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Consultation and Submission

Provided as a supplement to Report number: COU/WS/23/021 'West Suffolk Local Plan Publication (Regulation 19) Consultation and Submission' is the following:

Appendix A: West Suffolk Local Plan Submission 2024

This document is provided in electronic form only. Paper copies are however, available upon request.

Yours sincerely

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West Suffolk
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West Suffolk Local Plan Submission 2024

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1. Introduction

- 1.1. This is the local plan for West Suffolk. It contains planning policies and allocations for the growth of West Suffolk over the plan period of 2023 to 2040.

Why do we need a local plan

- 1.2. The local plan is vital to shape where we live, work, shop and play. It helps meet housing needs, so communities have somewhere to live, the right type of homes are built in the right places and so they are adaptable to support people's changing health needs as they get older. It is key to ensuring land is allocated for different types of businesses, supporting their ambitions and enabling job creation. A local plan also plays a crucial role in ensuring community uses such as shops, public services and leisure uses are in the right places. Whilst facilitating the management of development the local plan protects and enhances what is good and special about West Suffolk including its heritage, neighbourhood character, sense of community and our valued natural environment.

The West Suffolk Local Plan 2040: background, process and accompanying documents

- 1.3. The preparation of this plan has involved various stages of consultation and engagement with residents, businesses and communities across and outside the district.
- 1.4. This is the draft West Suffolk Local Plan that will be submitted to the national planning inspectorate for examination together with responses to this consultation.
- 1.5. The local plan contains the councils spatial and land use vision, objectives and spatial strategy for West Suffolk with the policies and allocations to support their delivery. It identifies where development will take place and how places within the district will evolve through the application of good place making principles to guide and shape development.
- 1.6. Policies in the plan set out how West Suffolk aims to deliver housing, employment, retail, community, cultural and leisure activities and protect and enhance the environment. There is a focus on meeting the needs of our communities through the delivery of affordable homes, the climate emergency, health and well-being, green infrastructure and protection of the environment.
- 1.7. When adopted, the West Suffolk Local Plan (WSLP) will replace all existing development plan documents except for neighbourhood plans that have been made. [Neighbourhood plans](#) and their stage of development are listed with links on the councils website. The development plan documents that will be replaced by the WSLP are listed in appendix A.

The plan making process

- 1.8. The local development scheme sets out all the steps in the process of preparing a local plan with a timeline and milestones. The timeline is a live document and as such was kept up to date and changed during the preparation of this plan. This submission draft is West Suffolk's final version published in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). It is the third consultation in the plan preparation process:
- Issues and options – consulted on from October to December 2020.
 - **Preferred options – consulted on from 26 May to 26 July 2022.**
 - Submission draft local plan – this is the document now being consulted on.
- 1.9. Views and comments were submitted at both the two previous stages of the plans preparation. All responses to the preferred options consultation can be viewed on the [planning policy online consultation portal](#). These helped inform the preparation of this submission draft of the plan.
- 1.10. Responses to this final submission draft will be sent with this document and the evidence used to draft the plan to be examined by an independent inspector appointed by the Secretary of State.

Duty to cooperate

- 1.11. The duty to cooperate, as set out in the National Planning Policy Framework places a legal duty upon local authorities to work closely with neighbouring authorities in relation to strategic cross boundary planning matters, and other relevant bodies. To inform the preparation of this plan, the council has worked closely with neighbouring authorities. A statement setting out how the council has addressed the duty to cooperate forms part of the local plan evidence base.

Sustainability appraisal and habitats regulations (screening) assessment

- 1.12. A sustainability appraisal (SA) is a legal requirement and accompanies each stage of the local plan. This continuous appraisal process helps ensure this plan is in line with the aims of sustainable development. This is summarised in the National Planning Policy Framework as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'.
- 1.13. A sustainability appraisal scoping report was prepared for the issues and options draft of the local plan. This provided baseline evidence and the context to identify the key issues for growth and development in West Suffolk. The preferred options draft of the local plan (2022) was accompanied by an updated SA which identified and evaluated the likely significant economic, social and environmental impacts of implementing that draft of the plan and reasonable alternatives.
- 1.14. A habitats regulations assessment (HRA) is required in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) in order

to ensure that the plan does not adversely affect any European designated wildlife sites alone or in-combination with other plans and projects. A HRA screening was prepared for the issues and options draft of the local plan. This document identified any linking pathways present between a European site and the growth options in the local plan where 'likely significant effects' could not be screened out.

- 1.15. This submission draft of the West Suffolk Local Plan is also accompanied by an updated sustainability appraisal and habitats regulations assessment.

Policies map

- 1.16. A policies map accompanying this plan shows all the relevant policy designations and site allocations. This map can be viewed in greater detail on the council's interactive mapping system [Find my nearest](#). To use the system, select the 'My Maps' tab then enter a location or post code for the area of interest and select 'Local Plan – West Suffolk' under the map categories. From here you can select the categories relating to the policies, allocations and constraints in this document.

National Guidance

- 1.17. The local plan has been prepared within the context of a hierarchical framework of planning legislation and policy for England. At the top of the hierarchy are a number of planning related Acts of Parliament and Statutory Instruments: the National Planning Policy Framework (NPPF, 2021) which sets out Government's planning policies for England and how these should be applied, and the National Planning Practice Guidance (NPPG). Local authorities must take the NPPF into account when preparing local plans; this means in practical terms that the council should follow national policy unless there is local evidence and circumstances that would justify a different approach.
- 1.18. The NPPF was revised and updated in July 2021 between the first issues and options stage of the plan and the preferred options consultation, and again in September 2023. Some of the key changes in 2021 included increased emphasis on placemaking and creating beauty, climate change mitigation and adaptation, plus a requirement to deliver biodiversity net gain on all new developments. The changes in 2023 update policy on planning for onshore wind development in England. These changes are reflected in this submission draft of the plan.

How to read this document

- 1.19. The local plan should be read as a whole. Development proposals will be decided against all relevant policies. The local plan contains both strategic and local policies as well as strategic and local site allocations. Both policy types are of equal importance in decision making.
- 1.20. **Strategic policies** are those that address West Suffolk's priorities for the development and use of land in the district, are essential to delivering the overarching strategy of the plan and which are often relevant to cross boundary issues. The strategic policies have the prefix SP. Neighbourhood plans should accord with these policies in their preparation.

- 1.21. **Local policies** are normally focussed on development management issues relevant to specific types of development proposals. These policies include design and sustainable construction principles, employment and town centres, conserving and enhancing the natural and historic environment, open space and green and blue infrastructure provision, site allocations, and other locally important matters that are used in the determination of planning applications. The non-strategic local policies have the prefix LP.
- 1.22. **Strategic site allocation policies** are the large sites of at least 500 homes, large employment or mixed-use allocations located in the towns of Bury St Edmunds, Mildenhall, Newmarket and Haverhill and some key service centres. These are listed before the local site allocations in the relevant section.
- 1.23. **Non-strategic site allocation policies** are small to medium size sites in towns, key service centres, local service centres and type A villages ranging in size from 10 to 15 homes in the type A villages to 375 homes and a primary school in a key service centre.

