipated 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.~~

5.7 The Core Strategy confirms how the new homes will be distributed across St Edmundsbury, following consultation on options for this growth in 2008. Policy CS1 of

the Core Strategy identifies that 52% of the 2001-2031 growth will be in Bury St Edmunds, 34% in Haverhill and the remaining 14% across the rural area. However, taking account of the higher rates of house-building since 2001, the number of new homes to be constructed in Bury St Edmunds in the period 2012 to 2031 will be reduced to 50% of the borough total, or 5,740 homes, in order to conform with the Core Strategy. The Vision 2031 documents provide the opportunity to turn a high level strategy into more detailed and site specific proposals using up-to-date information on site availability and deliverability. As at 1 April 2012 there was planning permission for 390 new homes in the town where development had either not commenced or was under construction and not complete. This leaves a need to find sites for a further 5,350 homes that can be built by 2031. Vision 2031 allocates sites that are estimated to have the ability to deliver at least 4,985 homes. The shortfall of 365 is expected to be made up of new homes that will be built on mixed use developments allocated in the Vision document, where it's too early in the planning stage to precisely estimate how many might be built. In addition, it is expected that new homes will continue to come forward on small "windfall" and infill sites across the town that occur through conversions and redevelopment opportunities.

5.8 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~~ attractive, safe, sustainable and healthy in accordance with the overall vision for the town.

### **Housing settlement boundaries**

5.9 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 BV2 ~~BV1~~: HOUSING DEVELOPMENT WITHIN BURY ST EDMUNDS**

**Within the housing settlement boundary for Bury St Edmunds (defined on the Policies ~~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.**

~~QUESTION 4: Do you agree with Policy BV1? If not, what changes would you like to be made, and why?~~

### **Strategic growth greenfield sites**

5.10 The principle of growing the town in five directions has already been tested and agreed in the adopted Core Strategy, where Policy CS11 sets out their locations around the town and the ~~minimum~~ numbers of new homes each strategic site will provide. It is not for the Bury St Edmunds Vision 2031 document to re-open the

~~debate about the merits of growth occurring in these locations. 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.~~

Other than outlining the principal uses to be planned for in each growth area, the Core Strategy contains little detail in respect of each site. Policy CS3 of the Core Strategy requires the preparation of a concept statement and masterplan for each growth area before planning applications will be considered. Effectively, this allows for a stage-by-stage approach to preparing detailed plans for each area, informed by a rolling programme of community engagement.

The Core Strategy identifies directions for strategic growth, but does not define specific boundaries for that growth. The drawing of those boundaries has been defined by local environmental constraints and opportunities as part of the preparation of concept statements. This has been a community-led approach to define the most appropriate boundaries and shape of development. The process has been undertaken by the respective agents/developers engaging with the local community through a series of consultation events including community workshops and guided by the Council. Policies BV3, BV4, BV5, BV6 and BV7 define the site boundaries for each of the strategic sites. The Concept Statements were adopted by the Council in May 2013 and therefore do not form part of the Bury St Edmunds Vision 2031 document, but are contained in Appendices **X,X,X,X and X.**

The housing settlement boundary has been defined for these strategic greenfield sites on the Policies Map to show the extent of housing development on these sites. The remaining part of the developable areas of these sites will be outside the housing settlement boundary and will provide various supporting uses, including recreational open space, as indicated on the concept plans for the sites in the appendices outlined above.

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

## **POLICY ~~BV2~~ BV3: STRATEGIC SITE – NORTH WEST BURY ST EDMUNDS**

**76.5 Ha of land at north-west Bury St Edmunds is ~~identified on the Proposals Map to meet~~ allocated for development in accordance with the provisions of Policy CS11 of the Core Strategy and is identified on the Concept Statement.**

**Applications for planning permission will only be determined once the Masterplan for the whole site has been adopted by the local planning authority. The Masterplan should be prepared in accordance with the content of the adopted concept statement**

Insert plan

~~QUESTION 5 (BV2): 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 ~~BV4~~ BV3: STRATEGIC SITE – MORETON HALL BURY ST EDMUNDS**

**34.1 Ha of land at Moreton Hall Bury St Edmunds is ~~identified on the Proposals Map to meet~~ allocated for development in accordance with the provisions of Policy CS11 of the Core Strategy and is identified on the Concept Statement.**

**Applications for planning permission will only be determined once the Masterplan for the whole site has been adopted by the local planning authority. The Masterplan should be prepared in accordance with the content of the adopted concept statement**

Insert plan

~~QUESTION 6 (BV3): 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 ~~BV5~~ BV4: STRATEGIC SITE – WEST BURY ST EDMUNDS**

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

**Applications for planning permission will only be determined once the Masterplan for the whole site has been adopted by the local planning authority. The Masterplan should be prepared in accordance with the content of the adopted concept statement.**

Insert plan

~~QUESTION 7 (BV4): 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 ~~BV6~~ BV5: STRATEGIC SITE – NORTH EAST BURY ST EDMUNDS**

**66.5 Ha of land at north-east Bury St Edmunds is ~~identified on the Proposals Map to meet~~ allocated for development in accordance with the provisions of Policy CS11 of the Core Strategy and is identified on the Concept Statement.**

**Applications for planning permission will only be determined once the Masterplan for the whole site has been adopted by the local planning authority. The Masterplan should be prepared in accordance with the content of the adopted concept statement**

Insert plan

~~QUESTION 8 (BV5):-~~

~~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 ~~BV7-BV6~~: STRATEGIC SITE – SOUTH EAST BURY ST EDMUNDS**

**70 Ha of land at south-east Bury St Edmunds is ~~identified on the Proposals Map to meet~~ allocated for development in accordance with the provisions of Policy CS11 of the Core Strategy and is identified on the Concept Statement.**

**Applications for planning permission will only be determined once the Masterplan for the whole site has been adopted by the local planning authority. The Masterplan should be prepared in accordance with the content of the adopted concept statement**

Insert plan

~~QUESTION 9 (BV6):- 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~~**

~~5.12 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 27) 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, who resolved to grant the development planning permission in October 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); and  
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**

5.13 A number of sites which relate well to the town centre are expected to be available for redevelopment over the ~~next 20 years~~ lifetime of this plan. It is considered inappropriate for these to be solely redeveloped for housing given their close proximity to the town centre and the mixed use benefits that they could bring to the town as a whole. It is the opinion of the borough council that the sites can be delivered during the lifetime of this Vision 2031 period and are therefore put forward as allocations in Policies BV8 and BV9 and identified on the Policies Proposals Map. The development of each site will be expected to accord with a masterplan.

## **Station Hill**

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

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

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

## **POLICY BV8: STATION HILL DEVELOPMENT AREA - BURY ST EDMUNDS**

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

- a) residential (300 units indicative);
- b) offices and other B1 employment;
- c) leisure uses;



- d) small scale retail uses to serve local needs;
- e) parking ancillary to these uses and to supplement the requirements of the railway station;
- f) an improved public transport interchange; and
- g) strategic landscaping and public realm improvements.

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

The amount of land available for development, phasing arrangements, location of uses, access arrangements, 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.

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

~~Question 10 (BV8): Do you agree with the proposal to redevelop the Station Hill area? If not, what would you change? Is the site boundary correct? If not, please tell us how it should be changed.~~

## **Tayfen Road**

5.17 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 ~~2007~~ 2012 retail appraisal, suggested that the environmental quality of this area would benefit significantly from redevelopment and that the site has the potential for retail and leisure uses which could not be accommodated in the town centre. Such uses might include bulky goods retail floorspace and a convenience goods outlet, the floorspace for which should accord with the requirements in the 2012 Retail Appraisal of around 1500sq metres (gross). However, any development proposals will need to respect the amenity of residents in the area, especially the nearby development in Tayfen Meadows.

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

the need for the proposal and the way it fits in the wider redevelopment of the area. Proposals which include using the former Railway Club playing field as open space will be welcomed. A masterplan has been adopted to inform the development of the site.

## **POLICY BV9: TAYFEN ROAD – BURY ST EDMUNDS**

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

- i) retail warehousing floorspace;**
- ii) foodstore;**
- iii) leisure uses;**
- iv) residential (100 units indicative); and**
- v) strategic landscaping and public realm improvements.**

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

**Applications for planning permission will only be considered once the masterplan, or any significant amendments to it has been adopted by the local planning authority. The developer will be expected to prepare the masterplan which should be prepared in accordance with the content of the adopted concept statement for the site.**

Question 11 (BV9): Do you agree with the proposal to redevelop the Tayfen Road area? If not, what would you change? Is the site boundary correct? If not, please tell us how it should be changed.

### **Previously developed land (brownfield)**

5.19 Land is a finite resource and we need to ensure that developing on greenfield sites is a last resort, while making sure that urban areas are not so crammed with development that the quality of life is deficient. In accordance with the NPPF residential gardens are no longer regarded as previously developed land and 'garden grabbing' is not generally accepted. While it is accepted that garden grabbing is not generally accepted, However, the council will continue to encourage an appropriate amount of new homes to be built where opportunities exist on previously developed land, as long as the environmental and economic impact of such development is acceptable. The design and development of the sites below should be sympathetic to any surrounding sensitive environmental and heritage features, and ensure any potential adverse effects are mitigated. Where sites are located in areas of potential floodrisk flood mitigation measures should be undertaken in advance of the development taking place. Bury St Edmunds does not suffer with having the large amounts of abandoned land that can occur in other towns, but that does not mean that opportunities do not exist for redevelopment. Further opportunities remain for more homes to be provided in this way but care will be needed to ensure that, for example, houses with large gardens are not developed on to the detriment to the overall character of that area.

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

## **Bury St Edmunds Garden Centre**

5.21 ~~The owners of the garden centre on Rougham Road have asked that it be allocated for redevelopment as housing. This site is located to the south east of the town and~~ 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 and these will need to be addressed at the planning application stage.

## **Land at Jacqueline Close**

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

## **Hospital site, Hospital Road**

5.23 Over the course of a number of years the site of the former hospital in Hospital Road has been redeveloped as premises become surplus to requirements. Part of the site remains in operational use but it is recognised that the opportunity may exist during the lifetime of this plan 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**

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

## **Land at School Yard**

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

## **Almoners Barn, Cullum Road**

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

### Tayfen Road

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

### Station Hill

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

### Ram Meadow

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

### Garages and Bus Depot, Cotton Lane

5.30 These commercial uses occupy a large area of land close to the town centre. Should, at any point during the lifetime of this plan ~~in the next 20 years~~, the owners consider relocating their businesses then the sites would be suitable for new homes. Given its proximity to the town centre and services, it may be appropriate to include provision within any development for people that do not need to rely on a car to access day to day services and facilities.

## POLICY BV10: HOUSING ON BROWNFIELD SITES - BURY ST EDMUNDS

The following brownfield sites are allocated for residential development

		Indicative Capacity	Site Area (ha) <u>Gross</u>
a)	Bury St Edmunds Garden Centre	<del>52</del> <u>30</u>	1.75
b)	Land at Jacqueline Close	<del>60</del> <u>30</u>	2.0
c)	Hospital Site, Hospital Road	45	1.5
d)	Shire Hall	<del>66</del> <u>25</u>	1.3

e)	Weymed Site	14	0.27
f)	Land at School Yard	32	0.64
g)	Almoners Barn, Cullum Road	12	0.24
Mixed Use Site (including residential)			
<del>h)</del>	<del>Tayfen Road</del>	<del>100</del>	<del>3.8</del>
<del>i)</del>	<del>Station Hill</del>	<del>300</del>	<del>6.9</del>
<del>j)</del>	<del>Land at Ram Meadow</del>	<del>85</del>	<del>2.1</del>
<del>h)</del> <del>k)</del>	Garages and Bus Depot, Cotton Lane	50	0.7

These sites are identified on the Proposals Policies Map  
Please note, allocations reflect situation as at 1 April 2012-2011

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

~~QUESTION 12 (BV10): Do you agree with allocating these brownfield sites for development? If not, what changes do you require and why? Are there other brownfield sites that are suitable for housing development that could come forward in the next 20 years? If so, please provide details on the separate sites submission forms available from the Planning Policy team or website:  
[www.stedmundsbury.gov.uk/ldf](http://www.stedmundsbury.gov.uk/ldf)~~

## **Ram Meadow**

5.31 The ~~proposed~~ forthcoming relocation of Bury Town Football Club from their stadium at Ram Meadow in Cotton Lane presents an opportunity to reconsider how this area is used. The football stadium itself does not meet modern requirements and therefore will become vacant when Bury Town move to their new stadium at Moreton Hall, within a wider community football project. The borough council owns the site and the adjacent car park.

5.32 Access to the car park, which is the main visitors' car park for the historic side of the town, is quite difficult and development that generates additional vehicles using Cotton Lane would potentially cause unacceptable traffic impacts. An alternative is to create a dedicated access road to serve only 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. It is considered that, under the term 'commercial uses', retail uses on the site would not be appropriate.

5.33 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. Any necessary flood, water quality or water availability mitigation measures should be undertaken in advance of the development taking place. The existing footpaths through the area would be retained and enhanced. It may be appropriate, should the opportunity arise, to combine the development of this area with the redevelopment of Cotton Lane, identified in Policy BV10h k. ~~The illustration below has been submitted to indicate how this proposal might look if the Cotton Lane sites were also included. However, it has no status at this time.~~

## **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.**

**The following studies should be undertaken prior to the preparation of the site Development Brief:**

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

**A wildlife management plan should be produced as part of any application for development on the site.**

~~Illustration showing how this area might be developed if development allocated under Policy BV10 (k) was included.~~

~~QUESTION 13 (BV11): Do you agree with the proposal for Ram Meadow? If not, what changes do you suggest and why? Is the site boundary correct? If not, please tell us how it should be changed.~~

## **Aspiration 2**

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

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

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

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

5.37 ~~Proposed actions to achieve this~~ The actions to achieve this aspiration are:

2a) ensure there are sufficient new facilities within walking distance of homes to meet growth in demand, including the creation of community hubs, where appropriate;

2b) ~~Adopt a dual-use policy for public sector buildings.~~  
encourage the multi-purpose use of public sector and other buildings used by the community;

2c) ~~Foster inter-generational compatibility through good design and access to services.~~ buildings will be accessible to all age groups and users through good design and access to services;

2d) existing facilities will be safeguarded by development management policies; and

2e) ~~Provide support for communities to enable them to help themselves.~~  
work with voluntary and community sector organisations to enable and support local communities.

5.38 A number of existing local centres have been identified around the town and it is felt that they should be safeguarded to ensure the long term provision of facilities in local neighbourhoods. Where appropriate, new and existing local community centres will be owned and run by that community. The development of new housing around the town will be expected, where appropriate, to provide safe and attractive links to the nearby centres and/or provide new centres within the development. The design and development of new sites should be sympathetic to any sensitive environmental and heritage features and any potential adverse effects should be mitigated.

## **POLICY BV12: NEW AND EXISTING LOCAL CENTRES AND COMMUNITY FACILITIES**

~~Sites for new and~~ Existing local centres are identified ~~allocated~~ at:

- a) Barton Road
- b) Cadogan Road
- c) Glastonbury Road
- d) Hardwick Precinct
- e) Lake Avenue Parade
- f) Moreton Hall

- g) The Parade, Ridley Road
- h) St Olaves Precinct
- i) Stamford Court

**Sites for new local centres will be provided at:**

- j) North West Bury St Edmunds strategic site**
- k) Moreton Hall strategic site**
- l) North East Bury St Edmunds strategic site**
- m) South East Bury St Edmunds strategic site**

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

**New local centres should be well served by public transport and cycle path access and within reasonable walking distance of all parts of the development.**

**The local planning authority will ~~require new local centres to contain~~ seek to maintain a mix of uses in local centres 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.**

~~QUESTION 14 (BV12): Do you agree with the list of local centres? Are there other local centres that should be safeguarded? Do you agree that they should be safeguarded for the identified uses?~~

### **Aspiration 3**

#### **The best use is made of existing homes**

5.39 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.

5.40 Increasing age brings with it a greater number of residents potentially with mobility difficulties and disabilities, who will need appropriate housing and local services and support from public bodies, their families and their local communities, particularly where there are clusters of elderly residents living on estates designed for



families. There are many opportunities for retired people to undertake voluntary and charitable work which is recognised as making an important contribution to society, as well as the health and wellbeing of those participating. ~~Retired people can, however, be a very valuable resource if they are willing to use some of their time to volunteer.~~

5.41 There continues to be a trend of households becoming smaller, resulting primarily from people living longer and families separating. This can have a significant impact on the need for homes. For example, in a population of 35,000 if the average household size were to drop from 2.4 people to 2.3 people there would be a need for an additional 6230 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.