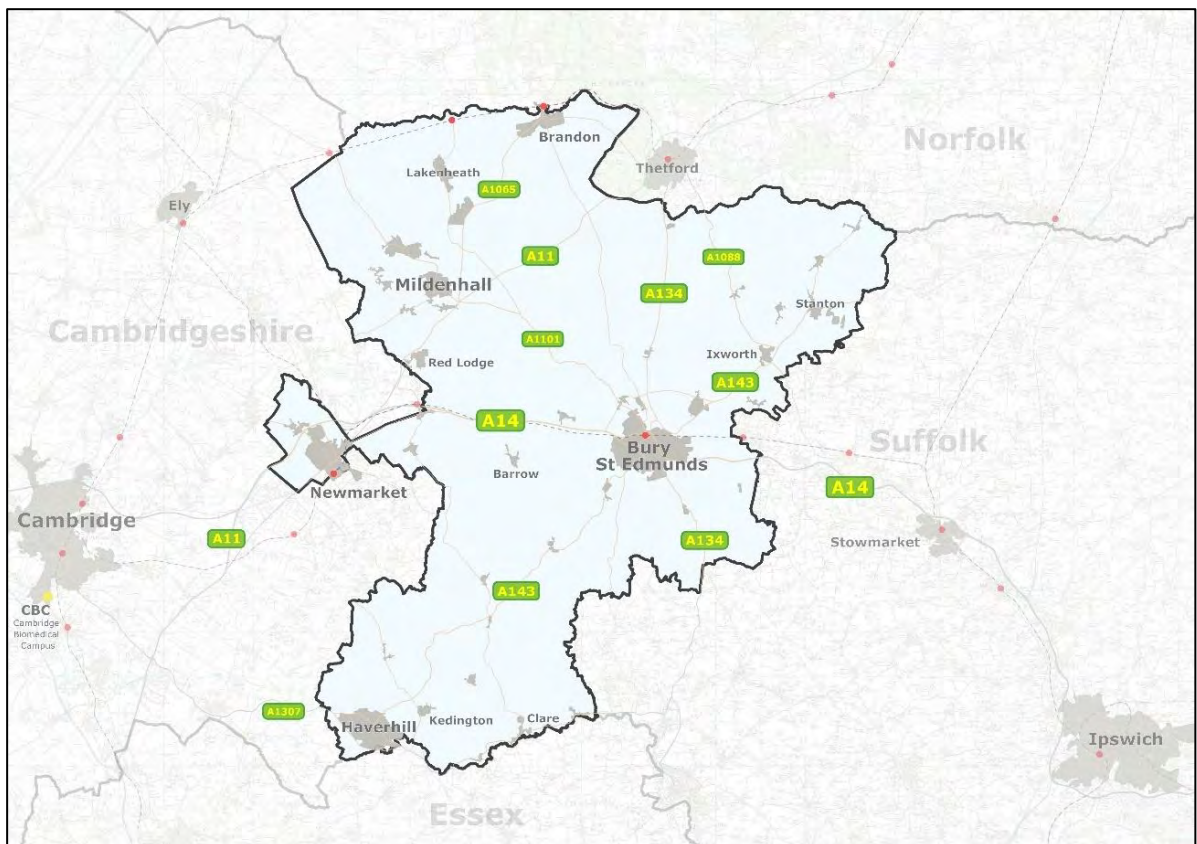
West Suffolk profile

- 1.24. There are many factors that influence and inform how the plan has developed. The geography, history, environment, and local economy provide the context and starting point for the plan, and the evidence needed to support the policies. Some of these factors provide opportunities for growth and development, while others are constraints on growth. The availability and capacity of infrastructure and services also need to be considered and included in planning for growth. This section sets out some of this background.

The local context

- 1.25. West Suffolk shares a boundary with three counties – Essex to the south, Cambridgeshire to the west and Norfolk to the north. To the east are two of the four other district authorities in Suffolk, Mid Suffolk and Babergh councils.
- 1.26. Two important strategic routes run through the district, the A14 from Felixstowe to the West Midlands and the A11 connecting the M11 from London and Stansted airport to Norwich. West Suffolk is in the Cambridge housing market area, and in terms of economic development is part of the Cambridge sub-region.
- 1.27. West Suffolk is a predominantly rural district with six towns (including Clare, the smallest town in Suffolk), and villages ranging from the larger ones like Ixworth with local shops and facilities, to smaller villages and hamlets with few or no local shops or services. The 2021 Census shows that distribution of the population is: Bury St Edmunds 23.2 per cent, Haverhill 14.7 per cent, Newmarket 9.3 per cent, Brandon 5.4 per cent, Mildenhall 4.9 per cent, and villages and outlying areas 42.5 per cent.
- 1.28. Bury St Edmunds, the largest settlement in West Suffolk, is a historic town attracting local people and visitors to its market, the abbey ruins, cathedral, Georgian architecture, shops, leisure and cultural facilities.

- 1.29. Newmarket is known as the 'home of horseracing'. It has more racehorses, trainers, stable staff, stud farms and racing organisations in and around the town than anywhere else in the world. Racing accounts for a significant number of local jobs.
- 1.30. Mildenhall and Brandon are towns with attractive historic core areas, and both are set in the Breckland Special Protection Area. Mildenhall's northern and eastern borders comprise woodland. Brandon's northern boundary is the Little Ouse River which forms Suffolk's boundary with Norfolk, and the town is bordered by forest and woodland in an arc from the south-west to the north-east. Haverhill's historic core occupies the valley bottom of a tributary of the River Stour and is close to the Suffolk county boundary with Essex (to the south-west) and Cambridgeshire (to the west). Bury St Edmunds, Haverhill and Mildenhall were all part of the 1960s and 1970s Greater London Council's expansion programme.
- 1.31. West Suffolk has a thriving, diverse economy, embracing a number of business sectors. These include tourism, food and drink, life sciences and advanced manufacturing, and businesses trading with the two major United States Air Force bases in West Suffolk.
- 1.32. Although many of West Suffolk's residents benefit from a good quality of life some areas have suffered more than others from the impact of the economic downturn. Others are facing issues such as: rural isolation, a lack of skills or qualifications amongst young people, an ageing population with some in need of more specialist housing or care, poverty, or health deprivation.



Population

- 1.33. The population of West Suffolk at the 2021 Census was 179,946, up 5.3 per cent from 2011. Almost 21 per cent of the population of West Suffolk in 2021 was aged 65 and over compared with 18.41 per cent of the population in England.
- 1.34. While the population grew by just over five per cent between 2011 and 2021 the number of households grew by 10.6 per cent compared with 6.2 per cent in England. This reflects the rising number of people living alone or requiring one or more two bedroom accommodation. Both the cost of buying and the average rent of a home is higher in West Suffolk than in England. In the two years from April 2020 to March 2022 the rate of homelessness was higher in West Suffolk than in England (7.49 per 1,000 households and 6.06 per 1,000 respectively).
- 1.35. The percentage of people who consider themselves to be in very good health in West Suffolk in 2021 was 47.7 per cent compared with 48.5 per cent of the population of England.
- 1.36. The Suffolk Observatory website contains local data at district and borough council ward level as well as census information. The [ward profiles for West Suffolk](#) show the latest population estimates and projections for each ward in the district. The statistics and graphics illustrate the diverse population and economic and social makeup of the district. For example, the presence of United States military personnel and their families means that the Lakenheath Ward profile is very different to the profile for the Moreton Hall Ward. Rural and urban wards also show differences such as in the numbers of retired people, educational attainment, housing tenure, fuel poverty and levels of health.

The natural and historic environment

Landscape, ecology and biodiversity

- 1.37. West Suffolk is characterised by largely rural but diverse and locally distinct landscapes that include The Fens and the Brecks in the north, chalklands to the west around Newmarket and in the central and southern parts of the district gently undulating clayland landscapes. Trees, woodlands and hedgerows are essential components of the landscape, enhancing visual amenity, the quality of the environment and providing habitats for a range of wildlife.
- 1.38. Within the district and immediately adjacent there are several internationally, nationally and locally important sites including Ramsar sites, special protection areas, special areas of conservation, sites of special scientific interest, geological sites of special scientific interest and national nature reserves. There are also locally designated sites, including county wildlife sites and county geodiversity sites. The main purpose of these sites is to protect species of ground nesting and other birds and irreplaceable heath and grassland habitats, and sites of geological interest from the human impact of development.

Our built heritage and historic environment

- 1.39. The built heritage of West Suffolk is the structures and places designed and made by people such as the abbey ruins in Bury St Edmunds, the unique stable yards and buildings associated with horse racing in Newmarket and the pretty

village centres with plastered and rendered or flint cottages and medieval churches. West Suffolk has more than 3,500 listed buildings and structures, but the historic environment is more than buildings. The settings of buildings, the green 'gaps' around buildings, and the individual characteristics of historic areas as part of or together with the nearly 50 conservation areas make West Suffolk a special and cherished place for many residents and visitors.

Infrastructure and services

- 1.40. One of the three overarching objectives of achieving sustainable development set out in the National Planning Policy Framework is an economic objective – this is described as 'to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure'.
- 1.41. The presumption in favour of sustainable development says that for plan-making this means that 'a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects'.
- 1.42. West Suffolk Council has engaged with infrastructure and service providers at local and sub-regional level from the earliest stage of preparation of this plan and with their help, we have produced an accompanying infrastructure development plan (IDP). The IDP aims to align infrastructure needs with the amount and pace of growth planned for the district up to the year 2040 and will be regularly updated.
- 1.43. Specific local and site-specific infrastructure needs that have been identified through the plan-making process are set out in the site allocation policies. Together with the IDP and the [Suffolk Section 106 Developers Guide to Infrastructure Contributions](#) (including the [update on developer contribution costs for early years and education August 2023](#)) this will give developers clear guidance on contributions expected from development and may include the need to phase developments to allow time for the capacity of infrastructure to be improved or expanded to keep pace with the amount of growth anticipated.

Structure of the plan

- 1.44. There are three types of policy in this document which together comprise the local plan. They are of equal importance and work together, and the plan should be read as a whole.

Strategic policies

- 1.45. West Suffolk's strategic policies are grouped and set out in nine sections. They are followed by the relevant local development management policies.
- 1.46. The climate and environment emergency, health and well-being and design, form a suite of policies that purposely overlap and interweave. This group of

policies is followed by the natural environment strategic and local policies as elements of these are vital for health and wellbeing and in delivering climate change mitigation and adaptation.

- 1.47. The spatial strategy sets the broad strategy for managing development in the district to 2040, reflecting the overall vision and strategic objectives of the plan. This policy includes a settlement hierarchy reflecting the sustainability of settlements in terms of the availability of services and facilities and access to sustainable modes of transport. This is followed by local development management policies, including a review of settlement boundaries, and economic growth and development policies.
- 1.48. Housing and communities is followed by sections on the economy and the horse racing industry, the built and historic environment, infrastructure, and special operational uses.

Local development management policies

- 1.49. Local development management policies are mostly grouped with a strategic policy, although there some exceptions to this including the horse racing industry policies which address unique local issues. Local development management policies will be used in day-to-day planning decisions along with strategic policies.

Site allocations

- 1.50. The site allocations in this plan are identified as strategic or non-strategic. The strategic sites are larger sites which help address the council's strategic priorities and housing and employment needs. The non-strategic sites are smaller sites across the district in towns and villages that meet local housing, employment, and community need.
- 1.51. The location of the site allocations follows the principles set out in the spatial strategy (policy SP9), in that development is directed to the most sustainable locations to ensure that sites meet future local needs.
- 1.52. The level of development proposed is influenced by the overall housing requirement and the spatial strategy. The distribution of development across the district takes into account existing environmental and physical constraints as well as the overall capacity for growth in the settlement. Appendix B sets out a schedule of all the strategic and non-strategic, employment, mixed-use and residential site allocations in the plan.
- 1.53. A range of sources have informed the selection of sites allocated in this plan. These include the West Suffolk Strategic Housing and Economic Land Availability Assessment, responses to the issues and options (2020) and preferred options (2022) consultations on the local plan, site visits, evidence base studies, and dialogue with infrastructure and service providers.

Omission sites

- 1.54. As a result of comments received during the two previous consultations held in 2020 and 2022, and further evidence base work, many sites were discounted

and are not allocated in this plan. These sites are referred to as 'omission sites' and are set out in the West Suffolk Omission Sites document (2023) alongside a brief explanation setting out why they have not been selected for allocation.

Settlement boundary review

- 1.55. The settlement boundaries of all settlements have been re-assessed. Settlement boundaries are shown on the policies map with the West Suffolk Settlement Boundary Review report (2023) indicating all changes made and the reasons for the changes.

Gypsy and Traveller sites

- 1.56. The council has a legal duty to consider the specific housing needs of Gypsies and Travellers. To plan positively and evidence the permanent and transit site accommodation needs of Gypsies and Travellers a revised West Suffolk Gypsy and Traveller Accommodation Needs Assessment has been produced which informs this plan.

Monitoring and implementation

- 1.57. The West Suffolk Local Plan is a plan for a geographically, environmentally, socially and economically diverse area. The plan contains new policies, some of which cover new and fast-moving areas of planning policy. It will be important to check and review progress with how successfully the policies are being implemented. The plan will need to be reviewed within five years of adoption, so it will be important to gather evidence of where policies are working or where changes need to be made.
- 1.58. All local authorities publish authority monitoring reports that set out information required by Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Localism Act 2011 changed the focus for these reports to monitor activities set out in the regulations and indicators that are relevant to local priorities. West Suffolk Council will continue to report on the housing, economic and development policies in the local plan through the authority monitoring report. This monitoring report will indicate when a local plan review is required and, in these circumstances, the relevant policies will be updated accordingly.
- 1.59. In accordance with national planning policy and relevant regulations, the council will also review policies within this plan to assess whether or not they need updating at least every five years. The first review will be completed no later than five years from the adoption date of the local plan.

2. Vision for West Suffolk

- 2.1. The vision for West Suffolk underpins the local plan. The vision is a statement of ambition setting out what changes and developments the policies within the local plan should seek to achieve in the area by 2040.
- 2.2. The issues and options draft used the adopted council vision (as set out in the [West Suffolk Council Strategic Framework 2020-2024](#)) as a base for a vision for the local plan to 2040. This was further developed using responses to the issues and options and preferred options draft consultations.

The local plan vision for West Suffolk 2040

By 2040 we will have ensured a variety of well-designed new homes have been delivered in appropriate locations that meet the needs of our residents. Businesses and our diverse rural economy will have had the opportunity to grow and prosper. All new development will have been designed to respect, protect and enhance the natural environment and adapt to and mitigate for climate change and have achieved net zero carbon emissions in construction, energy sources and future use.

All our settlements from towns to rural villages will be places where families and communities can live safe and healthy lives with infrastructure to be provided to accompany growth, particularly in respect of transport including highway improvements, providing pedestrian and cycling routes, social infrastructure and access to blue and green infrastructure.

The special quality, character and heritage of our West Suffolk built and natural environment, and its historic assets will have been protected and enhanced.

3. Strategic objectives

- 3.1. The strategic objectives of the plan evolved from the issues and options stage of the plan to the preferred options consultation stage where the strategic issues and objectives were combined. Responses to that consultation have been considered and the strategic objectives reviewed and revised.
- 3.2. Our strategic objectives will drive delivery of the spatial strategy and implementation of policies that will plan for and manage growth and development in West Suffolk to 2040.

Our strategic objectives

Climate change mitigation and adaption

SO1 Ensure West Suffolk is equipped to reduce its greenhouse gas emissions and impact on climate change by providing opportunities for sustainable travel, low-carbon and carbon zero buildings, encouraging and using renewable and low carbon energy generation, and by ensuring new development includes built in resilience and adapts to the impacts of climate change.

SO2 Avoid building in areas of greatest flood risk and manage future flood risk through improving resilience and by implementing innovative planning and integrated water management techniques.