5.42 ~~Proposed actions to achieve this~~ The actions to achieve this aspiration are:

3a) ensure that homes needing improvement are identified and occupants given the opportunity and support to bring their properties up to standard;

3b) encourage the reporting of empty homes and buildings and bring them back into use and offer advice or assistance in bringing them back into use;  
~~. including former houses which have previously been converted to commercial use.~~

3c) help older and vulnerable people to stay in their own homes by ~~providing funding to~~ helping them to keep their homes safe, warm and in good repair, and to adapt them if necessary;

~~3d) Help vulnerable occupants carry out minor repairs to their homes.~~

3d) ~~3e)~~ help improve the thermal comfort of homes and reduce ~~seek to eliminate~~ fuel poverty; and

3e) ~~f)~~ work with groups and residents to determine changing housing aspirations and their preferences for the future.

~~3g) Provide an attractive smaller alternative to larger family homes which will encourage occupants of these larger homes to move into smaller accommodation.~~

~~3h) Work with the county council and other partners to ensure that the specialist housing needs of older people are planned for and met.~~

~~3i) 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.~~

~~3j) Ensure new development meets the Lifetime Homes and Neighbourhoods' standard.~~

~~QUESTION 15: Do you agree with our aspirations for homes and communities?  
Do you agree with the actions we propose to take to achieve our aspirations?~~

## Gypsy and Traveller sites

At the time of the Examination into the Core Strategy document (2010) the East of England Regional Plan was still in place which set the required number of authorised gypsy and traveller pitches in each authority area.

National guidance 'Planning Policy for Traveller Sites' was published in March 2012, at the same time as the National Planning Policy Framework (NPPF). The guidance requires Local planning authorities to make their own assessment of the need for gypsy and traveller sites which is locally determined, but has regard to the duty to cooperate and cross boundary issues.

The East of England Plan was formally revoked on 3 January 2013 and the most up to date evidence now, in terms of future requirements, is the West Suffolk Gypsy and Traveller Accommodation Needs Assessment (GTANA) Update published in April 2012

This document assessed the need for permanent pitches up to 2021 and provides guidance on the projected need for the permanent pitches from 2021 to 2031. The figures set out in the document are intended to form the evidence base for the authority in reaching its own figures, rather than providing a target.

The revised figures equate to a need of 4 additional pitches to 2021 and a total of 3 pitches to 2031. This total of 7 pitches is significantly lower than that previously required under the East of England Plan.

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

The council issued a call for any suitable, available and deliverable gypsy and traveller sites during the 2010 Rural Site Allocations document consultation. No suitable sites were identified through this process and hence no sites have been allocated in earlier drafts of the Bury St Edmunds Vision, Rural Vision, or Haverhill Vision 2031 documents due to the difficulties this would present in demonstrating the potential deliverability of sites.

A further call for suitable, available and deliverable sites is now being issued during this final period of consultation on the Bury St Edmunds Vision 2031 document, to assess whether the situation has changed in the last two years. Should this call for sites not identify any suitable sites, provision is made in the Concept Statement for the South-East Bury St Edmunds Strategic Site to consider whether, at the time of the development, it would be necessary to provide a site in accordance with the provisions of Policy CS11 of the Core Strategy.

## 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.

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

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

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

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

Aspiration 4. 4 The local economy is prosperous and dynamic;

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

Aspiration 5. 3 People have access to the skills and training required to meet the needs of the local job market; and

Aspiration 6. 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 4 4**

#### **The local economy is prosperous and dynamic**

6.3 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'~~ further periods of recession are still possible. In particular, demand for labour is likely to be low for some time. Any economic policy has to be flexible enough to be applicable in times of both recession and recovery.

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

6.5 The actions to achieve this aspiration are: ~~Proposed actions to achieve this~~

~~4a~~ 4a ensure adequate land is made available to enable the economy to grow;

~~4b~~ 4b encourage the regeneration and improvement of older employment areas;

~~4c~~ ~~Create the conditions that will help local businesses.~~

~~4c~~ ~~4d~~ lobby and enlist help from Government and economic agencies;

~~4d~~ ~~4e~~ market the town as a sub-regional centre;

~~4e~~ ~~4f~~ continue to manage and improve the town centre; ~~and as well as regenerate~~  
~~rundown areas.~~

~~4g~~ ~~Attract and retain inward investment.~~

~~4f~~ ~~4h~~ improve public sector procurement opportunities for business;

~~4g~~ ~~4i~~ Help support existing businesses to navigate ~~planning barriers to growth;~~  
~~requirements.~~

~~4h~~ ~~4j~~ help local businesses access finance by researching its availability and promoting it;

~~4i~~ ~~4k~~ work with business interest groups, including the Chamber of Commerce and Bid4Bury to understand their concerns;

~~4j~~ ~~4l~~ Help support existing businesses and help them use resources more efficiently;  
and

~~4k~~ ~~2a~~ ensure that growth is not at the expense of the historic and natural environment.

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

6.7 The amount of land potentially required has been informed by the preparation of

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

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

#### **Land east of Moreton Hall, Bury St Edmunds**

6.9 A strategic release of land at Moreton Hall for employment use would have to provide the Bury St Edmunds eastern relief road linking both the existing and proposed development at Moreton Hall with the A14 Rookery Crossroads (Junction 45) at Rougham. In allocating the site at Suffolk Business Park, the borough council recognises that development could extend beyond this plan period. This is justified by the early provision of important infrastructure and the supply of quality, well-serviced sites well-located within the borough and the region. This strategic site allocation will provide long-term certainty and enable the town to respond to changes in demand. It will also allow the opportunity and flexibility for older, inappropriately located, and/or poor quality employment sites within the town to be regenerated and/or re-used for other purposes.

6.10 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~~ any minerals to avoid sterilisation.

6.11 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.

6.12 The adjoining former Rougham Airfield to the east of Moreton Hall is used occasionally for recreational and leisure events. Policy BV22 sets out a strategy ~~Proposals~~ for its future use ~~are addressed~~ in the Culture and leisure section.

6.13 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~~ allowed until the eastern relief road linking the site to the A14 at Junction 45 has been completed. The design and development of the site should be sympathetic to any sensitive heritage features and any potential adverse effects should be mitigated.

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

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

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

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

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

**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.**

~~QUESTION 16: Do you agree with the content of policy BV13? If not, what changes would you like to see, and why? Is the site boundary correct? If not, please tell us how it should be changed.~~

#### **Other General employment areas**

6.14 There are a number of established centres of employment in the town, some of which have opportunities for the further development and intensification of use. In particular the occupation or redevelopment of vacant premises and land will be encouraged in advance of allowing development on new sites. The design of new development within these sites should be sympathetic to any sensitive environmental

and heritage features and any potential adverse effects should be mitigated. The location of these sites is indicated on the map below.

**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)

<b>Within the General Employment Areas, the following land is available for development as of 1 April 2012:</b>	
<b>Anglian Lane</b>	<b>0.40</b>
<b>Blenheim Park</b>	<b><del>1.27</del> 0.77</b>
<b>Suffolk Business Park*</b>	<b><del>6.24</del> 5.51</b>
<b>Chapel Pond Hill</b>	<b>0.88</b>
<b>Eastern Way</b>	<b><del>0.78</del> 0.20</b>
<b>Mildenhall Road</b>	<b><del>3.6</del> 4.29</b>
<b>Northern Way</b>	<b>0.34</b>
<b>TOTAL AREA AVAILABLE</b>	<b><del>13.51</del> 12.34</b>

\* 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

## Country Planning (Use Classes) Order 1987 (as amended).

Insert map of employment sites

~~QUESTION 17 (BV14): Do you agree with the list of general employment areas? Are there other general employment areas that should be safeguarded? Do you agree with the proposals in the policy? If not, please tell us why.~~

### Alternative uses in employment areas

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

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

The Government is expected to shortly introduce legislation to allow the conversion of B1 office space to residential use. Some existing employment premises may not be suitable for instant conversion due to the needs to upgrade external features, such as windows and cladding, which may require a planning application.

### Policy BV15: ALTERNATIVE BUSINESS DEVELOPMENT WITHIN GENERAL EMPLOYMENT AREAS

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

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



~~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

~~QUESTION 18: Do you agree with the content of policy BV15? If not, what changes would you like to see and why?~~

**British Sugar**

6.17 The British Sugar factory is a significant employer in the town that makes a significant contribution to the local economy, both directly and indirectly through taking crops of sugar beet from farms in the wider area. Bury St Edmunds 2031 contains nothing that seeks to undermine the continued importance of the business on this site. The council will continue to encourage the presence of this business in the town and work with British Sugar to explore ways of adapting the site to meet any changing requirements during the plan period. For example, tThe 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, t~~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~~ should also look at other opportunities for forms of restoration such as recreation and nature conservation uses. The design of new development within this area should be sympathetic to any sensitive environmental and heritage features and any potential adverse effects should be mitigated. Flood mitigation measures should be undertaken in advance of the development taking place where necessary. If there is any change to British Sugar's presence on its current site, ~~Local Plan Policy BSE5~~ BV16 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 improvement of the lagoons, residue beds, spoil and landscaped areas of the British Sugar site, as identified on the Proposals Policies Map, should they no longer be necessary for the operational requirements of the factory. Other than uses associated with the factory. ~~A~~ appropriate forms of after alternative 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 development brief for the site prepared by the landowner. Applications for planning permission will only be considered once the masterplan development brief has been adopted ~~as a Supplementary Planning Document~~ by the local planning authority. ~~The landowner will be expected to prepare the masterplan.~~

QUESTION 19: ~~Do you agree with the content of policy BV16? If not, what changes would you like to see and why?~~

## Shopping

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

The Retail Appraisal concluded that in the short term (to 2021) there is likely to be little quantitative need for additional foodstores around the town, a limited need for out of town retail warehouses and some additional need for town centre stores. The potential to accommodate this additional town centre floorspace will be addressed in the town centre masterplan.

Shopping provision will be focused 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) to meet the needs as identified in the 2012 Retail Appraisal. The future design and development of the site should be sympathetic to any sensitive heritage features and any potential adverse

effects should be mitigated. Any necessary water quality or water availability mitigation measures should be undertaken in advance of the development taking place.

## **POLICY BV17: BURY ST EDMUNDS RETAIL PARK**

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

**In addition to the policies elsewhere in this Plan, proposals for all retail floorspace on this ~~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.**~~

Proposals for additional floorspace in excess of 1,000 square metres gross will be required to submit an impact assessment with planning applications. This threshold is set in accordance with the recommendations of the Retail Appraisal and paragraph 26 of the NPPF.

~~QUESTION 20: Do you agree with the content of policy BV17? If not, what changes would you like to see and why?~~

### **~~Aspiration 2~~**

**~~Unemployment rate is low and there are high quality job opportunities for local people.~~**

~~6.19 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 earlier 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.~~

~~6.20 — Proposed actions to achieve this~~

~~2a Ensure that growth is not at the expense of the historic and natural environment.~~

~~2b Help businesses cut energy costs, reduce carbon emissions and develop clean technology.~~

### **Aspiration ~~5~~ 3**

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

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

~~6.22 Many respondents to the earlier 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.~~

~~6.23 Policy BV25 seeks to safeguard existing schools and the West Suffolk College.~~

~~6.24 The actions to achieve this aspiration are: Proposed actions to achieve this~~

~~5a 3a support the County Council to develop young people with the skills for work, 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;~~

~~5b 3a-articulate the skills needs of businesses and bring employers and skills providers together to encourage the development of skills that local employers need;~~

~~5c 3c Increase the number of apprenticeships by introducing a wage subsidy scheme and offering apprenticeship support packages. enhance the training offer and increase the number of apprenticeships; and~~

~~5d 3d work with schools and the college to inspire young people to consider business careers.~~

~~3e Encourage businesses to take on young people.~~

### **Aspiration ~~6~~ 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**

~~6.25 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 lifetime of this Vision to ensure that the town is in a strong position to respond to changes in the economy.~~

~~6.26 The actions to achieve this aspiration are: Proposed actions to achieve this~~

~~6a 4a Strongly support the development of Suffolk Business Park and the eastern relief road;~~

~~6b 4b promote the development of a new incubation centre on Suffolk Business Park; and~~

~~6c 4c ensure the planning process provides an adequate range of employment sites within the town.~~

~~QUESTION 21: 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.

7.1 ~~Over 4500~~ 5,740 homes are planned in Bury St Edmunds over the lifetime of this plan ~~next 20 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 within the town attracts more traffic and does nothing to ease congestion. The focus should be upon encouraging people to travel by means other than the car wherever possible. The Core Strategy sets out that all development proposals should prioritise modes of transport in the following order:

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

### Local Transport Plan

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

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

7.3 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 so people can travel more easily on foot, by bicycle or by bus.
- All new developments to implement travel plans to achieve some shift from the dominance of car driver trips in the peak periods.
- Work with the borough council and the train operating company to develop a station travel plan to improve access to the railway station.
- Work with the borough council to establish appropriate policies for on and off street parking provision and charges to reduce long stay parking, while recognising the importance of short and medium stay parking for the town's retail economy.

### Efficient use of transport networks

- Seek to maintain key transport links within the town, in particular those between the town centre and West Suffolk Hospital, West Suffolk College, key employment areas and all existing and/or proposed housing developments.
- Directing any developer contributions through contractual arrangements towards the expansion and underpinning of the commercial network. Future services could include town centre routes that complement the existing network.
- Real time passenger information will be considered for implementation when funding permits.

## **Improving infrastructure**

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

## **Bury St Edmunds junction assessment**

In September 2012, Suffolk County Council and St Edmundsbury Borough Council jointly commissioned an independent assessment of 11 key junctions in and around Bury St Edmunds likely to be under pressure as a result of the town's future growth. This work confirmed that it is possible to undertake improvements to key junctions around the town that will both ensure that the planned growth in this Vision document can be accommodated. The assessment looked at current highway capacity with the addition of forecast background traffic growth and traffic associated with the five major developments around the town planned for the period to 2031.

In assessing the impact of development upto 2031, the assessment concluded that improvements:

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

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

The junctions' assessment study is a supporting document to Vision 2031 and can be viewed on the councils website at [www.stedmundsbury.gov.uk/planning-studies](http://www.stedmundsbury.gov.uk/planning-studies)

7.4 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;~~

Aspiration 7. 2 Public transport around the town and to other destinations is reliable and ~~cheap~~ affordable;

Aspiration 8. 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; and

Aspiration 9. 4. the town can be accessed by a well-maintained transport and road network.

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

### **Aspiration 1**

~~**People in the rural areas can travel into Bury St Edmunds without relying on the private car**~~

~~7.5 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 fuel makes this unaffordable for people on low incomes.~~

~~7.6 Proposed actions to achieve this~~

~~1a Promote car sharing and car clubs in villages.~~

~~1b 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~~ affordable**

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

7.8 The train station is a major gateway into, and introduction to, Bury St Edmunds, but the area outside the station is both unsightly and dysfunctional. The station is on the Ipswich to Peterborough and Cambridge lines. The rail link to Cambridge is



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

7.9 The actions to achieve this aspiration are: ~~Proposed actions to achieve this~~

7a 2a introduce real-time information and improve the availability and usability of bus timetables and how they relate to other bus and rail services;

7b 2b enhance, where possible, bus shelters around the town; ~~where possible.~~

7c 2c 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;

7d 2d improve the cycling facilities at the railway station by introducing secure, covered and illuminated bicycle shelters to encourage people to travel to the station by bicycle;

7e 2e improve the public spaces outside the railway station to enhance visitors' perception of the town;

7f 2f work more closely with the rail providers to improve infrastructure and services; and

7g 2g lobby for improvement of the rail link to Cambridge and London.

### **Bury St Edmunds Bus Station**

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

### **Aspiration 8 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.**

7.11 If the town is to cope with the increasing demands that growth will bring, more trips need to be made by walking and by bicycle instead of by car. Increasing the number of children who cycle or walk to school would both improve their health and benefit the town. It would help to combat childhood obesity, which has reached record levels, and congestion at peak times, much of which is attributable to the school run. Safety is the key issue because parents will not allow their children to cycle unless they think the roads are safe. The town is relatively flat and so lends itself to the potential for high levels of cycle journeys, but improvements to the network will be

required in order to encourage more trips to work and school to be made by cycle. The government recently announced a grant towards the construction of a new cycle bridge across the A14 which will link Northgate Avenue with Thingoe Hill, providing more direct and safe cycle routes between north-west Bury St Edmunds, the station and the town centre.