Business and the local economy

SO3 Support the local economy of West Suffolk by ensuring an appropriate supply of land is available to accommodate a range of businesses and start-ups as well as allowing existing businesses to continue to operate and grow.

SO4 Ensure adequate infrastructure is provided to support new growth to ensure communities are both physically and digitally well connected.

SO5 Support the growth of the visitor economy across West Suffolk while recognising the importance of protecting the heritage, character and beauty of the area.

SO6 Support Newmarket as the international home of horse racing and global centre for thoroughbred training for the significant role the industry plays in West Suffolk as an important economic contributor and employer and for its social and cultural influence on the town and the unique character of the built and natural environment.

Homes

SO7 Support a range of house types and tenures designed to be inclusive to meet the changing needs of people of different ages and abilities so that it reflects the needs of communities.

SO8 Create safe, cohesive, inclusive and accessible places by focusing homes in sustainable locations where people can readily access jobs and facilities.

SO9 Promote high quality design and the use of sustainable building materials and techniques to create more distinctive, healthy and sustainable neighbourhoods which integrate with their surroundings.

Rural areas

SO10 Support agriculture, farm diversification, estate management and rural tourism that will sustain the function and character of the countryside and its communities.

SO11 Sustain and support the rural areas through the safeguarding of local centres and services and by encouraging rural diversification and the growth of the agricultural sector.

SO12 Meet the housing needs of rural areas appropriate to the requirements of individual settlements.

Environment

SO13 Conserve, enhance and protect the character, quality and appearance of the natural and historic environment and distinct landscapes.

SO14 Promote the sustainable use of natural resources.

SO15 Seek opportunities to increase the provision and biodiversity of high-quality multi-use green spaces and corridors by achieving biodiversity net gain.

SO16 Ensure new development maximises the potential to reduce its environmental impact including noise, air quality, light pollution, recycling, waste reduction and water efficiency and re-use, and to reduce and phase out use of harmful chemicals.

Communities, wellbeing and culture

SO17 Enable healthy lifestyles and foster healthy, safe and cohesive communities through good access to existing and planned community infrastructure, including cultural and leisure facilities and green spaces.

SO18 Help tackle and reduce health inequalities and enable the provision of accessible facilities to improve residents' physical and mental wellbeing.

Connectivity and accessibility

SO19 Reduce the need for travel and make access to jobs, facilities and green space by public transport, walking and cycling safer and easier.

SO20 Recognising the differences between urban and rural areas, foster sustainable travel. This will include promoting low carbon means of travel such as by ensuring provision of electric vehicle charging points. It will also involve an integrated sustainable transport network across the district, including travel demand management, that work together to encourage less reliance on cars as the only means of travel.

4. Strategic and local policies

4.1. Climate change, health and wellbeing and design

Introduction

- 4.1.1. Addressing the climate and environment emergency and striving to achieve net zero carbon emissions by 2030 is a strategic priority for West Suffolk Council. The challenge of creating a sustainable future is complex, but the council is committed to managing the effects that our activities have on the built and natural environment.
- 4.1.2. A robust approach to ensuring climate change resilience, mitigation and adaptation is prioritised when considering all development proposals is therefore the foundation of the West Suffolk Local Plan.
- 4.1.3. The policies in this section contribute towards meeting the council's strategic priorities of creating strong and resilient families and communities that are healthy and active, improving the design quality of new development, creating safe, inclusive and accessible places and providing a range of homes that meet local community needs.
- 4.1.4. Strategic policies SP1, SP2 and SP3 form a group that should be read together alongside the local policies that follow each strategic policy. The content of these policies overlap and interweave. The climate and environment emergency impacts on mental and physical health and wellbeing, and a holistic sustainable design approach is needed to deliver sustainable growth and improve the environmental sustainability and resilience of communities, businesses and the local economy, homes, infrastructure and the natural environment in West Suffolk. The local policies in this plan set out requirements which will be supplemented by technical guidance in supplementary plans as necessary.

Climate change policies

The climate and environment emergency and sustainable development

- 4.1.5. The purpose of Policy SP1 and the non-strategic policies that follow is to provide a framework and direction that will ensure an optimum and comprehensive approach to sustainable development that will contribute to the council's goal of achieving net zero carbon emissions in the district.

Policy SP1 The climate and environment emergency and sustainable development

Proposals for all types of development must take account of the climate and environment emergency through good design and inclusion of measures to build in resilience and adapt to or mitigate the impact of climate change by:

- Designing for accessible communities minimising the need to travel, creating active travel routes and maximising the potential for and delivering sustainable travel (including associated links and facilities).
- Minimising energy consumption.
- The use of low and zero carbon energy sources.
- The use of sustainably sourced and low carbon building materials.
- The use of sustainable drainage systems to help avoid and reduce the risk of flooding.
- Providing betterment over the existing situation in areas at risk of flooding and seeking to achieve integrated water management.
- Contributing to improving the water quality of rivers and groundwater in West Suffolk.
- Providing, integrating and connecting blue and green infrastructure.
- Climate resilient design including prevention of overheating in buildings and implementation of designs for urban cooling through the retention of landscape features and provision of green infrastructure, including appropriate tree-planting and increasing canopy cover.
- Identifying and developing nature-based solutions to contribute to reducing carbon emissions and mitigating and adapting to climate change.
- Conserving and enhancing biodiversity and protecting geodiversity of sites and surrounding areas through implementation of the mitigation hierarchy.
- The reduction and prevention of pollution.
- The use of higher water efficiency standards to ensure sustainable use of water resources across new developments including integrated water management measures.
- The application of measures from construction through to end user to reduce waste, promote recycling, and source materials locally.

Explanation

- 4.1.6. West Suffolk Council declared a climate change and biodiversity emergency in 2019. The challenge of creating a sustainable future is complex, but the council is committed to managing the effects that our activities have on the built and

natural environment and is striving to achieve the ambitions set out in the annual [environmental policy statement](#).

- 4.1.7. West Suffolk is part of the Suffolk Climate Change Partnership and works together with partners to deliver a comprehensive action plan to mitigate and adapt to climate change. Sector 2 of the [Suffolk Climate Emergency Plan](#) focusses on sustainable homes. "Homes accounted for over 25 per cent of CO₂ emissions in Suffolk in 2018." The plan notes that to achieve carbon neutrality in Suffolk, the homes sector will need to reduce its greenhouse gas emissions practically to zero, and changing how homes are heated is critical to this. Three goals are set out: transition to a fully decarbonised heat supply for homes, improved energy efficiency of homes, and behavioural change to use less energy. Of the five priority actions that follow, the third is: 'all Suffolk local planning authorities to develop new policies to require new homes to be built in line with the 2025 Future Homes and Planning Advice Service (PAS) 2035 standards, including heat pumps or new heat networks or connection to existing heat networks'.

Meeting the challenge of climate change

- 4.1.8. The following local policies involve good design and consideration of the long-term requirements and lifetime of buildings and their residents. There is a wealth of material available and best practice examples to inform design and construction and the future occupation and use of new buildings, and applicants are encouraged to make use of these and to consider the requirements set out in the policies at the earliest stages when drawing up proposals.
- 4.1.9. West Suffolk Council is part of the [Suffolk Climate Change Partnership](#) and works together with partners to raise awareness, offer tools and energy saving advice and share net zero aspirations to ensure sustainable growth and greener buildings. Online advice includes a [zero carbon toolkit](#), and a planning advice note (PAN) for West Suffolk on [climate change and sustainable buildings](#). Appendix 2 to the PAN sets out three checklists for applicants to use: for major development proposals, minor development proposals, and for householder proposals. We intend to continue to work in collaboration and produce and update guidance to help achieve our net zero aspirations.
- 4.1.10. Addressing the climate and environment emergency and striving to achieve net zero by 2030 is a strategic priority for the council. To help achieve this the local plan:
- Allocates sites to settlements that provide services and facilities which reduces the need to travel as set out in the spatial strategy.
 - Has tested the location of and allocates sites to areas of the lowest flood risk (including the increased risk of flooding due to climate change) through the sequential testing of sites and taking account of the strategic flood risk assessment.
 - Ensures that in allocating sites for development sufficient capacity exists to provide water and wastewater services (note: this does not include new employment uses proposed on allocated employment sites or on non-allocated sites that require significant non-domestic water use. These will be subject to Policy LP7).