7.12 The actions to achieve this aspiration are: ~~Proposed actions to achieve this~~

~~3a Improve the desirability and viability of local centres and increase cycle facilities.~~

~~8a~~ ~~3b~~ ensure new and existing neighbourhoods are safe, well-integrated places with streets giving priority to pedestrians and cyclists;

~~8b~~ ~~3e~~ increase the number and length of pedestrian and cycle routes around the town;

~~8c~~ ~~1b~~ create safe routes from villages close to the town to promote cycling and walking;

~~8d~~ ~~3d~~ increase the number of pedestrian and cycle routes across the A14 and other main roads;

~~8e~~ ~~3e~~ introduce conveniently located, secure, covered and illuminated bicycle shelters;

~~8f~~ ~~3f~~ introduce safe routes to schools where possible;

~~8g~~ ~~3g~~ provide facilities at schools to encourage students and staff to walk or cycle;

~~8h~~ ~~3h~~ introduce more spaces for low emission cars and electric car charging points to encourage more low emission vehicles in the town centre;

~~8i~~ reduce the need to travel by car, by improving local service provision and communications; and

~~8j~~ improve cycling and walking opportunities when developing redundant or unused school sites.

## **Town centre streets**

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

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

7.15 In other streets, such as Abbeygate Street, it may be appropriate to consider increasing the time it is closed to traffic. Other town centre shopping streets might be suitable for pedestrian priority measures, such as closing the road to vehicles at certain times in the day or certain days of the week. The town centre masterplan referred to in Policy BV28 will address in more detail the need for further pedestrian improvements and traffic management across the town centre.

~~QUESTION 22: Do you think that there is a need to improve the pedestrian environment in the town centre? What would you suggest is appropriate?~~

### **Aspiration ~~2~~ 4**

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

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

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

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

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

that a common approach to managing the impact can be used.

7.20 The use of trains for journeys to and from the town continues to increase. The number of people using Bury St Edmunds station more than doubled between 2001/2 ~~2/3~~ and 2011/12 ~~09/10~~ moving up from the 917<sup>th</sup> busiest station in the UK to the 827<sup>th</sup>. Although additional capacity on trains has been provided, there is evidence of overcrowding on trains at peak times and the lack of availability of diesel trains across the UK means that this is unlikely to be resolved in the short term. The frequency and quality of services remains a concern for users and, if the town is to accommodate further economic growth sustainably, there will be a need to plan for further investment in the rail infrastructure and services to support it. In particular, the line to Cambridge has capacity issues, being only single track between Kennet and Cambridge. A new long term operator's franchise will be let in the coming years and the borough council will use this appointment as an opportunity to lobby for service improvements.

7.21 ~~Proposed~~ The actions to achieve this aspiration are:

9a ~~4a~~ lobby for improvement of the A14 and the access routes from it to the town.

9b ~~4b~~ safeguard primary road corridors in the town to ensure that congestion on these routes is minimised.

~~4c Lobby for improvement of the rail link to Cambridge and London.~~

~~QUESTION 23: Do you agree with our aspirations for travel? Do you agree with the actions we propose to take to achieve our aspirations?~~

## 8. Sustainability and climate change

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

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

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

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

8.3 The steps we need to take to meet our aspirations are set out as actions which will be monitored to ensure we keep track of our achievements and targets. ~~and we would like to know from you whether you think these actions will help us get where we want to be by 2031.~~

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

~~Aspiration 10-2 Both new and existing and new buildings and new development is incorporate designed, built and maintained to high environmental standards and standards of resource efficiency are resilient to a changing to tackle and help to be more resilient to climate change; and and are resilient to a changing climate.~~

~~Aspiration 11 Everyone benefits from secure, low/zero carbon energy supplies and local renewable energy generation:~~

~~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~~

~~8.5 Proposed actions to achieve this~~

~~1a 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.~~

~~1b Require developers to take account of the lifetime impact of their development on the local community and the environment when submitting proposals.~~

### **Aspiration 10 ~~2~~**

~~Both new and existing and new buildings and new development is incorporate designed, built and maintained to high environmental standards and standards of resource efficiency are resilient to a changing to tackle and help to be more resilient to climate change and are resilient to a changing climate.~~

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

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

~~8.6 Proposed actions to achieve this~~ The actions to achieve this aspiration are:

10a ~~2a~~ set sustainable construction standards above current minimum requirements through the enforcement of Development Management Policy DM7 (and any subsequent policy that replaces it):

10b ~~2b~~ set stringent CO2 emission standards for new on major development both during the construction and use of the building, through the enforcement of Development Management Policy DM8 (and any subsequent policy that replaces it):

10c Require developers of large sites to demonstrate how the lifetime impact and carbon footprint of their development will be minimised;

10d provide services which help residents, communities and businesses improve their environmental performance and adopt more resourceful and resilient practices;

10e ~~2c~~ Manage waste to minimise landfill. manage waste from all development (construction and operation) to minimise landfill; and

10f new developments should have the highest standards of water efficiency.

### **Aspiration 11 ~~3~~**

Everyone benefits from secure, low/zero carbon energy supplies and local renewable energy generation.

~~All homes and businesses have secure, affordable, low carbon energy supplies and benefit from local renewable energy generation.~~

~~8.7 Proposed actions to achieve this~~ The actions to achieve this aspiration are:

~~11a 3b~~ require where appropriate (through the enforcement of Development Management Policy DM9 and any subsequent policy that replaces it) onsite/local renewable/low carbon energy generation in new development; and

~~11b 3a~~ investigate the feasibility of providing direct district heating using renewable energy based on a study commissioned by the council and its partners in July 2011.

## **Links with other themes**

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

## **~~On-site low carbon energy~~**

~~8.9 The council has a strategic role to play to develop sustainable low carbon energy supplies for Bury St Edmunds over the next 20 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 dwellings will be required to emit a maximum of 6 kilograms of CO2 per square metre a year (kgCO2(eg) m2/year), where feasible and viable.~~

~~QUESTION 24 : Do you agree with the content of policy BV18? If not, what changes would you like to see and why?~~

## **Opportunities for district heating network**

8.10 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 BV18 9: District Heating ~~network opportunity areas~~**

~~It is recommended~~ required that new development in a decentralised energy opportunity area (which, should they be identified, will be defined in a forthcoming SPD on decentralised energy generation) ~~should, where feasible and financially viable, unless it can be demonstrated to the satisfaction of the Local Planning Authority that it would be unfeasible or unviable,~~ contribute to the establishment of a strategic decentralised energy network(s) in suitable locations according to the following protocol: ~~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.~~

1. Developments should connect up to any available decentralised energy network.
2. Where a network does not (yet) exist, developments should consider installing a network to serve the site. The network should connect to or be compatible with connection to an area-wide network at a future date.

The following general principles also apply to all development.

3. Development of all sizes should seek to make use of available heat, biomass and waste heat.
4. New development should be designed to maximise the opportunities to accommodate a decentralised energy solution, considering density, mix of use, layout and phasing.

~~QUESTION 25: Do you agree with the content of policy BV19? If not, what changes would you like to see and why?~~

## **Community Infrastructure Levy**

8.11 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 BV19 ~~20~~ – Community Infrastructure Levy and Allowable Solutions**

Money raised through the CIL and, in future, from Allowable Solutions (~~levied as part of the Building Regulations~~) may be required to contribute towards ~~the development of the strategic district heating networks identified in the 'Investigating Decentralised Energy in Bury St Edmunds' study.~~ energy efficiency and carbon dioxide reduction projects identified by the Council in



**future. It may also contribute towards the development of the strategic district heating networks. Further details will be set out in the forthcoming CIL Charging Protocol and a future Allowable Solutions SPD. It may also be spent on other CO2 reduction priorities identified by the Council in the future.**

~~QUESTION 26: Do you agree with the content of policy BV20? If not, what changes would you like to see and why?~~

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

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

~~QUESTION 27: 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 Community safety

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

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

9.2 From November 2012 Suffolk has had a directly elected Police and Crime Commissioner (PCC) who is responsible for ensuring policing in the county is efficient and effective. The council will work with Suffolk Constabulary, the PCC and other partners to implement the Plan. It is known that the Police 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.

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

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

Aspiration 12-1- Levels of crime and disorder are remain low compared to national averages; and

Aspiration 13 2- Residents and visitors both are, and feel, safe.

### **Aspiration 12 1**

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

9.4 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.

9.5 Anti social behaviour related to alcohol consumption during the evening is frequently raised by the community as a concern. In conjunction with other partners, the council, as licensing authority, strives to maintain a balance between supporting the night time economy and regulating the premises where alcohol is sold, to ensure that people feel safe in the town at any time. Litter, graffiti and vandalism can also create localised problems that impact on both the quality of life and the environment.

The council invests heavily in cleansing but there remains a need to continue initiatives to reduce incidences of such activities.

~~9.5 Proposed actions to achieve this~~ The actions to achieve this aspiration are:

12a working with, and supported by statutory partners, involve local groups in combating crime and finding solutions to issues of local concern, for example, if speeding is seen as an issue, local people can form a community speed watch group;

~~1a Involve local groups in combating crime and finding solutions to issues of local concern, for example residents' associations, local businesses, interest groups, Neighbourhood Watch, PubWatch, Community Speed Watch and Town Pastors.~~

~~1b 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.~~

~~12b~~ 1e 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;

~~12c~~ 1d encourage both school and community projects addressing issues such as vandalism and littering. that teach and promote good citizenship addressing issues such as vandalism and littering and encouraging neighbourliness;

12d ~~1e~~ look at crime prevention in its widest sense, starting with good design to remove the opportunities for crime. (Secure by Design – a police initiative which encourages the building industry to adopt crime prevention measures in the design of developments); and , 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 tackle local issues.

12e ~~1f~~ encourage community input into 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.

~~1g Encourage everyone to see community safety as their issue, not a police issue, and to become involved in initiatives to tackle crime and antisocial behaviour.~~

## **Aspiration 13 ~~2~~**

**Residents and visitors both are, and feel, safe.**

9.6 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.

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

9.7 ~~Proposed actions to achieve this~~ The actions to achieve this aspiration are:

13a work with partners and communities to dispel myths, and promote greater understanding between the generations;

~~2a 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.~~

13b ~~2b~~ encourage the local media, community groups and partners to put out positive community safety messages; and

~~2c Work with partners and the community to dispel myths (for example, that all young people cause a problem).~~

~~2d Communities identify the crime and safety issues which matter to them and lead the response.~~

13c promote the installation of sprinkler systems in all new buildings including homes.

~~Question 28: 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.

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

10.2 An Infrastructure Delivery Plan (IDP) was produced for the Core Strategy (adopted 2010) to set out how infrastructure requirements would be met. A more detailed IDP has been will be produced for the next and final stage of public consultation on to support this document and is subject to public consultation at the same time as the final consultation on this document, although it has no statutory status in the local planning system. The IDP, and details of how to respond to it, are on the council's website at [www.stedmundsbury.gov.uk/vision2031](http://www.stedmundsbury.gov.uk/vision2031)

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

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

Aspiration 14 †. the provision of infrastructure and services meets the growing needs of the town.

~~2. infrastructure provision is visually unobtrusive.~~

### **Aspiration 14 †**

**The provision of infrastructure and services helps to facilitate and meets the growing needs of the town.**

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

10.6 The town's principal sewage treatment works is at Fornham and can cope with

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

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

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

10.9 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.

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

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

10.13 The location of certain types of infrastructure, such as overhead power lines, telephone lines and mobile phone masts, can have an impact on visual amenity.

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.

10.15 It is noted that early in the plan period, it will be necessary to make land available for a new cemetery. The borough council will continue to investigate identifying the most appropriate location for a cemetery.

10.12 ~~Proposed actions to achieve this~~ The actions to achieve this aspiration are:

14a ensure new infrastructure is visually unobtrusive and does not adversely affect amenities of adjacent areas by reason of noise, smell, overshadowing or other form of

pollution;

14b-1a support Anglian Water's programme of managing water and reducing mains leakage;

14c-1b Encourage rainwater capture and grey water recycling. ensure water recycling (e.g. rainwater harvesting and greywater recycling) and run off of water management such as Sustainable Urban Drainage Systems (SUDS) or other natural drainage system are used on new development;

14d-1e upgrade the town centre sewerage system, including the provision of new trunk sewers where appropriate, and manage the associated disruption;

~~1d Provide new trunk sewers around the town.~~

~~1e Provide alternative sewage treatment works to the east of the town.~~

14e-1f replace the existing gas holder by a gas pressure reduction system, which would both remove a major hazard and enable redevelopment;

14f-1g ensure that high speed broadband connections are extended to new development; and

14g-1h locate all new development away from areas at greatest risk from flooding.

~~1i Design development to accommodate flooding and make efficient use of land.~~

~~1j Design developments to capture runoff water and re-use it.~~

## **Aspiration 2**

### **~~Infrastructure provision is visually unobtrusive.~~**

~~10.13 — The location of certain types of infrastructure, such as overhead power lines, telephone lines and mobile phone masts, can have an impact on visual amenity.~~

~~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.~~

~~10.14 — Proposed action to achieve this~~

~~2a Use planning policy effectively to locate new infrastructure with minimal visual impact on the surrounding environment~~

### **QUESTION 29:**

~~Do you agree with our aspirations for infrastructure and services? Do you agree with the actions we propose to take to achieve our aspirations?~~

~~10.15 — It is noted that early in the plan period, it will be necessary to make land available for a new cemetery. The borough council will continue to investigate identifying the most appropriate location for a cemetery.~~

## 11. Culture and leisure

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

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

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

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

Aspiration 15 † A wide range of top quality cultural and leisure activities is offered to residents and visitors; and

Aspiration 16 More people access cultural and leisure opportunities.

~~2. cultural and leisure activities bring social and economic benefits, promoting health, offering alternatives to antisocial 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 15 †**

**A wide range of top quality cultural and leisure activities is offered to residents and visitors.**

11.3 Bury St Edmunds has hosted an number of sporting and cultural events over recent years and its location in the centre of the East of England means it is well placed to continue to host such events and to provide facilities of a regional significance. The town's population will increase from 37,000 to about 50,000 by 2031. There has already been a 22% increase in those over 65 since 2001. It is desirable to increase the amount of leisure provision to match the increased population, and to tailor the type of provision to the age groups likely to increase. Many national leisure organisations publish calculators suggesting what level of provision is desirable: Sport England's facilities calculator suggests that people in Bury St Edmunds lack access to swimming pools, sports pitches and sports halls. The Arts Council has a similar calculator to work out developer contributions for culture and heritage. The community running of the Victory Sports Ground and the proposed Moreton Hall Community Football Project are successful examples of ways in which the provision and management of facilities is changing. The Council will support proposals for the expansion or relocation of existing privately or community run sports



facilities provided that they are not contrary to local and national planning policies.

~~11.4~~ ~~Proposed actions to achieve this~~ The actions to achieve this aspiration are:

15a ~~1a~~ work in partnership with the private and voluntary sector to identify opportunities to maximise the use of, and safeguard, the council's existing cultural and leisure facilities including open space and sports facilities;

15b ~~1b~~ maximise the community use of other public sector facilities, especially schools and libraries;

~~1c~~ Work in partnership with the private and voluntary sector to enhance opportunities.

15c ~~1c~~ build new cultural and leisure facilities in areas of population growth;

15d ~~1e~~ integrate new cultural and leisure facilities with new school and community provision; and

15e ~~3e~~ work with other public services such as the Health and Wellbeing Board to deliver an inclusive service and support the ambitions of the Suffolk Health and Wellbeing Strategy.

~~11.5~~ 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 BV27. 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.

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 BV2(8?). It also forms part of the Lark Valley which is identified in the adopted Green Infrastructure Strategy as an important corridor for both biodiversity and recreational access. The area has potential to cater for informal and formal recreation and habitat improvement, securing its future as publicly accessible open space for the benefit of the town as a whole. However, given the sensitive nature of the site, any form of built development and hard landscaping will need to be strictly controlled and restricted to the least sensitive location. The design of any new development within this area should be sympathetic to sensitive environmental and heritage features and any potential adverse effects should be mitigated. Any necessary water quality or water availability mitigation measures should be undertaken in advance of the development taking place. This will require detailed landscape analysis and impact assessment as part of a detailed Development Brief.