- Includes policies to ensure development contributes to providing and connecting to green infrastructure, protects and plants new trees and hedges, and provides recreational green spaces including allotments.
- Seeks to avoid, where possible, allocating sites comprising 'best and most versatile' agricultural land (grades 1, 2 and 3a as classified through the agricultural land classification system) in line with the National Planning Policy Framework.

Sustainable design and construction

- 4.1.11. The purpose of this policy is to ensure sustainable design and construction is considered at the earliest stage of new development proposals.

Policy LP1 Sustainable design and construction

All proposals for development, including the conversion of buildings and extensions, must submit evidence with each application demonstrating how the proposal will meet sustainable design and construction requirements commensurate with the scale and location of the proposal. Proposals should demonstrate:

Active travel

- a. Measures have been taken to include active travel to provide access to local services and facilities, designing walking and wheeling routes within sites and connecting sites to existing routes, improving existing routes and creating new connections where appropriate to suit all users. This must include the elderly, less mobile people, women, and those with prams, buggies and young children.
- b. Consideration of the location of future bus routes and stops with well-designed, safe and attractive pedestrian paths at reasonable walking distances from homes, and the provision of sustainable travel initiatives such as car clubs and e-bikes.

Environment

- c. How green infrastructure, building design and landscaping proposals incorporate sustainability features that protect and enhance biodiversity such as nest boxes, hedgehog gaps, wildlife corridors (including providing routes under busy roads where appropriate), green roofs, green bus shelters, living walls on flats, community buildings and business premises.
- d. The development is located and designed to be resilient, taking account of long-term climate change impacts such as rising temperatures, flooding, wind speeds, heavy rain and snowfall.
- e. How integrated water management has been considered in the design process to increase water efficiency and reduce surface water flooding.

Design and building

- f. Designs utilise the fabric first approach and achieve carbon standards primarily through energy efficient design and materials. This should specifically focus on how demands on heating and cooling have been considered in the design stage and reduced through orientation of the building, the location of windows, thermal mass and shading, and how orientation optimises opportunities for on-site photovoltaic or solar thermal heating. Designs should indicate how the balance between solar gain and solar shading is to be managed.
- g. The choice of materials has considered the use of biogenic building materials (for example wood, hemp and lime mortar or plaster) as alternatives to high carbon materials.

All proposals for residential development are required to submit a sustainability statement that sets out what measures are proposed to address water efficiency and achieve energy efficiency above building regulations standards prior to the introduction and implementation of the Government's Future Homes Standards (intended 2025).

Sustainability statements should demonstrate how the design follows a fabric first approach. Applicants should consider renewable sources of energy (such as solar PV, solar thermal, air or ground source heat pumps, community or shared energy initiatives).

Applicants will be expected to include photovoltaic (PV) panels on roofs (unless it can be demonstrated that the orientation of the roof, lack of suitable roof area or other constraints makes this impractical).

Building Research Establishment Environmental Assessment Method (BREEAM)

Proposals for residential development of more than 100 homes will be required to complete a BREEAM pre-assessment (to be submitted with the application) and subsequently to complete a communities assessment excellent standard (evidenced by a certificate upon completion.)

All new buildings of 500 square metres or more for non-residential and residential institution proposals (for example care homes) will be required to meet the latest version of Building Research Establishment Environmental Assessment Method (BREEAM) New Construction Excellent standard, evidenced on completion by a BREEAM fully fitted certificate.

Passivhaus

Passivhaus principles and certification are encouraged and will be considered as an exemption from BREEAM requirements.

Explanation

- 4.1.12. As building methods have evolved and diversified to meet the challenge of climate change, self-build, costs and availability of materials, two terms are in common use now and are used in the policy above. The fabric first approach refers to considering the whole of the building envelope in terms of the all the component materials (for example frames, walls, floors and roofs) before considering mechanical or electrical building services and systems. The fabric first approach results in improvements in energy efficiency, potentially lower costs, and reductions in the need for maintenance.
- 4.1.13. Modern methods of construction (MMC) in the UK refer to off-site construction processes such as steel frames and insulated panels that are fabricated in factories and delivered to and constructed on site. Structural insulated panels are often a component of MMC. Walls, roofs and modular construction of complete rooms can all be constructed off site. MMC is often quicker and less expensive than traditional methods of brick and block and more energy efficient.

- 4.1.14. The choice of building materials can make a considerable contribution to the reduction in carbon emissions. There is significant potential for sequestering carbon in buildings by using biogenic building materials, and if bricks are to be used lime mortar scores much better than cement in terms of CO₂ emissions and is also reusable and, as it does not stick to bricks like cement allowing them to be cleaned and reused.
- 4.1.15. Construction techniques, design features, solar shading, appropriately coloured materials in areas exposed to direct sunlight and landscaping can all help to reduce heat absorption.
- 4.1.16. Although we are progressing toward the Future Homes Standard (FHS) (intended 2025) through implementation of greater energy efficiency measures required by Part L of the Building Regulations (conservation of fuel and power) there will remain an unknown 'gap' in time until the FHS is fully implemented. It is therefore important that energy efficiency of all new homes is considered at the earliest stage of design and provide homes that will be 'zero carbon' or at least 'zero carbon ready'. This means that in the longer term no further retrofit work for energy efficiency will be necessary to enable these homes to become zero-carbon homes as the electricity grid continues to decarbonise.
- 4.1.17. There are different ways to achieve optimum sustainable design and construction methods for new and refurbished buildings. These could include Passivhaus certification, achieving the British Research Establishment's Environmental Assessment Method (BREEAM) Home Quality Mark certification, constructing to Code for Sustainable Homes standard (Code levels 5 and 6 minimum), and looking beyond the Future Homes Standard.
- 4.1.18. The efficient use of water, including water re-use, is an important element of climate resilience in this water stressed area. An integrated water management approach using rainwater harvesting and/or greywater recycling in addition to the use of fittings to lower water consumption will be make a significant contribution to water efficiency and will be expected in all larger developments.
- 4.1.19. The council will work with the Environment Agency, Anglian Water Services and developers to encourage integrated water management. Policies LP5 Flood risk and sustainable drainage and LP6 Water quality and resources set the framework for this.
- 4.1.20. Guidance, advice and examples of sustainable construction, technology and equipment are to be found in a number of sources, including the Suffolk Net Zero Carbon Toolkit. West Suffolk will update and provide new guidance and use templates and checklists such as those included in the [Climate Change and Sustainable Building Planning Advice Note](#) (January 2023) and any subsequent guidance to help applicants provide the right information to comply with requirements of this policy.

Promoting energy and water efficiency in show homes

- 4.1.21. The purpose of this policy is to ensure new home buyers are made aware of the range of ways in which homes can be made more energy and water efficient and that information and examples are made available.

Policy LP2 Promoting energy and water efficiency in show homes

Mixed-use and residential development schemes of 100 homes or more that have one or more show homes or marketing suites must include with the sustainability statement provision for one show home to be equipped with environmentally sustainable alternatives and/or additions (or in a marketing suite a display occupying at least 30 per cent of the floor and wall space) and to indicate what these items will include.

The sustainability statement should include the educational or explanatory material that will be provided to demonstrate the additional energy and water efficient items and/or fittings that will be available to purchase offered at a price (including delivery and/or installation) that reflects the same profit margin to the developer as other standard buyer's options or extras.

Explanation

- 4.1.22. Building regulations are the starting point for ensuring new developments meet new thermal efficiency and other sustainable building requirements, but in many cases more options are available that go above regulatory requirements. These options can be made available to purchasers to achieve more efficient and sustainable measures to be installed or built in at construction or the finishing stage of the build thereby achieving more sustainable outcomes.

Electric vehicle charging points in new developments

- 4.1.23. The purpose of this policy is to set out requirements that expand on the current building regulations and local guidance to ensure smart charging is provided where most needed, and electric vehicle (EV) charging is properly planned in new developments.

Policy LP3 Electric vehicle charging points in new developments

All proposals for new homes are required to provide smart charging facilities for plug-in electric vehicles in safe, accessible and convenient locations as follows:

- a. At least one electric charging point for every new home with parking space(s) regardless of whether the parking is provided in a garage, on plot or in off plot parking areas.
- b. In addition, all major developments with visitor parking provided in line with the Suffolk Guidance for Parking 2019 and any successor documents, 25 per cent (rounded up) of parking spaces are to be provided with electric charging points.

In the case of homes that rely on shared parking areas, provision of EV charging points infrastructure should be designed so that cables do not obstruct footpaths and vehicle accesses or driveways and are installed to enable shared use. Provision of covered parking incorporating solar panels will be encouraged.

All proposals for non-residential development and residential institutions such as care homes are required to provide smart EV charging points and charging infrastructure including cable routes to enable the installation of electric vehicle charging points as appropriate to the use proposed, in accordance with the adopted standards (Suffolk Guidance for Parking 2019 and successor documents).

Accessible electric bicycle, buggy and scooter electric charging facilities should be provided where necessary.

All proposals for new petrol filling stations and proposals for extensions or alterations to existing petrol filling stations are required to provide smart rapid (50 kilowatts (kW) plus) EV charging points commensurate to the size of the garage, accessibility of the site to the strategic road network and network capacity.

All proposals should specify the type and output power rating of charge points to be installed. Electric vehicle charging power capacity is required to be at least equivalent to Suffolk Guidance for Parking or successor documents. Chargers should provide suitable power for a meaningful charge to vehicles based on anticipated dwell time.

Note: In circumstances where a new home is provided without on-site parking (for example conversion of premises in a town centre) a contribution may be required towards public charging facilities nearby.

Explanation

- 4.1.24. Part S of the Building Regulations (2022) requires electric vehicle (EV) charging points in new developments, and guidance for EV parking is provided in the adopted. Policy LP3 is required to ensure EV charging is available in convenient locations for all new homes, and that the optimum level of charge is provided in places where fast charging is most in demand (for example, car parks with limited stays of short time durations may wish to supply a smaller number of rapid (50 kilowatts plus (kW+)) chargers, in place of some 7kW chargers). The provides further background.

Reducing waste and the circular economy

- 4.1.25. The purpose of this policy is to promote a circular economy, reduce embodied carbon, minimise waste and maximise the reuse and recycling of building materials.

Policy LP4 Reducing waste and the circular economy

All proposals for development are required to submit a waste reduction and circular economy statement demonstrating circular economy principles. This should demonstrate how:

- a. Circular economy principles have informed the design of the building(s) and site layout.
- b. Materials demand have been minimised and on-site reuse and recycling has been maximised.
- c. The local sourcing of materials has been considered and the steps taken to secure local materials and components.
- d. Construction waste is to be reduced, treated as a resource and managed on site.
- e. The scheme has been designed to minimise partial or complete demolition of any buildings or structure on sites.
- f. Where demolition is unavoidable, how materials will be managed by considering the implications of the loss of embodied carbon including:
 - An assessment of whether the materials are suitable for reclamation, with targets for reclamation and reuse, and
 - How building materials, components and products are to be disassembled, are to be stored, re-used and recycled.

Explanation

- 4.1.26. Carbon is released at each stage of the construction cycle, from the manufacture of materials through construction and maintenance to demolition (this is referred to as embodied emissions or embodied carbon). It is important avoid demolition as the first step, and if it is unavoidable to consider and demonstrate the whole-life carbon impact of demolition and to mitigate. Waste minimisation and particularly the re-use of products (for example building products) can reduce energy consumption and make a major contribution to achieving net zero.
- 4.1.27. Suffolk County Council is the minerals and waste planning authority for the whole of Suffolk. The [Suffolk Minerals and Waste Local Plan 2020](#) contains planning policies for determining planning applications for minerals and waste development and safeguards minerals and waste sites from other forms of competing development. The county council is required to plan for net self-sufficiency in waste management. This means planning for the equivalent amount of waste to that arising within the county limited to the economies of scale, particularly where specialist waste is concerned. This emphasises the need to reduce waste wherever possible.

- 4.1.28. Reducing waste through recycling, repairing and re-use is sometimes referred to as the 'circular economy'. West Suffolk supports and encourages the circular economy approach to construction. A circular economy also has the potential to support local jobs by constructing development from locally sourced materials. The supply chain should aim to reduce consumption and waste. Developments should focus on recycling and reuse of materials on site and improving the natural environment.
- 4.1.29. Embodied carbon refers to the carbon emissions from the manufacture, transport and use of and disposal of materials in the construction process. It is therefore a very important component of energy reduction calculations at the earliest stages of a building project.
- 4.1.30. While this is a new policy area, it is one that can make a huge contribution to cutting carbon emissions. Reducing waste and the circular economy will be added to the sustainability statement, and for minor and householder proposals a checklist may be more appropriate. This will be produced in addition to local guidance that may be developed by West Suffolk Council or by the council in collaboration with Suffolk County and other Suffolk district councils as part of our ongoing work in this area.

Flood risk and sustainable drainage

- 4.1.31. The purpose of this policy is to provide guidance on flood risk and sustainable drainage, setting out when development may be permitted in addition to methods to reduce flood risk.

Policy LP5 Flood risk and sustainable drainage

All development proposals will be considered against national planning policy including the application of the sequential test and, if necessary, the exception test.

Development will be directed to those areas at the lowest risk of all forms of flooding and will only be permitted where it has an acceptably low risk of being affected by flooding. This will be assessed against the most up-to-date Environment Agency flood risk maps and the West Suffolk Strategic Flood Risk Assessment maps.

Development and supporting infrastructure should be safe for its lifetime and not increase flow rate compared to a greenfield scenario, and where possible reduce flood risk overall. Proposals for development that use integrated water management to provide upgrades to existing drainage in the area through additional sustainable drainage systems (SuDS) and improvements to blue infrastructure will be encouraged.

All proposals for development are required to use SuDS and demonstrate how such elements will be delivered, maintained and managed in the future. Where appropriate to the scale of development, proposals are required to demonstrate how SuDS has been considered as part of an integrated water management approach to the design of the whole site.

At least 12 to 15 per cent of the site should be set aside for SuDS to ensure that a viable sustainable scheme can be delivered. SuDS strategies should incorporate open conveyance and storage of surface water with SuDS features well integrated with ecology and landscape requirements. The design of SuDS should demonstrate how the following has been considered:

- The effects of climate change.
- The cumulative impact of development on flood risk within the catchment.
- How SuDS has been considered in addition to public open space.
- How the four pillars of SuDS: water quality, water quantity, biodiversity and amenity, have been incorporated.
- How the SuDS will be managed for their whole life.
- How development using sustainable drainage systems (SuDS) near airbases and specifically beneath, within and close to flight paths and other designated air manoeuvring areas, has been designed to minimise the opportunities for bird strike.