#### **POLICY BV20 ~~24~~: LAND WEST OF ROUGHAM ROAD ~~HHH~~**

**15 Ha of land to the west of Rougham Road ~~HHH~~ 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 that shall have regard to the following requirements:**

**a) the area of land taken for buildings and hard landscaping shall be kept to the minimum required to make open space recreational uses viable;**

**b) buildings should be located adjoining Rougham Road H11;**

**c) a cycle route and footpath shall be provided linking Rougham Road H11 and cycle route 51; and**

**d) development should not have a detrimental impact on the setting of the Bury St Edmunds town centre conservation area in accordance with Policy BV26.**

~~QUESTION 30 (BV21): Do you agree with this proposal? If not, what changes would you like to see, and why? Is the site boundary correct? If not, please tell us how it should be changed.~~

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

#### **POLICY ~~BV21~~ 22: ROUGHAM AIRFIELD**

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

- airfield uses;
- sporting and recreational uses; and
- showground and outdoor events.

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

~~QUESTION 31: Do you agree with the content of policy BV22? If not, what changes would you like to see, and why? Is the site boundary correct? If not, please tell us how it should be changed.~~

#### **Aspiration ~~16~~ 2**

~~Cultural and leisure activities bring social and economic benefits, promoting health, offering alternatives to antisocial behaviour and helping to protect the environment.~~

**More people access cultural and leisure opportunities**

11.7 Leisure and cultural services play an important part in improving the local quality of life through:

- promoting economic development, by making the area attractive for tourists and businesses;
- promoting social cohesion and helping to prevent antisocial behaviour;
- good health in every sense – physical, emotional and mental, and helping to combat obesity through physical activity;
- bringing people together and creating a sense of belonging to a distinctive local community;
- caring for the environment through parks, green spaces and countryside stewardship.

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

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

11.8 None of these are things that the borough council can, or should, do alone and all the ~~proposed~~ actions below will need to be in partnership with a range of other organisations. Amongst others, the council will need to work with the group aiming to make Suffolk the Most Active County, an aim supported by the Suffolk Health and Wellbeing Board.

~~11.9 Proposed actions to achieve this-~~ The actions to achieve this aspiration are:

~~16a~~ 2a promote active cultural and leisure participation as a way of achieving good health;

~~2b Promote cultural and leisure opportunities as a way of achieving community cohesion.~~

16b ~~work together with partners and stakeholders to provide or promote services that better help to reduce anti-social behaviour;~~

16c ~~2e~~ deliver cultural and leisure facilities and an events programme that promotes tourism and maximises the local economic impact;

~~16d-2d~~ promote leisure activity that ~~enhances and sustains the environment~~ enables access to, but safeguards, the diverse range of habitats/environments; and

16e encourage space to be made available for children to play safely and creatively.

## **Allotments**

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

11.11 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 BV~~22-23~~: 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, where appropriate, in Masterplans and Development Briefs.**

~~QUESTION 32: Do you agree with the content of policy BV23? If not, what changes would you like to see, and why?~~

## **Children's play**

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

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

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

11.15 The installation of public art in towns can make a major contribution to giving a place character and identity. There are already many examples of public art installed around the town and they can often be combined with functional purposes, such as the traffic signs on Angel Hill. On other occasions, public art can take the form of temporary installations such as the beehive that was placed on Southgate Green roundabout in 2010. In many instances when working with residents and property owners, artists can help to interpret and improve local perceptions of an area, in order to generate and enhance a sense of place. There are also many examples elsewhere in which public art has been used in new housing developments to give quality, character and a human dimension to new development. They can make a positive contribution to the character of the place, especially if they draw inspiration from local themes or associations.

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

QUESTION 33: ~~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.~~

~~11.17 — 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.~~

~~11.18 — 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.~~

~~11.19 — 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.~~

~~QUESTION 34: 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, exercise, housing standards, health and safety, air quality, noise and environmental issues, all services in which the borough council plays an important role and which are discussed elsewhere in this document. Wellbeing is generally considered to be closely linked to quality of life and its indicators include wealth, employment, the built environment, physical and mental health, education, recreation and leisure time, and social belonging – all subjects discussed elsewhere in this document. It is in improving quality of life that local people, community groups and public sector bodies can have a real impact on the health and wellbeing of the town.

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

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

Aspiration 17 ~~4~~ All residents, visitors and those working in the Borough, have access to good quality health facilities, information and activities;

Aspiration 18 ~~2~~. A good quality environment will help to enhance people's lives and support a sustainable economy;

Aspiration 19 ~~3~~ ~~We provide adequately for an ageing population~~ An ageing population is adequately provided for; and

Aspiration 20 ~~4~~ Issues of deprivation are considered and dealt with appropriately.

### **Aspiration 17 ~~4~~**

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

12.2 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.

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

~~12.4 Proposed actions to achieve this~~ The actions to achieve this aspiration are:

17a ~~1a~~ encourage a debate about how healthcare resources are best used;

17b ~~1b~~ exploit advances in technology, both to support elderly people, those with long term conditions, and ~~people more generally~~ the wider community;

~~17c 1e~~ Ensure that health bodies develop a coherent approach to preventative measures and promoting wellbeing;

~~17d 1d~~ engage and support voluntary and community groups in the local delivery of healthcare support services;

~~17e 1e~~ Plan to change health provision as the population changes. work with partners to remodel health provision as the population changes and in line with the four priorities of the Suffolk Health and Wellbeing Strategy;

~~17f 1f~~ provide a site of sufficient size to accommodate a new West Suffolk Hospital;

~~1g~~ Maximise the use of existing facilities and make dual use of publicly funded buildings the norm.

~~1h~~ Encourage the creation of community hubs offering a range of services.

~~17g 1i~~ encourage schools to establish patterns of healthy exercise; and

~~17h 1j~~ encourage sports and outdoor clubs to enable people of all ages to stay active.

12.5 West Suffolk Hospital provides accident and emergency services for a wide area. The Foundation Trust has indicated that in the long term they wish to relocate to a new, purpose-built health campus. Provision for this is made in the Core Strategy near the Westley A14 interchange. In the meantime it is important to enable services to be provided at the existing site. Should there be major development proposals at the existing hospital we will require a masterplan to be prepared which would need to take account of increased demand for parking, traffic generation and environmental impacts on the site. The future design and development of the site should be sympathetic to sensitive environmental and heritage features and any potential adverse effects mitigated. Any necessary water quality or water availability mitigation measures should be undertaken in advance of the development taking place.

## **POLICY BV23 24: WEST SUFFOLK HOSPITAL AND ST NICHOLAS' HOSPICE**

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

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

~~QUESTION 35: Do you agree with the content of policy BV24? If not, what changes would you like to see, and why?~~

## **Aspiration 18 2**



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

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

12.7 The Joint Development Management Policies Document, which is part of the Local Plan 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.

12.8 Good quality public spaces also provide significant benefits, whether they are hard or soft landscapes. In this respect, the council's Green Infrastructure Strategy makes provision for the improvement of green spaces in and around the town for both public access and the enhancement of wildlife. The Historic and Natural Environment chapter and Policy BV28 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.

~~12.9 Proposed actions to achieve this~~ The actions to achieve this aspiration are:

~~18a 2a~~ Address tackle environmental issues affecting residents' lives;

~~18b 2b~~ ensure that environmental impacts are properly considered for all new developments, attaching conditions to mitigate the impact where appropriate;

~~18c 2c~~ e work with highway engineers to reduce traffic congestion and improve air quality;

~~18d 2d~~ make land available for allotments to allow residents to grow their own food; and

~~18e 2e~~ facilitate the provision of local markets offering reasonably-priced good quality food.

## **Aspiration 19 ~~3~~**

### **An ageing population is adequately provided for**

#### **~~We provide adequately for an ageing population~~**

12.10 Increased calls on healthcare generally, and from the ageing population in particular, mean that innovative and cost-effective methods of delivering care to people in their own homes need to be explored. Older people may also need

opportunities to socialise, for example, day centres and lunch clubs, and an increasing numbers of carers will need support. Those reliant on public transport may also need help to access services.

~~12.11 — Proposed actions to achieve this~~ The actions to achieve this aspiration are:

~~3a Use community facilities as hubs for services for local residents.~~

~~19a~~ 3b encourage self-help and volunteering to help provide services for older people; and

~~19b~~ 3e support affordable community transport initiatives.

## **Aspiration 20 4**

**Issues of deprivation are considered and dealt with appropriately.**

12.12 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.

~~12.13 — Proposed actions to achieve this~~ The actions to achieve this aspiration are:

~~20a~~ 4a use the results of the 2011 census results, when published, and other available data to inform collective decisions on programmes to tackle deprivation; and

~~20b~~ 4b focus available resources on dealing with the existing pockets of deprivation across the town.

~~QUESTION 36: Do you agree with our aspirations for health and wellbeing? Do you agree with the actions we propose to take to achieve our aspirations?~~

### 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 has a long tradition of further education provision and has expanded ~~is~~ expanding to accommodate its partner, University Campus Suffolk, through which it delivers higher education courses. Schools are, however, in a state of flux as the county council is implementing a countywide Schools Organisation Review. This will result in the three tier system in the town being replaced, in some cases, by two tiers, primary and secondary.

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

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

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

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

Aspiration 21 4.—Local schools and West Suffolk College are successful and educational attainment exceeds national averages;

Aspiration 22-2- Existing schools are supported through periods of change and efficient use is made of vacant school sites;

Aspiration 23 3- Education facilities are of a high standard and fulfil a wider community role;

Aspiration 24 4.—Education providers raise aspirations and create the citizens and workforce of the future; and

Aspiration 25 5. Adult skills levels are enhanced.

#### **Aspiration 21 4**

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

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

~~13.5 Proposed actions to achieve this~~ The action to achieve this aspiration is:

~~21a) 1a)~~ provide support, where necessary, to ~~Work with~~ the county council and other education providers ~~schools~~ to encourage and facilitate high educational ambition and attainment.

~~b) Work with schools, employers and communities to create responsible citizens, fulfilling the aspirations set out in other Bury St Edmunds Vision 2031 chapters.~~

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

#### **POLICY ~~BV24~~ 25: WEST SUFFOLK COLLEGE**

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

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

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

~~QUESTION 37: Do you agree with the content of policy BV25? If not, what changes would you like to see, and why?~~

## **Aspiration 22 ~~2~~**

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

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

~~13.8 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.

~~13.9 Proposed actions to achieve this~~ The actions to achieve this aspiration are:

22a ~~2a~~ identify and support the growth of existing educational establishments;

22b ~~2b~~ 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;

22c ~~2c~~ work with the county council and community groups to ensure that suitable educational or community uses are found for vacant school sites;

~~2d Remove policies that protect school sites for educational and community uses, making it easier for school buildings and playing fields to be redeveloped.~~

22d ~~2e~~ work with the county council to ensure that remaining schools are able to take on additional year groups as a result of schools reorganization;

22e ~~2f~~ find new sites for existing schools, or help facilitate the upgrade of existing sites to help meet the demands of an increasing population; and

22f ~~2g~~ enhance leisure provision and community facilities by sharing school facilities.

13.10 During the lifetime of this Vision document, it is quite likely that school buildings and facilities will become surplus to education requirements, especially if the Schools Organisation Review is fully implemented. The existing buildings have the capability of being adapted to community facilities serving the local area. The straight redevelopment of sites without first considering such possibilities is not considered to be an efficient use of building resources. The county council is therefore encouraged

to explore all possibilities for viable alternative community uses before considering other development options.

## **POLICY BV~~25~~ 26: SAFEGUARDING EDUCATIONAL ESTABLISHMENTS**

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

~~QUESTION 38: Do you agree with the content of policy BV26? If not, what changes would you like to see, and why?~~

### **Aspiration 23 ~~3~~**

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

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

~~13.12 Proposed action to achieve this~~ The action to achieve this aspiration is:

23a 3a work with education providers the county council, local schools and colleges to enhance and make greater use of facilities by through sharing with local communities.

### **Aspiration 24**

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

~~13.13 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.~~

~~4.9% of 7.3% of 16-18 year olds in the town are not in education, employment or training (NEET, November 2012), 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. From 2013 the participation age for apprenticeships has been raised to 17 and from 2015 it will rise again to 18. There will be a need to create relevant provision to meet this need aligned with the needs of the local economy.

~~13.14~~ — ~~Proposed actions to achieve this~~ The actions to achieve this aspiration are:

~~24a~~ ~~4a~~ work with local employers to improve the information about work received by school pupils, for example through the county council's aspiration escalator model; and

~~24b~~ ~~4b~~ promote awareness of apprenticeship schemes in schools, improve existing schemes and increase the number of employers taking on apprentices.

### **Aspiration ~~25~~ 5**

#### **Adult skills levels are enhanced.**

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

~~13.16~~ — ~~Proposed actions to achieve this~~ The actions to achieve this aspiration are:

~~25a~~ ~~5a~~ ~~Work with organisations such as the Eastern Enterprise Hub to develop the skills needed to run third sector organisations.~~ work with relevant organisations to develop the skills needed to run community sector organisations;

~~25b~~ ~~5b~~ work with partners to improve access to adult learning courses, particularly for sectors identified as future growth areas in the town;

~~25c~~ ~~5c~~ support West Suffolk College in its plans for further and higher education in the town; and

~~25d~~ ~~5d~~ ensure that skills training meets the needs of a rapidly changing economy.

~~QUESTION 39: Do you agree with our aspirations for education and skills? Do you agree with the actions we propose to take to achieve our aspirations?~~

## 14. Historic and natural environment

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

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

~~14.1 Earlier 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;~~
- ~~• to look beyond the boundaries of the town;~~
- ~~• recognise the important economic role of the town's historic and natural environment in attracting tourists.~~

~~14.2 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 Bury St Edmunds Vision 2031 document.~~

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

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

Aspiration 26 1. —The historic and natural environment is managed, protected, maintained and enhanced; and

Aspiration 27. 2. The new pressures on the town are managed and new development is in-keeping with, and respects, the historic and natural environment. responsive to local distinctiveness

### **Aspiration 26 †**

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

14.4 Connecting historical assets increases their significance as a group. Connecting historical and natural assets with each other brings together two of the town's most important attractions. Connecting historical and natural assets with local people links the environment to the people who enjoy it and can help protect it. Although residents and visitors value the town, it is often hard for them to identify and articulate exactly what makes it special. Improving their knowledge and



understanding can help to increase their appreciation. There are several local amenity groups interested in the historic and natural environment. They represent a valuable resource of local knowledge which could be better used.

14.5 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.~~ There are many different types of landscape around the town which provide a diverse range of habitats and species, some of which require special protection. The Breckland Special Protection Area (SPA) is one of these areas which has been given additional protection from the potential impact of new development through Policy CS2 of the Core Strategy. There are policies elsewhere in the Local Plan which also seek to minimise impacts on biodiversity, the majority of which are in the Joint Development Management Policies document.

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

14.6 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 ~~3~~4 which shows the part of the town which is of particular archaeological significance, the majority of which lies within the former town walls.

~~14.7 Proposed actions to achieve this~~ The actions to achieve this aspiration are:

~~26a~~1a working with partners, develop theme-based trails for both the built historic and natural environment and heritage attractions; for example, a Georgian trail, medieval trail or Great Churchyard trail;

~~26b~~1b Link elements by connecting them spatially (for example connecting parks) or thematically (for example woodlands and rivers). connect elements of the natural environment, physically, for wildlife, for example by woodland and through hedge planting;

~~1c~~ Connect elements of the natural and historic environment; for example a Lark Valley trail that includes both wildlife and historic sites.

~~26c~~1d use new technology to provide connectivity and interpretation in discreet ways where appropriate;

~~1e~~ Work more closely with local amenity groups to protect, the environment and improve its interpretation.

~~26d~~1f Form a stakeholder focus group to implement historical and environmental projects. work in partnership with local groups to implement historical and environmental projects;

~~26e 1g~~ develop other initiatives, such as events and competitions, to increase understanding of the environment. continue to support and develop community-led initiatives to protect, promote and enhance the historic and natural environment and its interpretation;

~~26f 4h~~ enable provision of a new country park to the north of the town where there is currently limited ~~no~~ access to open areas;

~~26g 4i~~ work with partners to manage open spaces and woodland in ways that protect their wildlife, whilst allowing the public to enjoy them;

~~26h 1j~~ explore different options for managing the ~~borough's~~ town's open space and woodland, particularly when planning new green infrastructure; and

~~26i~~ produce character appraisals for the conservation areas to identify their special qualities.

## **Conservation Area Management Plans**

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

~~The Council is currently consulting separately on proposals for minor amendments to the conservation area boundaries. Finalised changes will be shown on the Proposals Map which will be published in the next draft document. You can view the draft proposals on the council's website at [www.stedmundsbury.gov.uk/conservation](http://www.stedmundsbury.gov.uk/conservation)~~

14.9 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 ~~BV26~~ 27: 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.**

~~QUESTION 40: Do you agree with the content of policy BV27? If not, what changes would you like to see, and why?~~

## **Aspiration ~~27~~ 2**

**The new pressures on the town are managed and new development is ~~in keeping with, and respects, the historic and natural environment.~~ responsive to local distinctiveness**

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

~~14.11 Proposed actions to achieve this~~ The actions to achieve this aspiration are:

~~2a Strengthen policies to protect and enhance the environment in the development management process.~~

~~27a 2b~~ ensure that new green infrastructure linking to existing open spaces is integral to all new development; and

~~2c Ensure that new development has a high standard of design reflecting local characteristics.~~

27b improve access to the countryside, walking and cycling routes.

### **Green infrastructure**

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

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

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

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

~~14.15 This section of the Bury St Edmunds 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.~~

### **Policy BV27 Green Infrastructure in Bury St Edmunds**

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

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

**Green Infrastructure projects will:**

**a) Enhance the character of the Green Infrastructure Action Zones identified in the Green Infrastructure Strategy;**

**b) enhance and extend, where practical, the wetland landscape character of the urban River Lark and River Linnet;**

**c) provide new community parklands on the strategic growth areas in the town, the areas for which will be determined at the concept and masterplan stage; and**

**d) connect multifunctional green infrastructure routes/corridors in the town to existing and future green spaces.**

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

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

### **Lark Valley green corridor**

~~14.16 — The aim is to enhance and, wherever practicable, extend the wetland landscape character of the urban Lark and Linnet to help:~~

- ~~• reinstate the town's relationship with the river corridors;~~
- ~~• provide shared use and create a more positive urban river edge;~~
- ~~• assist in reversing habitat fragmentation.~~

### **Community parkland for Bury St Edmunds**

~~14.17 — We would look to enable provision of new open space or spaces for a range of user groups and interests, including youth groups. 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 children's' play. In addition, there is an opportunity to incorporate sustainable water management and Sustainable Urban Drainage Systems and to enhance connections to shared use routes creating a hierarchy of new routes.

### **~~Bury St Edmunds local green links — radial route~~**

~~14.18 — We will 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**

14.19 The character of Bury St Edmunds varies considerably from one neighbourhood to another. As identified above, two areas have been designated as conservation areas. Outside of the two conservation areas there are areas of unique special character and quality. There are policies elsewhere in the Local Plan 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.~~

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

### **~~Amenity Open Space and Areas Subject to Planning Restrictions~~**

~~14.21 — The adoption of the Core Strategy document in December 2010 saw the deletion of Local Plan Policy DS3, which designated the Areas Subject to Planning Restrictions. These areas and other areas of equal importance will continue to be adequately protected under other national and local planning policies.~~

~~14.22 — Policy CS3 of the Core Strategy and the adoption of the former Local Plan Policy DS3 as a Supplementary Planning Document (SPD) in September 2011, will ensure that consideration is still given to these areas until the joint St Edmundsbury and Forest Heath Development Management Document, which will afford these areas continued protection, is adopted.~~

~~14.23 — Amenity Open Space designations will continue to be protected under Local Plan Policy L5 'Safeguarding Parks and Open Spaces' until such time that this policy is superseded by the adoption of the joint Development Management document."~~

Question 41: 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.

~~QUESTION 42: 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?~~

## 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 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 arc shopping, leisure and housing centre which has added significantly to the public realm. We will prepare a separate and more detailed town centre masterplan at a later date in full consultation with the many organisations and businesses that operate in or rely on the town centre.

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

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

Aspiration 28 4. The town centre is vibrant and attractive with a varied retail offer; and

Aspiration 29 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.**

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

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

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

15.4 The actions to achieve this aspiration are: ~~Proposed actions to achieve this~~

28a 4a develop the town centre as a destination for shoppers and visitors by

maintaining and enhancing the current retail and leisure offer;

~~28b 4b~~ work with market traders to promote widely and develop the street market to attract shoppers and new stallholders;

~~28c 4c~~ plan for additional retail floorspace in accordance with up-to-date appraisals of need;

~~28d 4d~~ provide for other town centre activities such as specialist markets (which do not compete with the regular provisions markets), street cafes, and entertainment in a managed and co-ordinated way in consultation with other users and operators; and

~~28e 4e~~ encourage uses above shop premises to maximise the use of space and ensure the town centre has life and natural surveillance after shops have closed.

### **Aspiration 29 ~~2~~**

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

15.5 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.

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

15.6 The actions to achieve this aspiration are: ~~Proposed actions to achieve this~~

~~29a 2a~~ 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;

~~29b 2b~~ we will continue to investigate the potential for the introduction of a park and ride scheme on a regular basis; and

~~29c 2c~~ through widespread consultation, we will prepare a separate, more detailed, masterplan for the town centre.

~~QUESTION 43: Do you agree with these aspirations for Bury St Edmunds town centre? If not, please tell us why.~~

### **Town Centre Masterplan**

The town centre is so important to the town as a whole that this Vision document



could not do justice to the potential long term issues and any potential solutions. A town centre masterplan will therefore be developed at a later date in full consultation with the many businesses, representative groups and amenity organisations that operate in or rely on the town centre. The 2012 Retail Appraisal identified that there is unlikely to be a need for further significant town centre shopping floorspace in the short term. Therefore the masterplan will provide the framework for individual development proposals to come forward in the town centre, including longer term sites for additional retail floorspace.

## **POLICY BV28 BURY ST EDMUNDS TOWN CENTRE MASTERPLAN**

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

The masterplan will also address:

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

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

## ~~16. Strategic growth areas~~

~~Policy CS11 of the 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 to reopen the debate about the merits of growth occurring in these locations.~~

~~16.1 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.~~

~~16.2 The general principles for the delivery of all of the strategic growth areas are:~~

- ~~a) environmentally, economically and socially sustainable development designed to cope with climate change, and containing a mix of appropriate land uses and tenure of homes;~~
- ~~b) creating safe, attractive and successful streets and outdoor areas, which will provide spaces where children can play, people can sit, talk, walk and exercise;~~
- ~~c) 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;~~
- ~~d) 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;~~
- ~~e) The overall character of areas will be locally distinctive and will contribute to the character of Bury St Edmunds.~~

~~16.3 The developers of the sites have already undertaken a programme of consultation with local communities which is detailed in Appendices 5 to 9. 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 a SEBC preferred option. All of the preferred options sit within this section of the document with the other options available to view in Appendices 5 to 9.~~

~~16.4 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 online at [www.stedmundsbury.gov.uk/vision2031](http://www.stedmundsbury.gov.uk/vision2031)~~

~~16.5 The developers have all provided explanatory and supporting text to their concept options which can be found in Appendices 5 to 9.~~

~~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.

These are the identified areas of growth:

#### ~~1 North-west Bury St Edmunds~~

~~16.6 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.~~

~~16.7 Work has commenced on the preparation of a concept statement for the area.~~

~~16.8 The key challenges to be addressed in bringing forward the development of this area are:~~

- ~~1. integration with existing residential area on Mildenhall Road / Howard estate;~~
- ~~2. the nature of the buffer between the development area and Fornham All Saints village;~~
- ~~3. direct off road links to Fornham All Saints.~~

#### ~~Development principles~~

~~16.9 Three concept options for the site have been developed. The preferred option is illustrated adjacent 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 follow:~~

- ~~a) Link road follows the existing ridge line with combination of tree belts and avenue planting either side.~~
- ~~b) Central space is anchored by local centre, primary school, shops and employment uses.~~
- ~~c) Recreation grounds and possible sports centre located together and act as a buffer between the development and the adjacent employment area.~~
- ~~d) Pedestrian, cycle and bus links to the Mildenhall and Howard estates to be created.~~
- ~~e) The development edge benefits from the long distance countryside views.~~
- ~~f) Strategic gap comprising open access land avoids coalescence with Fornham All~~

Saints.

- g) Radial green route provided through linear park and network of public open space.

~~QUESTION 44 (Bury St Edmunds North west development):— Do you agree with the preferred option for the development of this site? Would you recommend any changes to the preferred option?~~

~~16.10— 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~~

~~16.11— 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;~~

~~16.12— 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).~~

~~16.13— Work has commenced on the preparation of a concept statement for the area.~~

~~16.14— The key challenges to be addressed in bringing forward the development of this area are:~~

- ~~1.— ensuring the flying operations at Rougham Airfield are not compromised by the development;~~
- ~~2.— 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.~~

## ~~Development principles~~

~~16.15— 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 above 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:

- a. Residential: located in northern part of site adjacent to existing residential areas.
- c. Open space: structural amenity space located adjacent to residential area and the upper school.
- d. Neighbourhood centre: located close to proposed residential areas and Flying Fortress public house — this provides opportunities to locate facilities together in an accessible location.
- e. Community football facility: located at the site of the current planning application.
- f. 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 — also adjacent to the community football facility to take advantage of opportunities to share common facilities.
- g. 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.
- h. Eastern relief road: the main access from A14 Junction 44 and at Skyliner Way/Lady Miriam Way roundabout.

QUESTION 45 (Moreton Hall development):

Do you agree with the preferred option for the development of this site? Would you recommend any changes to the preferred option?

16.16 — 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 West Bury St Edmunds**

16.17 — 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;
- provides improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations.

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

~~16.19 — Work has commenced on the preparation of a concept statement for the area.~~

~~16.20 — The key challenges to be addressed in bringing forward the development of this area are:~~

- ~~1. — ensuring the segregation and distinctiveness of Westley is maintained as a result of the development;~~
- ~~2. — ensuring that the buffer between the development and Westley is attractive and effective;~~
- ~~3. — links to the Westley estate to enable support of existing facilities;~~
- ~~4. — integration of middle school site and any future uses;~~
- ~~5. — health campus accessible by range of modes of travel.~~

### **Development principles**

~~16.21 — 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 adjacent 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:~~

- ~~a. — New housing is located to the north east of the site adjacent to the existing community to Oliver Road.~~
- ~~b. — To the west of the residential development is the health campus.~~
- ~~c. — 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.~~
- ~~d. — In response to comments, 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.~~
- ~~e. — 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.~~
- ~~f. — 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.~~
- ~~g. — The principal vehicular access to the site comes from Newmarket Road to the north east. Secondary access, and provision for traffic relief to Westley, can be provided through connections to the south to Westley Road.~~
- ~~h. — 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.~~

~~QUESTION 46 (Bury West development): Do you agree with the preferred option for the development of this site? Would you recommend any changes to the preferred option?~~

16.22 — 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**

16.23 — Policy CS11 of the Core Strategy identifies the area to the north-east 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 1250 homes of mixed tenure and size, including affordable homes;
- provides opportunities for B1 use class local employment;
- provides new, high quality strategic public open space and recreation facilities;
- 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.

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

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

1. — preventing coalescence of development with Great Barton;
2. — improving linkages to Moreton Hall and rest of the town;
3. — walkable neighbourhoods;
4. — delivery of services and facilities with the development.

#### **Development principles**

16.26 — Three concept options for the site have been developed. The preferred option is illustrated adjacent 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.

- a. — 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.
- b. — The commercial and community local centre should be located in a hub format and close to the A143. This will help 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.
- c. — The local centre should be located at the confluence of the green route and the

~~A143 — the historic crossroads — benefiting from frontage on to 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.~~

~~d. — The hamlet of Cattishall will be protected through the provision of strategic amenity space and structural landscaping.~~

~~e. — Pedestrian and cycle links will be provided through the site into the adjoining neighbourhood area of Moreton Hall.~~

~~16.27 — The development of this site is likely to take place towards the end of the 20-year plan period.~~

~~QUESTION 47 (Bury North East development): Do you agree with the preferred option for the development of this site? Would you recommend any changes to the preferred option?~~

~~16.28 — 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~~

~~16.29 — Policy CS11 of the Core Strategy identifies the area to the south-east 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 Rougham Road and Sicklesmere Road;~~
- ~~• provides improved public transport, foot and cycle links to the town centre and north towards the A14 and strategic employment sites;~~
- ~~• provides new high quality strategic public open space and recreation facilities;~~
- ~~• delivers additional education, community and leisure facilities to meet the needs of this development and is located in a way that can achieve positive integration with the wider area;~~
- ~~• delivers around 1250 homes of mixed tenure and size, including affordable homes.~~

~~16.30 — Work has commenced on the preparation of a concept statement for the area.~~

~~16.31 — The key challenges to be addressed in bringing forward the development of this area are:~~

- ~~1. — preventing coalescence of development with Rougham and Rushbrooke;~~
- ~~2. — the relationship of the development with the designated Special Landscape Area;~~



3. — improving linkages to Moreton Hall and the town centre;
4. — walkable neighbourhoods;
5. — delivery of services and facilities with the development.

### **Development principles**

16.32 — Three concept options for the site have been developed. The preferred option is illustrated on page 81 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:

- a. — An overall neighbourhood of approximately 1250 new homes.
- b. — Defining two distinct walkable neighbourhoods connected by a public green.
- c. — A relief road which addresses congestion along A1302 / A134 (Rougham Road / Sicklesmere Road) and provides a strategic link into the new development.
- d. — A generous public central green which functions as a neighbourhood centre whilst enhancing visual access to the landscape.
- e. — A primary school with adjacent playing fields at the back of the block.
- f. — A landscape-led plan with aspirations for drawing the surrounding landscape into the masterplan and creating an amenity for local people.
- g. — Walkable neighbourhoods which consist of recognisable streets and paths throughout the development and which connect strategically to the town centre and out into the surrounding countryside.
- h. — A mixed use community with a mix of retail, employment and community facilities.
- i. — A footpath and cycle route along the river corridor straight to the town centre and links to the existing pedestrian and cycle network into the surrounding countryside.
- j. — Creating newly located garden allotments and food producing spaces.
- k. — Sports fields and playing fields making use of the flood plains.
- l. — Making use of the River Lark by providing access and a local amenity.
- m. — Relocation of the large lorry park.
- n. — Currently the household recycling site is not seen as contributing negatively to the site and is not proposed to be removed in the early stages.
- o. — Two new bus stops and a new bus route through both neighbourhoods.
- p. — Travel planning developed in order to encourage other non-car modes of transportation.
- q. — Creating the potential for links to the eastern side of Moreton Hall and the business park, avoiding the A14 junction.
- r. — Creating a green buffer to the south of the site in order to prevent further housing expansion into the special landscape ribbon thereby discourages sprawl.
- s. — Incorporating flood attenuation south-east of the disused railway line.

QUESTION 48 (Bury South East development): Do you agree with the preferred option for the development of this site? Would you recommend any changes to the preferred option?

16.33 — 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.

~~16.34 — The development of this site is likely to take place towards the end of the 20-year plan period.~~

## 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. It 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

Joint Development Management Policies
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
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 curtilage
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

Joint Development Management Policies
<del>Policy 28 Appropriate employment uses and protection of employment land and existing businesses</del>
<del>Policy 29 Farm diversification</del>
<del>Policy 30 Business and domestic equine related activities</del>
<del>Policy 31 Re-use or replacement of buildings in the countryside</del>
<del>Policy 32 Tourism development</del>
<del>Policy 33 Proposals within the town centre boundaries</del>
<del>Policy 34 Protection of local centres</del>
<del>Policy 35 Public realm improvements</del>
<del>Policy 36 Shop fronts and advertisements</del>
<del>Policy 37 Street trading and street cafes</del>
<del>Policy 38 Ancillary retail uses</del>
<del>Policy 39 Community facilities and services</del>
<del>Policy 40 Open space, sport and recreation facilities</del>
<del>Policy 41 Leisure facilities</del>
<del>Policy 42 Rights of way</del>
<del>Policy 43 Transport assessments and travel plans</del>
<del>Policy 44 Parking standards</del>
<del>(Policies 45-49 specific to Forest Heath horse racing industry)</del>
<del>Policy 50 Rural housing exception sites (specific to St Edmundsbury)</del>

~~Bury St Edmunds Vision 2031 (Preferred Options Draft, March 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 20 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

## Bury St Edmunds Vision 2031 Policies

Policy BV27: Conserving the setting and views from the historic core

## Haverhill Vision 2031 (Preferred Options Draft, March 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 20 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

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, March 2012)

This document has two main parts. The first part is seeking to establish St Edmundsbury Borough 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



Rural Vision 2031 Policies

Policy RV19: Rougham

Policy RV20: Wickhambrook

## Appendix 1 2. Glossary of Terms

List of acronyms and technical terms used in St Edmundsbury documents.  
Items in italics each have a separate definition.