The inclusion of sustainable drainage features such as green roofs, rainwater harvesting, rain gardens, tree pits, flood meadows, wetlands, ponds and other grass or woodland habitats are encouraged in all types and scales of development to diversify the types of features that can be incorporated.

Relief roads, distributor, spine roads and primary roads must be drained with swales either to one or both sides of the highway. Treatment for road runoff must be carefully considered as these roads will carry a high volume of traffic with high potential for pollution.

Other roads within new developments must have sustainable drainage and include space in the corridor cross section for swales in accordance with Suffolk Streets Design Guide.

Drainage infrastructure for roads such as swales, filter strips and basins, must be designed to introduce green elements to highways and to separate walking and wheeling or cycling from cars. This needs to be considered and included from the earliest stage of design.

Note: applicants should follow the Suffolk Sustainable Drainage System Guide 2023 (appendix A to the Suffolk Flood Risk Management Strategy) and any updated guidance.

Explanation

- 4.1.32. One of the most notable indications of the climate emergency has been the increase in the frequency and severity of flooding. This policy is part of an integrated water management approach to water management in West Suffolk.
- 4.1.33. A sequential test has been undertaken to ensure local plan site allocations avoid areas at highest risk of flooding now or in the future. In addition, the West Suffolk Level 1 and Level 2 Strategic Flood Risk Assessment and the West Suffolk Stage 1 and Stage 2 Water Cycle Study have informed the plan. These documents show where flood risk is an issue, where water recycling centres are approaching capacity, water usage and how integrated water management plays an important part in addressing these issues.
- 4.1.34. The local plan process and the evidence set out in the sequential test, the West Suffolk Strategic Flood Risk Assessment and Water Cycle Study, has enabled West Suffolk to work with Anglian Water Services and the Environment Agency to prepare the policies in this section that play important parts of integrated water management. These require:
- Sustainable drainage systems (SuDS) to help avoid and reduce the risk of flooding.
 - Betterment over the existing situation in areas at risk of flooding, making space for water.
 - Sustainable design and construction that contributes to improving the water quality of rivers and groundwater in West Suffolk.
 - Requires the provision, integration and connection of blue and green infrastructure.
- 4.1.35. A local guide [Suffolk Sustainable Drainage Systems \(SuDS\)](#) (Appendix A to the Suffolk Flood Risk Management Strategy) describes key details for SuDs components, local flooding information and guidance. In addition, Suffolk County Council's Suffolk Design: Streets Guide is designed to assist the delivery of well-designed places and includes guidance on incorporating SuDS

into street design. It will be used by the county council in responding to planning applications.

- 4.1.36. In January 2023 the government announced implementation of Schedule 3 to the Flood and Water Management Act 2010. This will result in SuDS becoming mandatory in new developments. This is expected to take place in 2024 through the building regulations approval regime.

Water quality and resources

- 4.1.37. The purpose of this policy is to improve water quality and manage the use of water resources by ensuring all development proposals suitably manage and reuse surface and wastewater.

Policy LP6 Water quality and resources

All proposals for development will be required to demonstrate that they will not have a negative impact on water quality through pollution of surface or ground water or the discharge and treatment of water originating from the development site. Special consideration will be given to development proposals in source protection zones.

All major development proposals and all proposals where it is not possible to connect to a public sewer are required to submit a foul drainage assessment.

All new development proposals will be required to demonstrate that water efficiency measures have been employed. Water consumption in residential developments will be limited to 100 litres per person per day, (including external water use) using efficient water fittings and appropriate technology such as smart meters, (in line with the government's intention set out in the [Plan for Water](#) published in 2023). Proposals that can achieve higher water efficiency (for example 85 litres per person per day) will be encouraged and supported.

Rainwater and stormwater harvesting and reuse as part of integrated water management is encouraged on all types of development.

Water butts should be provided for all new homes unless it is demonstrated that it is not appropriate. Water butts or other methods of rainwater collection should be provided with allotments or community gardens.

Any application for non-residential development requiring significant non-domestic water use will be required to demonstrate that sufficient water capacity is available through a water supply management statement, in liaison with the relevant water supply company.

All proposals for non-residential development should set out in a sustainability statement (or equivalent) how they have sought to reduce water use. Proposals for major non-residential developments over 1000 square metres should achieve the full water credits on the British Research Establishment Environmental Assessment Methodology (BREEAM) water calculator.

Explanation

- 4.1.38. Access to clean water is one of the most fundamental human needs and as we experience water shortages it is important to maintain and improve the quality of the water we need, and to use it efficiently.

- 4.1.39. As part of an integrated approach to water management in a water stressed area of the country it is essential to plan for new development coming forward through this plan to be ready to comply with new standards and support the aims and intentions of the government and water companies to provide sufficient clean water for everyone.
- 4.1.40. Initial calculations in the West Suffolk [Water Cycle Study Stage 1 2021, with Addendum 2022](#) showed an overall increase in demand of 3,900 cubic metres per day (m³/day) in West Suffolk between 2021 to 2041 which underlines the importance of ensuring the quality of water is maintained or improved and that it is used efficiently.
- 4.1.41. Anglian Water Services recommend that water efficiency and water reuse is maximised in new developments, as set out in their draft Water Resources Management Plan 24 (WRMP24), August 2023, and five-point plan for a green recovery following the COVID-19 pandemic. Water efficiency targets have previously been set in West Suffolk to comply with the current optional building regulation standard of 110 litres per head per day. Policy LP6 aims to future proof new homes against the anticipated tighter target of 100 litres per head per day to be set by the government for water stressed areas to avoid putting more stress on the environment.
- 4.1.42. Nutrient pollution has become an increasingly major environmental issue particularly in sensitive habitats where changes in nutrient levels can disrupt the natural process or damage the ecosystem of a site and its surrounding area. West Suffolk does not currently have a neutrality issue, but it is worth noting Natural England's national guidance on nutrient neutrality and nutrient mitigation to reduce nutrient pollution levels from development.

Renewable and low carbon energy

- 4.1.43. The purpose of this policy is to set out guidance and requirements for renewable and low carbon energy generating developments (such as solar farms, wind turbines, battery storage and anaerobic digestion plants) including storage assets and distribution networks.

Policy LP7 Renewable and low carbon energy

All proposals for renewable energy technology or the integration of renewable technology on existing or proposed structures including any associated infrastructure, are required to submit a landscape and visual impact assessment. This should include a landscape character or townscape appraisal as appropriate, and full details of mitigation measures for any visual impacts identified. The proposal should be assessed in isolation and cumulatively to determine the impact of the proposal on the environment.

All proposals will need to demonstrate to the satisfaction of the local planning authority how the following will be addressed:

- a. Development should avoid the 'best and most versatile' agricultural land (grades 1, 2 and 3a as classified through the agricultural land classification system) in line with the National Planning Policy Framework.
- b. Proposals will be required to provide for biodiversity net gain in relation to the protected sites hierarchy in accordance with Policy SP6 biodiversity net gain. There should be no detrimental impacts on issues of biodiversity, geodiversity and water quality.
- c. There should be no harmful impacts on historical, archaeological and cultural heritage assets, highway safety and associated infrastructure, residential and local amenity relating to visual dominance, noise, fumes, odour, vibration, glint and glare, shadow flicker, traffic generation, broadcast interference, aviation, radar and telecommunications and associated infrastructure, and soil quality.

Wind energy proposals

In addition to the criteria a, b and c above, all wind energy applications are required to be accompanied by a residential visual amenity assessment, a statement indicating how the development mitigates for air traffic operations where necessary, and an appraisal of the impact of the wind turbine(s) on bats and migrating birds, and bird strike, and any mitigation measures necessary to address this.