Acronym Term	Definition
Accessibility	The ability of everybody to go conveniently where they want.
Adoption	The final confirmation of a Local Development Document as having statutory (legal) status by a Local Planning Authority.
Affordable housing	Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should: meet the needs of eligible households, including availability at a cost low enough for them to afford (determined with regard to local incomes and local house prices); and include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.
<u>Allowable Solutions</u>	<u>A Government concept which would enable developers to pay into a fund to help deliver carbon-saving projects on other sites in order to qualify for a less stringent emissions target for their on-site work.</u>
Amenity open space	An area that is primarily of visual importance but may also be used for recreation, either formally or informally.
Rural Site Preferred Options DPD/Rural Vision 2031	The document within the St Edmundsbury Local <del>Plan Development Framework</del> that will contain site specific allocations for rural areas. It will have the status of a Development Plan Document.
<b>AMR</b> Annual Monitoring Report <u>(AMR)</u>	Report produced every year on the progress of preparing the Local <del>Plan Development Framework</del> 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

Acronym Term	Definition
BAP Biodiversity Action Plan ( <u>BAP</u> )	and open spaces within housing settlement boundaries where proposals for development will not be considered favourably.  A strategy prepared for a local area aimed at conserving biological diversity.
Brownfield land  CAP Community Action Plan	Brownfield land (also known as previously developed land) is that which is, or was, occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure (such as mains water pipes). The definition covers the curtilage of the development. Opposite to greenfield land.  Community-led processes for identifying local needs and priorities, prepared within the context of the Community Plan.
<u>Community Capital</u>	<u>The term 'capital' is most commonly used to refer to money and material goods. However, in the context of sustainability, communities have several different types of capital that need to be considered -- natural, human, social, and built capital. Together, these types of capital are referred to as community capital.</u>
CP Community Plan ( <u>CP</u> )	The long term vision and action plan for St Edmundsbury articulating the aspirations, needs and priorities of the local community – prepared by the Local Strategic Partnership.
Community Right to Build	Communities may wish to build new homes or new community amenities, and providing they can demonstrate overwhelming local support, the Community Right to Build will give communities the powers to deliver this directly through the Localism Act.
Conservation Area	Areas of special architectural or historic interest, of which we want to preserve the character, appearance or setting.
Core Strategy	The Local Development Framework document which sets out the long term spatial vision for the local planning authority area, and the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a

Acronym Term	Definition
	Development Plan Document.
Development Plan	The statutory Development Plan comprises the <del>Regional Spatial Strategy and the</del> Development Plan Documents contained in the <u>Local Plan</u> <del>Development Framework</del> .
<del>DPD</del> Development Plan Document <u>(DPD)</u>	Development Plan Documents outline the key development goals of the <u>Local Plan</u> <del>Development Framework</del> .
Development Management <del>DPD</del>	The document within the St Edmundsbury <u>Local Plan</u> <del>LDF</del> which will contain detailed policies guiding particular forms of development. It will have the status of a Development Plan Document.
Greenfield land	Land (or a defined site) which has never been built on before or where the remains of any structure or activity have blended into the landscape over time (opposite of brownfield land). Applies to most land outside the housing settlement boundary.
Housing Needs Study	A study which assesses the future housing needs of the district, in terms of the size, type and affordability of dwellings. The St Edmundsbury Housing Needs Study was published in 2005.
<del>HSB</del> Housing settlement boundary <u>(HSB)</u>	Housing Settlement Boundaries represent the development limits or residential areas within which development proposals would be acceptable, subject to complying with other policies contained in the Development Plan. They seek to prevent development from gradually extending into the surrounding countryside.
Issues and options	Document(s) produced during the early production stage of the preparation of Development Plan Documents and issued for consultation.
<del>LDD</del> Local Development Document <u>(LDD)</u>	The various individual documents (DPD, SCI, SPD) in the <u>Local Plan</u> <del>LDF</del> .
<del>LDF</del> Local Development Framework <u>(LDF)</u>	The name for the portfolio of Local Development Documents <u>formerly produced under the 2008 Town and Country Planning Act</u> . It consisteds of

Acronym Term	Definition
	Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. <del>Together these documents will provide the framework for delivering the spatial planning strategy for St Edmundsbury.</del>
LDS Local Development Scheme (LDS)	A public statement setting out which documents will make up the <u>Local Plan LDF</u> , and when they will be produced.
<u>Local Enterprise Partnership (LEP)</u>	<u>A voluntary partnership between councils and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area.</u>
Local Plan	The plan produced under the <u>current 2012 Town and Country Planning Regulations and the National Planning Policy Framework</u> .  <u>The Council's current Replacement Local Plan (2016) was adopted in 2016</u>  <del>former planning system by district councils. The Replacement St Edmundsbury Borough Local Plan 2016 will be replaced by the LDF.</del>
LTP Local Transport Plan (LTP)	The transport strategy prepared by the local transport authority (Suffolk County Council).
Localism Act	The Localism Act introduces a number of changes to planning, including the abolition of Regional Spatial Strategies and the introduction of Neighbourhood Plans.
NPPF National Planning Policy Framework (NPPF)	<del>Will</del> <u>Replaced</u> the suite of PPGs and <u>PPSs</u> as the national planning policy framework.
Neighbourhood Development Order	A 'qualifying body' – in this instance a parish council or an organisation designated as a neighbourhood forum – may initiate the process for requiring a local planning authority to create a neighbourhood development order. A neighbourhood development order grants planning permission in a particular neighbourhood

Acronym Term	Definition
Neighbourhood Plan	<p>area for development specified in the order.</p> <p>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.</p>
<p><u>Out Commuting</u></p> <p>PPG Planning Policy Guidance (<u>PPG</u>)</p> <p>PPS Planning Policy Statement (PPS)</p> <p>Preferred Options</p> <p><u>Princes Foundation</u></p> <p>Recreational Open Space</p> <p>RPG Regional Planning Guidance/<u>Regional Spatial Strategy</u> (RPG/RSS)</p>	<p><u>The movement of people to and from their place of work where they live in one town and work in another.</u></p> <p><u>Former</u> guidance produced by the Government on planning matters (being replaced by PPSs).</p> <p><u>Former</u> Statements of National Planning Policy issued by the Government (to replace PPGs).</p> <p>Document(s) produced as part of the preparation of Development Plan Documents, and issued for formal public participation. It shows the preferred direction of a Development Plan Document.</p> <p><u>An architecture school and trust founded by the Prince of Wales (UK) to promotes a return of human values to architecture</u></p> <p>An area that is primarily used for children’s play, and/or formal or informal organised games, but may also be visually important.</p> <p>The <u>former</u> strategic plan for the region prepared under the former planning system, <del>now replaced by the Regional Spatial Strategy.</del></p>
Rural Service Centre	<p><del>A larger village that fits within the Spatial Strategy set out in policies SS1 and SS4 of the East of England Plan, that is, villages that include some or all of the services and facilities listed in paragraph 3.17 of the East of England Plan.</del></p>

Acronym Term	Definition
<u>Secured by Design</u>	<u>A police initiative to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment.</u>
SA Sustainability Appraisal <u>(SA)</u>	Identifies and evaluates the effects of the strategy or plan on social, environmental and economic conditions.
SCI Statement of Community Involvement <u>(SCI)</u>	Document setting out how and when stakeholders and other interested parties will be consulted and involved in the preparation of the LDF (and in the consideration of individual planning applications).
SEA Strategic Environmental Assessment <u>(SEA)</u>	An assessment of the environmental effects of a plan or programme required by EU Directive 2001/42/EC. Combined with the Assessment Sustainability Appraisal.
Site specific allocations	Allocations of sites for specific or mixed uses or development, to be contained in the Allocations DPD. Policies will identify any specific requirements for individual proposals. The sites themselves will be shown on a <del>Proposals</del> <u>Policies</u> Map.
SPD Supplementary Planning Document <u>(SPD)</u>	Elaborates on policies or proposals in DPDs, and gives additional guidance.
SPG Supplementary Planning Guidance <u>(SPG)</u>	Provides guidance or development briefs to supplement policies and proposals in a Local Plan (being replaced by SPD).
Structure Plan	The strategic plan produced under the former planning system by county councils. <del>The Suffolk Structure Plan (and the St Edmundsbury Local Plan) will be replaced by the RSS and LDF.</del>
<del>The Act</del> Planning and Compulsory Purchase Act 2004	Puts in place the new statutory framework for preparing <u>planning documents</u> . <del>RSS and LDFs.</del>
The Regulations Town and Country Planning (Local Development) (England) Regulations 2004 <u>and 2012</u>	The formal Government regulations that define how the <del>LDF</del> <u>Local Plan</u> is produced.

Acronym Term	Definition
<u>UCS</u> Urban Capacity Study ( <u>UCS</u> )	A study produced (and kept under review) to assess the amount of land available for housing on brownfield land. The latest St Edmundsbury Urban Capacity Study was published in September 2005.



## Appendix 2.

### Core Strategy Strategic Spatial Objectives

#### Strategic Objective A

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

#### Strategic Objective B

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

#### Strategic Objective C

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

#### Strategic Objective D

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

#### Strategic Objective E

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

#### Strategic Objective F

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

#### Strategic Objective G

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

#### Strategic Objective H

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

#### Strategic Objective I

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

#### Strategic Objective J

To ensure new development addresses and tackles environmental and sustainability

issues including climate change adaptation, carbon emissions reduction, renewable energy provision, recycling, waste reduction and water efficiency.

Appendix 3

Bury St Edmunds Area of Archaeological Importance

Appendix 4

Housing Trajectory

**Monitoring and Review Framework**

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

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

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

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

<b>Policy</b>	<b>St Edmundsbury Core Strategy Objective</b>	<b>Bury St Edmunds Vision 2031 Objective</b>	<b>Indicators/Source</b>	<b>Targets</b>	<b>Timescale for reporting. (Responsible Body is St Edmundsbury unless indicated below)</b>
BV4 Strategic Site - Moreton Hall Bury St Edmunds	A, D	1, 6	1. Masterplan for Moreton Hall Bury St Edmunds approved 2. Annual net dwelling completions  3. Geography of housing completions	1. Direct measure 2. Policy target  3. Direct measure	1. Annually 2. Annually 3. Annually
BV5 Strategic Site - West Bury St Edmunds	A, D	1, 6	1. Masterplan for West Bury St Edmunds approved  2. Annual net dwelling completions  3. Geography of housing completions	1. Direct measure 2. Policy target 3. Direct measure	1. Annually 2. Annually 3. Annually
BV6 Strategic Site – North East Bury St Edmunds	A, D	1, 6	1. Masterplan for North East Bury St Edmunds approved  2. Annual net dwelling completions  3. Geography of housing completions	1. Direct measure 2. Policy target 3. Direct measure	1. Annually 2. Annually 3. Annually
BV7 Strategic Site – South East Bury St Edmunds	A, D	1, 6	1. Masterplan for South East Bury St Edmunds approved	1. Direct measure	1. Annually

<b>Policy</b>	<b>St Edmundsbury Core Strategy Objective</b>	<b>Bury St Edmunds Vision 2031 Objective</b>	<b>Indicators/Source</b>	<b>Targets</b>	<b>Timescale for reporting. (Responsible Body is St Edmundsbury unless indicated below)</b>
			2. Annual net dwelling completions  3. Geography of housing completions	2. Policy target  3. Direct measure	2. Annually  3. Annually
BV8 Station Hill Development Area - Bury St Edmunds	A, G	1, 2, 4, 6	1. Masterplan for Station Hill Bury St Edmunds approved  2. Annual net dwelling completions  3. Geography of housing completions	1. Direct measure  2. Policy target  3. Direct measure	1. Annually  2. Annually  3. Annually
BV9 Tayfen Road – Bury St Edmunds	A, G	1, 4, 6	1. Annual net dwelling completions  2. Geography of housing completions	1. Policy target  2. Direct measure	1. Annually  2. Annually
BV10 Housing on Brownfield Sites – Bury St Edmunds	A, G	1, 5, 6	1. Annual net dwelling completions  2. Geography of housing completions	1. Policy target  2. Direct measure	1. Annually  2. Annually

<b>Policy</b>	<b>St Edmundsbury Core Strategy Objective</b>	<b>Bury St Edmunds Vision 2031 Objective</b>	<b>Indicators/Source</b>	<b>Targets</b>	<b>Timescale for reporting. (Responsible Body is St Edmundsbury unless indicated below)</b>
BV11 Land at Ram Meadow	A, G, H	1, 5, 6, 7	1. Site Development Brief approved  2. Annual net dwelling completions  3. Geography of housing completions	1. Direct measure  2. Policy target  3. Direct measure	1. Annually  2. Annually  3. Annually
BV12 New and Existing Local Centres and Community Facilities	D, E	3, 4, 7	1. Audit of existing local centre facilities	1. Direct measure	1. Annually
BV13 Strategic Site – Extension to Suffolk Business Park, Moreton Hall, Bury St Edmunds	B, F	2, 3, 7	1. Employment completions	1. Direct measure	1. Annually
BV14 General Employment Areas – Bury St Edmunds	B	2, 6	1. Employment completions	1. Direct measure	1. Annually
BV15 Alternative Business Development Within General Employment Areas	B, D, E	2, 4, 6	1. Number of applications approved for alternative uses on employment land	1. Direct measure	1. Annually
BV16 British Sugar	H	5	1. Development Brief approved	1. Direct	1. Annually



Policy	St Edmundsbury Core Strategy Objective	Bury St Edmunds Vision 2031 Objective	Indicators/Source	Targets	Timescale for reporting. (Responsible Body is St Edmundsbury unless indicated below)
Lagoons			2. Planning approval granted	measure 2. Direct measure	2. Annually
BV17 Bury St Edmunds Retail Park	E, F	4, 7	1. New retail floorspace in the town centre and in out of town locations	1. Direct measure	1. Annually
BV18 On-Site Low Carbon Energy Target	J	8	1. CO2 emissions above 6 kilograms sqm from new dwellings in district heating opportunity areas and in developments with 10 or more dwellings	1. Direct measure	1. Annually
Policy BV19 District Heating Network Opportunity Areas	J	8	1. Number of established district heating networks	1. Direct measure	1. Annually
BV20 Community Infrastructure Levy and Allowable Solutions	J	8	1. Percentage contribution from CIL towards CO2 reduction measures	1. Direct measure	1. Annually
BV21 Land West of Rougham Hill	D, H	4, 5	1. Development Brief approved 2. Planning permission granted	1. Direct measure 2. Direct measure	1. Annually 2. Annually
BV22 Rougham Airfield	D, H	3, 5	No current monitoring	N/A	N/A

<b>Policy</b>	<b>St Edmundsbury Core Strategy Objective</b>	<b>Bury St Edmunds Vision 2031 Objective</b>	<b>Indicators/Source</b>	<b>Targets</b>	<b>Timescale for reporting. (Responsible Body is St Edmundsbury unless indicated below)</b>
BV23 Allotments	D, H	4	1. Loss of allotments where no replacement provision has been provided	1. Direct measure	1. Annually
BV24 West Suffolk Hospital and St Nicholas' Hospice	D	4	No current monitoring	N/A	N/A
BV25 West Suffolk College	D	9	No current monitoring	N/A	N/A
BV26 Safeguarding Educational Establishments	D	4	1. Number of schools and educational establishments where alternative educational or community uses have been approved	1. Direct measure	1. Annually
BV27 Conserving the setting and views from the historic core	D	5	No current monitoring	1. Direct Measure	1. Annually
BV28 Green Infrastructure in Bury St Edmunds	D	5	1. Number of green infrastructure projects implemented  2. Number of planning applications where contributions to green infrastructure are included	1. Direct measure  2. Direct measure	1. Annually  2. Annually
BV29 Bury St Edmunds Town Centre Masterplan	A, B, D, E	1, 2, 4, 5, 6, 7	1. Masterplan approved  2. Number of site development briefs adopted in accordance	1. Direct measure  1. Direct	1. Annually  2. Annually

Policy	St Edmundsbury Core Strategy Objective	Bury St Edmunds Vision 2031 Objective	Indicators/Source	Targets	Timescale for reporting. (Responsible Body is St Edmundsbury unless indicated below)
			with existing or revised Masterplan	Measure	



## **Appendix 6**

### **1. North-west Bury St Edmunds Concept Statement**

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

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

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

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

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

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

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

- a. achieving integration of the development into existing residential areas on Mildenhall Road / Howard estate;
- b. determining the nature of the buffer between the development area and

Fornham All Saints village;

- c. providing direct off road footpath/cycle links to Fornham All Saints.

### **Policy Context**

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

1.7. Core Strategy (December 2010):

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

1.8. Replacement St Edmundsbury Borough Local Plan (2006)

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

1.9. Submission Draft Joint Development Management Policies Local Plan

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

### **Landscape Context**

1.10. The site is located on the north-western edge of Bury St Edmunds, bound by the Mildenhall Road (A1011) to the north east, the village of Fornham All Saints

and Tut Hill (B1106) to the north-west, Bury St Edmunds Golf Club to the south-west and the existing urban edge to the south-east. The village of Fornham All Saints is clearly visible from most parts of the site.

1.11. The site lies on the border of plateau estate farmlands and rolling estate sandlands as defined in the Suffolk Landscape Character Assessment. Characteristics of these areas which are evident in the locality are:

- large scale rectilinear field pattern;
- flat landscape of light loams and sandy soils;
- network of tree belts and coverts.

1.12. The site forms part of the shallow valley of the River Lark, which is located to the north-east. The land rises gently from the north-east frontage to the south west with a plateau in the southern part. A linear covert adjoins the plateau and lines of hedgerow trees indicate former field boundaries. The north-eastern boundary, fronting Mildenhall Road is marked by mature trees predominantly of oak and ash.

### **Constraints and Opportunities**

1.13. The varying topography with subtle ridgelines and valleys, together with the natural landscape features, provide a strong framework to assist in guiding the form of development. This will assist in providing a strong visual structure as well as well as adding benefit through providing the site with green infrastructure opportunities.

1.14. The site has attractive long distance views over arable farmland, with views of key landmarks both within the town and in surrounding villages. However, long views out from the site mean that the site itself, is visible from a wide area with potential to have a significant impact upon the surrounding landscape unless compensatory measures are put in place as part of the development.

1.15. The site is separated from the exiting urban edge of Bury St Edmunds by an established tree belt. This could present difficulties in achieving integration of the new development with the existing and access to local services. New connections will be required for footpath and cycle access, together with a connecting bus route.

1.16. The setting and identity of the village of Fornham All Saints needs to be protected to avoid coalescence with the town. This can be provided through the creation of an effective green buffer, although the nature of that buffer will require careful treatment to ensure a balance between protecting the identity and integrity of the village and establishing a new neighbourhood for the town.

1.17. The construction of the relief road connecting Mildenhall Road to Tut Hill presents opportunities to divert traffic from Fornham All Saints.

### **Community engagement**

1.18. The community consultation carried out by the developer, including stakeholder workshops, were well attended and demonstrated a strong desire to protect the identity and integrity of Fornham All Saints and integrate with the Howard and Mildenhall Estates. Other key issues arising from the consultation include:

- open land between the development and Fornham All Saints should be

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

## **Place making**

1.19. The vision for the growth area is to deliver a fully integrated new community with a strong sense of local identity, a vibrant local centre, an environment that encourages a healthy lifestyle and a sensitive urban edge that respects the setting of Fornham All Saints and the existing adjoining neighbourhoods.

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

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

1.22. Mature trees and tree belts will be retained and provide the opportunity for linear parks, public open space and allotments, informing the layout and creating place making features and movement connections, together with the creation of interconnected habitats to encourage both flora and fauna within the built environment. These areas also provide opportunities for informal play shaping throughout the site.

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



rainwater capture and integrated attenuation systems.

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

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

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

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

1.28. Successful neighbourhoods have a sense of place that helps residents feel a sense of identity. The separation of this site from the existing urban edge of Bury St Edmunds by tree belt, coupled with the size of the site, provides an opportunity for the creation of a variety of distinctive character areas to be created, making it possible for people to recognise different parts of the development and know where they are. This can be assisted through high quality urban design, the use of public art and the creation of high quality public realm. However, there is a need to balance the variety of different parts with a coherence of character for the place as a whole, particularly where the development will be built out in phases.

1.29. The overall density of the development will be higher close to the community hub and lower at the margins of the site, particularly to the south and west. The areas at the extreme margins adjoining the countryside and golf course provide an opportunity to construct homes within a landscape setting.

1.30. Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways which will connect through to the Howard and Mildenhall estates and the town centre. Development of the site also presents opportunities to improve footpath and cycle links to Fornham All Saints. The layout of the site should facilitate bus movement, with a bus link between the site and the Howard estate. Notwithstanding the future of Howard Middle School, opportunities should be fully explored in the preparation of the masterplan, to achieve a bus connection through the site. General vehicular access between the site and the

Howard and Mildenhall estates will not be permitted. The focus will be on encouraging the use of public transport, cycleways and footpaths within the town and reducing dependence on cars. This may require appropriate contributions towards off-site improvements to links with the town centre, upper schools and the allocated hospital site.

1.31. A relief road is required between the A1101 and Tut Hill which will also provide the vehicular access points to the development. The provision of this road will also present opportunities for the introduction of traffic mitigation measures in the village of Fornham All Saints, particularly along Tut Hill. This could take the form of traffic management ranging from traffic calming measures through to an outright ban on through traffic by closure of Tut Hill at one point. The most appropriate solution will be informed through consultation with the local community and the design of the relief road should not preclude any of these options being achieved.

1.32. The green buffer between the development area and the village of Fornham All Saints has a dual role, being the separation between the urban edge of Bury St Edmunds and the village, but also providing a new and important area of open space in a part of the town which has been identified as being deficient in access to parkland (St Edmundsbury annual Parks and Open Space Audit (December 2012)). The masterplan will need to address how this dual role will be best achieved and the measures which will be required to ensure that the relief road does not act as a barrier to access.

1.33. Development in the north eastern part of the site will need to take account of the unrestricted commercial activities contained within the Northern Way Industrial Estate. These have potential to give rise to disturbance and noise. This could be addressed by utilising the adjoining land for recreation purposes incorporating formal play provision or other non-noise sensitive forms of development, including commercial development.

## **Appendix 7**

### **1. Moreton Hall Concept Statement**

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

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

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

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

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

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

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

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

## **Policy Context**

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

1.7. Core Strategy (December 2010):

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

1.8. Replacement St Edmundsbury Borough Local Plan (2006)

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

1.9. Submission Draft Joint Development Management Policies Local Plan

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

## **Landscape Context**

1.10. The site is located on the east side of Bury St Edmunds, bound by the Ipswich to Cambridge railway line to the north and existing residential development to the west. To the south of the site is a large parcel of land extending eastwards, which

is allocated for development as a strategic employment site incorporating the eastern relief Road, which will connect Moreton Hall with the A14 at Junction 45. The site is bisected by Mount Road, (C692) and National Cycle Network route number 51 which connects Bury St Edmunds with the villages of Thurston and Beyton to the east. To the east of the site, south of Mount Road is Rougham airfield, a former WWII airfield, now utilized for open air events and shows and to the north of mount Road is open arable land.

1.11. The site lies within the plateau estate farmlands as defined in the Suffolk Landscape Character Assessment. Characteristics of these areas which are evident in the locality are:

- large scale rectilinear field pattern;
- flat landscape of light loams and sandy soils;
- network of tree belts and coverts.
- former airfields

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

### **Constraints and Opportunities**

1.13. Until such time as the Eastern Relief Road has been provided linking Moreton Hall directly with Junction 45 of the A14 (Rookery crossroads), any development within the site will increase traffic flows onto Junction 44 of the A14 which is already operating at capacity.

1.14. The proximity of Rougham Airfield, which is used as an outdoor entertainment venue for vehicle shows, air displays country shows, music events and farmers markets has an influence on adjacent land uses. This arises not only from potential noise and disturbance, but also from the requirement to avoid development below flight approach paths.

1.15. The open nature of the site on a plateau, with little screening, means that any development has the potential to be visible from a wide area, particularly from the north and east, with potential to have a significant impact upon the surrounding landscape, unless compensatory measures are put in place as part of the development. Those natural landscape features which do exist should be retained and significantly enhanced to provide a strong visual structure as well as adding benefit through providing the site with green infrastructure opportunities.

1.16. The existing built development to the west of the site is provides access to primary school facilities and open space, but is located at some distance from existing community facilities centred around Lawson Place. The existing public house facility within the site provides a focus for the siting of community facilities accessible to both

the existing and proposed development.

### **Community engagement**

1.17. The community consultation events carried out by the developer included two public exhibitions, one held at Rougham and one at Moreton Hall. These identified six issues which were ranked in order as follow:

1. Road congestion;
2. Road infrastructure;
3. Parking;
4. Public Transport;
5. Open space; and
6. Community facilities

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

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

### **Place making**

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

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

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

1.22. Mature trees and the tree belt on the eastern boundary of the site will be retained and extended to provide a screened edge to build development to the east

and north. These should be extended into the development to create place making features and movement connections, together with the creation of interconnected habitats to encourage both flora and fauna within the built environment.

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

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

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

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

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

1.28. The overall density of the development will be higher close to the community hub and lower at the eastern margins of the site. The extreme margins at the eastern part of the site, north of Mount Road provides an opportunity to construct homes within a landscape setting.

1.29. Policy CS11 of the adopted St Edmundsbury Core Strategy identifies the requirement for a secondary school. This could be accommodated to the south of the flight path safeguarding area, north of the football academy, enabling shared use of amenities with the football academy. The area within the flight path safeguarding area would be utilized as school playing field and amenity open space, linking with the open space on the opposite side of Lady Miriam Way to the west.

1.30. Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways, which will connect with the existing system which provides access to the town centre. Links should also be made to development proposed to the north of the railway line. Vehicular access to the secondary school will be provided from the Eastern Relief Road to the east of the football academy, but footpath and cycle access should also be provided direct from

Lady Miriam Way.

1.31. A relief road is required between Moreton Hall (Skyliner Way) and junction 45 of the A14 trunk road (Rookery Crossroads), which will provide access to the football academy and secondary school. The provision of this road will also accommodate existing traffic which currently uses junction 44 of the A14 and Mount Road. The relief road will also provide access to the eastward extension to Suffolk Business Park providing significant employment opportunities.

**INSERT CONCEPT PLAN**



## **Appendix 8**

### **1. West Bury St Edmunds Concept Statement**

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

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

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

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

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

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

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

- a. ensuring the segregation and distinctiveness of Westley is maintained as a

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

## **Policy Context**

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

### 1.7. Core Strategy (December 2010):

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

### 1.8. Replacement St Edmundsbury Borough Local Plan (2006)

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

### 1.9. Submission Draft Joint Development Management Policies Local Plan

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

## **Landscape Context**

1.10. The site is located on the western edge of Bury St Edmunds, bound by Newmarket Road (A1302) and the Ipswich to Cambridge railway line to the north and Westley Road to the south. The eastern side of the site adjoins the western urban edge of Bury St Edmunds (known as the Westley Estate), and the western edge adjoins the village of Westley. Westley village is served by a road which runs in a north south direction adjoining the site, connecting the A1302 and the A14 at junction 42 to the north with Westley Road and Westley Lane to the south which connect with the A143 at Horringer.

1.11. The site lies predominantly within the plateau estate farmlands as defined within the Suffolk Landscape Character Assessment, but is also partly within the undulating estate farmlands at its southern end. Characteristics of these areas are:

- large scale rectilinear field pattern;
- flat landscape of light loams and sandy soils (plateau estate);
- undulating arable landscape (undulating estate); and
- network of tree belts and coverts.

1.12. The northern part of the site is typical of the plateau estate farmland, being a flat landscape containing a rectilinear field pattern with hedges and tree belts. The southern part of the site, however, sits on the edge of the Linnet valley and falls away to the south.

## **Constraints and Opportunities**

1.13. The varying topography together with natural landscape features, provides a strong framework to assist in guiding the form of the development. This will assist in providing a strong visual structure as well as adding benefit through providing the site with green infrastructure opportunities.

1.14. The site has attractive long distance views over arable farmland to the south designated as a Special Landscape Area. However, long views out from the site mean that the site itself, is visible from a wide area with potential to have a significant impact upon the surrounding landscape, unless compensatory measures are put in place as part of the development.

1.15. The site has a continuous open boundary with the urban edge of Bury St Edmunds which should assist in integrating development. However, much of this boundary is formed by the rear gardens of houses fronting Oliver Road and opportunities for access to permeate between the two areas is limited. New connections will be required for footpath and cycle access, but not for vehicular access. An existing footpath and part cycleway adjacent to Westley Middle school has potential for upgrading to a full footpath/cycleway.

1.16. The eastern part of the site is within 400 metres of existing community facilities located at Oliver and Ridley Road.

1.17. The setting and identity of the village of Westley must be protected to avoid coalescence with the town. This can be achieved through the creation of an effective

green buffer.

1.18. The need to reserve a site to accommodate a future sub-regional health campus for West Suffolk requires careful consideration. However, its early identification provides an opportunity to integrate the site with its surroundings through the early provision and establishment of green infrastructure.

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

### **Community engagement**

1.20. The community consultation was carried out by the developer and included a two day public exhibition which identified local assets and issues which were then tested and explored through a workshop session. The key themes which emerged from the exhibition were a desire for a buffer zone to keep Westley separate from Bury St Edmunds, ensuring open space is retained near to Oliver Road and a desire for a mixture of onsite and offsite community facilities. Other key issues arising from the consultation include:

- new and improved bus services to the new neighbourhood and Westley;
- cycleways connecting Westley to Bury St Edmunds;
- the whole local road infrastructure needs improving
- any new relief road must accommodate HGVs;
- significant permanent buffer needed between Westley and new development;
- Westley must retain village status;
- access to the hospital should be from Newmarket Road; and
- HGVs should be restricted from Oliver Road

### **Place making**

1.21. The vision for the growth area is to deliver a sustainable and vibrant new community, set within an attractive environment with a sensitive urban edge which respects the adjoining neighbourhoods and the identity and setting of Westley village.

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

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

sufficient extra numbers to cause any harm to the SPA.

1.24. That part of the site which sits on the plateau above the ridge of the south facing river valley has the greatest impact upon long distance views from the south. This area should be kept clear of built development and offers an opportunity for significant landscape enhancement through the provision of parkland which would reinforce the visual separation between Bury St Edmunds and Westley. The masterplan should fully explore opportunities for varied tree planting in this area in the form of coverts, tree belts and specimen trees. These should be extended into the development to create place making features and movement connections, together with the creation of interconnected habitats to encourage both flora and fauna within the built environment.

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

1.26. In accordance with the principle of walkable communities identified in the Bury St Edmunds Vision 2031, residential development is located within the eastern part of the site within 400m of the existing community facilities located at Oliver Road and Ridley Road. The nearest schools are located in Oliver Road and Greene Road. Although within easy reach of existing facilities, the proposed development will be required to contribute to enhancement of those services to meet the additional demands created.

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

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

1.29. The overall density of development will vary through the development, being lower at the margins of the site and in particular, the south eastern part of the site most prominent from views from the south.

1.30. Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways, which will connect with the existing system at Newmarket Road and Oliver Road which provide access to the town centre. In addition, an enhanced footpath/cycle link should be provided to the village of Westley through the area of parkland/open space.

1.31. Policy CS11 of the adopted Core Strategy requires traffic relief for Westley through the delivery of a relief road to the east of the village in the medium term. This road will connect Newmarket road to the north with Westley lane to the south and will provide direct access to the development. The masterplan will need to address the full nature and route of this road, together with its delivery and appropriate traffic mitigation measures in Westley, ranging from traffic calming, to an

outright ban on through traffic by the closure of Fornham Lane at one point.

1.32. The north west portion of the site is identified for the provision of a Sub-Regional Health Campus. Although this facility is unlikely to be required until the latter part of the plan period, the masterplan will need to address how it will be integrated with the rest of the development site and Westley village. This will include consideration of the landscape infrastructure and its potential for delivery in advance of the health campus. Consideration will also need to be given to a movement strategy for the health campus.

**INSERT CONCEPT PLAN**

## **Appendix 9**

### **1. North-east Bury St Edmunds Concept Statement**

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

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

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

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

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

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

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

- a. preventing coalescence of development with Great Barton;
- b. improving linkages to Moreton Hall and rest of the town;

- c. walkable neighbourhoods;
- d. delivery of services and facilities with the development.

### **Policy Context**

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

#### 1.7. Core Strategy (December 2010):

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

#### 1.8. Replacement St Edmundsbury Borough Local Plan (2006)

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

#### 1.9. Submission Draft Joint Development Management Policies Local Plan

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

### **Landscape Context**

1.10. The site, which is roughly triangular in shape, is located on the north east side of Bury St Edmunds bound to the north west by Bury Road (A143) and to the south by the Ipswich to Cambridge railway line, with the modern development at



Moreton Hall beyond. To the east is the small hamlet of Cattishall.

1.11. The site lies within the plateau estate farmlands as defined in the Suffolk Landscape Character Assessment. Characteristics of these areas which are evident in the locality are:

- large scale rectilinear field pattern;
- flat landscape of light loams and sandy soils;
- network of tree belts and coverts;
- clustered villages with a scattering of farmsteads around them

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

### **Constraints and Opportunities**

1.13. The varying topography, historic and natural landscape features, provide a strong framework to assist in guiding the form of development. This will assist in providing a strong visual structure as well as adding benefit through providing the site with green infrastructure opportunities.

1.14. The site has attractive long distance views over arable farmland, with views of key landmarks both within the town and in surrounding villages. However, long views out from the site mean that the site itself, is visible from a wide area, with potential to have a significant impact upon the surrounding landscape unless compensatory measures are put in place as part of the development.

1.15. The site is separated from the existing urban edge of Bury St Edmunds by the railway line, which provides a physical barrier. This could present difficulties in achieving integration of the new development with the existing, with opportunities for footpath and cycle connection limited. The existing level crossing point at Cattishall and footpath tunnel should be utilised.

1.16. The physical separation created by the railway, offers opportunities for the development to create its own independent character and identity.

1.17. The setting and identity of the village of Great Barton and the hamlet of Cattishall need to be protected to avoid coalescence with the town. This can be provided through the creation of effective green buffers, although the nature of those buffers will require careful treatment to ensure a balance between protecting the identity and integrity of the village and hamlet and establishing a new neighbourhood for the town.

1.18. Development of the site will have an impact upon Junction 43 of the A14 which is operating at capacity and routes into the town centre. Mitigation will be required to address these.

1.19. The development must be capable of accommodating a route for any bypass proposed for Great Barton.

### **Community engagement**

1.20. The community consultation carried out by the developer included three separate well attended drop-in exhibitions and a workshop, designed to test and develop the outcomes of the exhibition/open days. The key ideas and visioning raised from the consultation are as follows:

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

### **Place making**

1.21. The vision for the growth area is to deliver a new community with a village character that is its own identifiable place and yet is well connected to its hinterland.

1.22. It will provide a modern, high quality, sustainable, energy efficient community where development will be informed by the shape of the landscape and the urban form of Bury St Edmunds and surrounding villages, to create a sensitive transition between urban, semi-rural and rural.

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

1.24. Mature trees and tree belts, hedges and the green lane will be retained and provide the opportunity for linear parks, public open space, and allotments, informing the layout and creating place making features and movement connections, together with the creation of interconnected habitats to encourage both flora and fauna within

the built development. These areas will also provide opportunities for informal play shaping throughout the site.

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

1.26. In accordance with the principle of walkable communities identified in Bury St Edmunds Vision 2031, a community hub is identified. This should provide a focus for the new community and activities such as shops, community facilities, primary school and healthcare facilities. It would also provide the location for any employment uses. The design of the community hub should allow flexibility of use and help engender community interaction and strong sense of place.

1.27. In addition to the community hub identified above, the south eastern part of the site falls within walking distance of the proposed community hub for Moreton Hall identified in the Moreton Hall Concept Statement. Opportunities should be fully exploited to provide pedestrian and cycle links to that proposed facility.

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

1.29. In order to achieve a balanced community, the new neighbourhoods will provide a mix of housing types and sizes, including affordable housing (30%), general market housing and executive housing. Provision also needs to be made to meet the accommodation needs of the older generation. The masterplan should make provision for self build properties and opportunities for community build projects should be explored.

1.30. Successful neighbourhoods have a sense of place that helps residents feel a sense of identity. The separation of this site from the existing urban edge of Bury St Edmunds by the railway line and the size of the site, provides an opportunity for the creation of a variety of distinctive character areas to be created making it possible for people to recognise different parts of the development and know where they are. This can be assisted through high quality urban design, the use of public art and the creation of high quality public realm. However, there is a need to balance the variety of different parts with a coherence of character for the place as a whole, particularly where the development will be built out in phases.

1.31. The overall density of the site will vary, with lower density development towards the margins of the site, particularly to the east. The areas at the extreme margins of the site to the north adjoining the buffer zone and to the east closest to Cattishall provide an opportunity to construct homes within a landscape setting. Existing landscape features including field boundaries, the green lane, and coverts will be retained and utilised to inform the shape of the development and develop a sense of place.

1.32. Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways which will connect

through to the proposed secondary school at Moreton Hall and connect with the footpath and cycle network including national Cycle Network routes 13 and 51 to the town centre. Development of the site also presents opportunities to improve footpath and cycle links to Great Barton. The layout of the site should facilitate bus movement and accessibility. The focus will be on encouraging the use of public transport, cycleways and footpaths within the town and reducing the dependence on cars.

1.33. All vehicular access points will be from the A143 connected via a spine road which will allow circulatory access for cars and buses. This spine road will provide access to the community hub and a connected network of streets.

1.34. The green buffer between the development area, the village of Great Barton and the hamlet of Cattishall will serve a dual role, being the separation between the urban edge of Bury St Edmunds and the village/hamlet, but also providing a new and important area of open space. The masterplan will need to address how this dual role will be best achieved and provide details of its delivery at an early stage.

**INSERT CONCEPT PLAN**

## **Appendix 10**

### **1. South-east Bury St Edmunds Concept Statement**

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

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

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

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

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

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

1.5. The Core Strategy neither defined the boundary, nor the extent of the site, which has been achieved in the preparation of this Concept Statement and the draft Bury St

Edmunds Vision 2031 local plan document. In doing so, careful regard has been paid especially to:

- a. An overall neighbourhood of approximately 1250 new homes.
- b. Defining two distinct walkable neighbourhoods connected by a public green.
- c. A relief road which addresses congestion along A1302 / A134 (Rougham Road / Sicklesmere Road) and provides a strategic link into the new development.
- d. A generous public central green which functions as a neighbourhood centre whilst enhancing visual access to the landscape.
- e. A primary school with adjacent playing fields at the back of the block.
- f. A landscape-led plan with aspirations for drawing the surrounding landscape into the masterplan and creating an amenity for local people.
- g. Walkable neighbourhoods which consist of recognisable streets and paths throughout the development and which connect strategically to the town centre and out into the surrounding countryside.
- h. A mixed use community with a mix of retail, employment and community facilities.
- i. A footpath and cycle route along the river corridor straight to the town centre and links to the existing pedestrian and cycle network into the surrounding countryside.
- j. Creating newly located garden allotments and food producing spaces.
- k. Sports fields and playing fields making use of the flood plains.
- l. Making use of the River Lark by providing access and a local amenity.
- m. Relocation of the large lorry park.
- n. Currently the household recycling site is not seen as contributing negatively to the site and is not proposed to be removed in the early stages.
- o. Two new bus stops and a new bus route through both neighbourhoods.
- p. Travel planning developed in order to encourage other non-car modes of transportation.
- q. Creating the potential for links to the eastern side of Moreton Hall and the business park, avoiding the A14 junction.
- r. Creating a green buffer to the south of the site in order to prevent further housing expansion into the special landscape ribbon thereby discourages sprawl.
- s. Incorporating flood attenuation south-east of the disused railway line.

### Policy Context

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

#### 1.7. Core Strategy (December 2010):

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

#### 1.8. Replacement St Edmundsbury Borough Local Plan (2006)

- Policy DS4 – Masterplans

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

#### 1.9. Submission Draft Joint Development Management Policies Local Plan

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

### **Landscape Context**

1.10. The area which comprises two distinct parcels of land, is located on the south eastern side of Bury St Edmunds broadly between Sicklesmere Road (A134) to the south west and the A14 to the north east. The northern boundary is formed by Rougham Hill and Rushbrooke Lane, which includes a number of properties runs through the centre of the site.

1.11. The site lies within the plateau estate farmlands as defined in the Suffolk Landscape Character Assessment. Characteristics of these areas which are evident in the locality are:

- flat landscape of light loams and sandy soils;
- large scale rectilinear field pattern;
- network of tree belts and coverts
- 18<sup>th</sup> – 19<sup>th</sup> & 20<sup>th</sup> century landscape parks

1.12. The site forms part of the shallow valley of the River Lark, which both crosses the site and forms part of the northern and southern boundaries of each of the two parcels of land. The northern area rises gently to the north east from the river with established hedgerows. Beyond the site to the east are significant tree belts and coverts. The southern portion of the site is separated from the northern area by the

river and an embankment carrying a former railway. This area includes flood plains along its northern edge, with wetland vegetation and habitats. To the south of this, the land is formed by a single large open arable field.

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

### **Constraints and Opportunities**

1.14. The varying topography with the river and valley, together with natural and man-made landscape features, provides a strong framework to assist in guiding the form of development. This will assist in providing a strong visual structure as well as adding benefit through providing the site and the land beyond, with green infrastructure opportunities.

1.15. The site has long distance views over arable farmland and parkland to the south. This area, which extends into the site is designated as a Special Landscape Area. However, long views out from the site mean that the site itself, is visible from a wide area with potential to have a significant impact upon the surrounding landscape, unless compensatory measures are put in place as part of the development.

1.16. The northern part of the northern portion of the site, has views towards the historic core of Bury St Edmunds across open meadows, with the cathedral forming a focal point. This provides a strong link with the urban fabric of Bury St Edmunds.

1.17. The site is separated from the existing urban edge of Bury St Edmunds by the river. Although this could present difficulties in achieving integration with existing communities, the river could provide an opportunity to create footpath and cycle links through the site and connecting with the town and the countryside beyond.

1.18. The area around Rougham Hill includes a household waste recycling centre and a lorry park. The lorry park is located within the boundaries of the site. The integration of the household waste site will require careful consideration and a suitable new location will be required for the lorry park.

1.19. The high voltage electricity cables which cross the site currently detract from the appearance and character of the landscape. The relocation of these cables underground would result in a significant improvement to the locality.

1.20. The site is located at the furthest point from the waste water treatment works located at Fornham St Martin. The existing sewerage network through the centre of Bury St Edmunds will not accommodate significant additional flows. Alternative sewage network provision will be required to link the site with the treatment works.

1.21. A relief road is required between Rougham Road to the north and Sicklesmere Road to the south. The purpose of this road is not intended to bypass the existing roads, but to provide an alternative relief route for traffic wishing to access the A14 from the A134, which currently converges on Southgate Green roundabout, sharing the route with traffic wishing to access Bury St Edmunds, the West Suffolk Hospital and the A143 to Haverhill.



## **Community engagement**

1.22. The community consultation events were carried out by The Prince's Foundation for the Built Environment on behalf of the developers which included two public meetings which included facilitated exercises to identify and map positive and negative issues and opportunities. This was followed by two Enquiry by Design Workshops. These identified five key issues as follows:

- landscape and ecology;
- transport and movement;
- employment;
- community facilities; and
- development and design.

1.23. Detailed consideration was given to a range of issues arising under each of the above headings.

## **Place making**

1.24. The vision for the growth area is to create an attractive, cohesive and well-balanced community that is influenced by the surrounding high quality natural environment, which sits sympathetically around the existing properties on Rushbrooke Lane.

1.25. It will provide a modern, high quality, sustainable, energy efficient community where development will be informed by the shape of the landscape and the urban form of Bury St Edmunds, and provide an attractive urban extension to the town.

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

1.27. Mature trees and tree belts will be retained and provide the opportunity for linear parks, public open space and allotments, informing the layout and creating place making features and movement connections, together with the creation of interconnected habitats to encourage both flora and fauna within the built environment. These areas also provide opportunities for informal play shaping throughout the site.

1.28. The existence of the river through the site should be capitalised on to provide a continuous riverside walk, providing a green corridor linking a series of open spaces, tree belts and plantations, with potential to enhance the biodiversity of the

area. These open spaces should link in with existing open space and river corridor beyond the site, in accordance with the Green Infrastructure Strategy.

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

1.30. In accordance with the principle of walkable communities identified in Bury St Edmunds Vision 2031, a community hub is identified. This should provide a focus for the new community and activities such as shops, community facilities, primary school and healthcare facilities. It would also provide a focus for any employment uses. The design of the community hub should allow flexibility of use and help engender community interaction and strong sense of place. Given the distances involved, a second hub may need to be considered, supported by further employment opportunities towards the southern end of the site.

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

1.32. In order to achieve a balanced community, the new neighbourhoods will provide a mix of housing types and sizes, including affordable housing (30%), general market housing and executive housing. Provision also needs to be made to meet the accommodation needs of the older generation. The masterplan should make provision for self build properties and opportunities for community build projects should be explored together with opportunities for Gypsy and Traveller accommodation should a need be identified at the time of the development.

1.33. Successful neighbourhoods have a sense of place that helps residents feel a sense of identity. The separation of this site from the existing urban edge of Bury St Edmunds by the river, but close affinity with the historic core through visual and footpath links, coupled with the size of the site, provides an opportunity for the creation of a variety of distinctive character areas to be created, making it possible for people to recognise different parts of the development and know where they are. This can be assisted through high quality urban design, the use of public art and the creation of high quality public realm. However, there is a need to balance the variety of different parts with a coherence of character for the place as a whole, particularly where the development will be built out in phases.

1.34. The overall density of the site will be higher close to the community hub(s) and lower at the margins of the site, particularly to the east and west. The area at the extreme margin to the north at the highest part of the site provides an opportunity to construct homes within a landscape setting.

1.35. Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways, which will connect through to the town centre. Opportunities to provide a footpath/cycleway link to the existing bridleway crossing of the A14 to Suffolk Business Park should be fully explored, to provide a direct connection to the proposed secondary school at Moreton Hall. This could also serve to provide improved cycle links to the village of Rougham.

The layout of the site should facilitate bus movement and accessibility. The focus will be on encouraging the use of public transport, cycleways and footpaths within the town and reducing dependence on cars. This may require appropriate contributions towards off-site improvements to improving the links identified above.

1.36. The principal vehicular access points will be from the Rougham Road to the north and Sicklesmere Road to the south, connected via a spine road which will allow access for cars and buses. This spine road may double as the relief road and will provide access to the community hubs and connected network of streets. That part of Rushbrooke Lane serving the existing properties will be retained and by-passed by the spine road.

1.37. The proximity of Nowton Park to the south west of the site will provide access to a significant informal parkland recreation facility. However, provision will be required for sports fields and recreation facilities within the site, which could be sited within the flood plain accessible from the community hub.

**INSERT CONCEPT PLAN**

## Appendix 5

### 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 Tut Hill (B1106) to the north-west, Bury St Edmunds Golf Club to the south-west and the existing urban edge to the south-east. The village of Fornham All Saints is clearly visible from 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 All Saints 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 an 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 estates 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.

## Appendix 6

### 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 3 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.~~

## Appendix 7

### 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

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 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

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.

## Appendix 8

### 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](http://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”.

Concept Option 3

(preferred 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.

## Appendix 9

### 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 land south of Rushbrooke Lane and reaches a large catchment. The local centre is focused 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 (Rougham Road / Sicklesmere Road) and provides a strategic link into the new development.  
A generous public central green which functions as a neighbourhood centre whilst enhancing visual access to the landscape.  
A primary school with adjacent playing fields at the back of the block.  
A landscape-led plan with aspirations for drawing the surrounding landscape into the masterplan and creating an amenity for 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.  
Sports fields 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.