Solar energy proposals

In addition to the criteria a, b and c above, all solar farm applications should be accompanied by ecology, nature conservation and mitigation statements that demonstrate potential impacts and how these will be mitigated. The potential for glint and glare and effects on biodiversity should also be demonstrated.

Anaerobic digestion and energy from waste

All applications for anaerobic digestion or energy from waste development should be accompanied by a statement that demonstrates the nature of the waste and origin(s) of the fuel, the distances from the proposed plant and proposed transport routes and frequency of delivery, and how the waste product(s) comprising the fuel would usually be disposed of or used.

Energy storage proposals

In addition to the criteria a, b and c above energy storage proposals should be accompanied by a site management plan that demonstrates fire safety measures are adequately addressed.

Explanation

- 4.1.44. The council's [climate change emergency](#) declaration incorporates 50 initiatives seeking to tackle climate change and reduce greenhouse gases as well as protect the environment. One target is net zero carbon gas emissions reduction by 2030.
- 4.1.45. This policy sets a positive strategy for energy from renewable and low carbon sources as set out in the National Planning Policy Framework. Even small-scale projects can provide a valuable contribution to cutting carbon gas emissions. But it is acknowledged that low and zero carbon energy generation infrastructure has different locational requirements depending on the energy source and some types of equipment. For example, wind turbines and solar arrays can cause harm to the character and/or appearance of nature conservation sites, conservation areas or other heritage assets. Developers are encouraged to site such equipment outside these areas but where this is not possible such development must not have a harmful impact and represent the highest standards of siting and design.
- 4.1.46. In 2021 there were four anaerobic digester schemes in Suffolk, totalling just over 10 megawatts (MW), with the largest scheme of five MW being the British Sugar anaerobic digester plant in Bury St Edmunds.
- 4.1.47. However, it is important to note that although biogas production is considered renewable it may not always be considered to be low carbon. Much will depend on the fuel and how and where it is sourced. For example, some biogas plants require crops to be grown as a source of fuel and some fuel sources may need to be transported by road over a distance. This form of renewable energy needs to be treated with caution, and it should be noted that some applications for energy from waste are managed by Suffolk County Council as the waste authority. Developers are advised to contact the councils at an early stage in development of the project and prior to submission of an application.

Protecting and enhancing natural resources, minimising pollution and safeguarding from hazards

- 4.1.48. The purpose of this policy is to ensure that development proposals minimise emissions and other forms of pollution and do not lead to the deterioration of air or water quality.

Policy LP8 Protecting and enhancing natural resources, minimising pollution and safeguarding from hazards

All proposals for development should minimise all emissions and other forms of pollution (including light and noise pollution) and ensure no deterioration to either air or water quality. All applications for development where the existence or potential for creation of pollution is suspected, both on and off site, must include a full assessment of the impacts of potential hazards.

Proposals will be permitted where, the development is, individually or cumulatively, unlikely to result in significant impacts on the following, as appropriate:

- a. The natural environment and general amenities that are intrinsic to the character of the surrounding areas, these can include impact from light, noise, smell, dust and vibrations of nearby areas.
- b. Health and safety of the public.
- c. Air quality, on the site and surrounding area.
- d. Surface or groundwater quality.
- e. Land quality or condition.

To safeguard development from potential hazards, development will not be permitted where the proposal is suspected to have an unacceptable risk, such as:

- The site being situated on known or suspected unstable land or
- The land is known to be or potentially affected by contamination or where the land may have a particular sensitive end use or
- The storage or use of hazardous substances on site.

Proposals for development on or adjacent to land which is known to be or potentially affected by contamination; or land which may have a particular sensitive end use; or involving the storage and/or use of hazardous substances, will be required to submit an appropriate assessment of the risk levels as part of any planning application. This assessment of risk should take a tiered approach to include as a minimum a tier one land contamination preliminary risk assessment and where necessary further technical reports.

In appropriate cases, the local planning authority may impose planning conditions or through a legal obligation secure remedial works and/or monitoring processes.

Explanation

- 4.1.49. The local authority and the Health and Safety Executive have a responsibility to adequately safeguard the public from hazardous substances, contaminated land and other dangerous areas. The council will take a precautionary approach, particularly when considering planning applications that might contain or be affected by land contamination or might create a new hazard. Such proposals will be required to undertake an assessment of risk using a tiered approach.
- 4.1.50. As a minimum, applications should undertake a tier one land contamination preliminary risk assessment. Where it is necessary to further understand the impacts of potential hazards a tier two generic quantitative risk assessment and tier three detailed quantitative risk assessment based on suitable intrusive investigations together with options appraisals, remediation proposals and verification reports may also be required.

Health and wellbeing policies

Introduction

- 4.1.51. A strategic priority for the council is for strong and resilient families and communities that are healthy and active. This sits alongside our other strategic priorities for increased and improved provision of appropriate housing in both our towns and rural areas and growing our economy for the benefit of our residents and the local and national economy.
- 4.1.52. Policy SP2 is part of the suite of policies that acknowledges the interconnection between the impacts of the climate and environmental emergency and how land use policies and good design can address and optimise health and wellbeing, support community cohesion and the safety of everyone who lives and works in West Suffolk. To help achieve this the council has worked with service providers in developing the local plan directing growth to the most sustainable locations, ensuring access to services and facilities, including community, culture, play spaces, leisure activities, and opportunities for social contact and interaction through the creation of inclusive spaces.
- 4.1.53. Policy SP2 and local Policy LP9 health impacts of new development should be read with strategic policy SP1 the climate and environment emergency and sustainable development and policy SP3 design, and the local policies that accompany them as these policies include many of the place-making features and design criteria that are important for creating and maintaining the health and wellbeing of the communities that live, work and play there.

Health and wellbeing

- 4.1.54. The purpose of this policy is to ensure the health and wellbeing of all West Suffolk residents is at the heart of design and delivery of all new development.

SP2 Health and wellbeing

West Suffolk Council will work with key stakeholders, delivery partners and promoters to help tackle and reduce health inequalities, enable healthy lifestyles and foster healthy, safe and cohesive communities. This will be achieved through supporting well designed development that delivers good access to existing and planned facilities and community infrastructure, including cultural and leisure facilities, play spaces, allotments and green spaces, to improve residents' physical and mental wellbeing and help people stay well and live in a safe environment.

Explanation

- 4.1.55. West Suffolk supports the approach set out in [Building for a Healthy Life](#) by Homes England which is reflected in the suite of strategic policies SP1, SP2 and SP3. Local policy LP9 focusses on the first preparation phase of designing healthy places and providing integrated and accessible health and care services.
- 4.1.56. The Suffolk Health and Wellbeing Board's Joint [Local Health and Wellbeing Strategy – 'Preparing for the Future' \(2022-2027\)](#) reproduces the [King's Fund's](#) diagram of the four pillars of population health. These are: our health behaviours and lifestyles; the places and communities we live in, and with; an integrated health and care system; and the wider determinants of health. Of these, 'the places and communities we live in, and with' are at the heart of place-making, and creating well designed, healthy and safe communities is an important principle at the root of our local plan policies.
- 4.1.57. The four key priorities of the local health and wellbeing strategy are: public mental health, good work and health, listening and engaging with local voices and wellbeing of children and young people. Action points for these priorities include those that can be influenced by planning policies. Examples include: 'development of healthy and sustainable places and communities that can support people living their best lives', 'tackling loneliness and isolation' and 'active participation in daily life, by ensuring safer environments and living streets'. These elements feature in this first suite of strategic and local policies of the local plan.

Designing for health and wellbeing and impacts of new development

- 4.1.58. The purpose of this policy is to identify any risks and potential effects on health and how new development can benefit and enhance the health of residents, occupiers or users.

LP9 Designing for health and wellbeing and impacts of new development

Proposals for major residential and non-residential development should demonstrate through the design and access statement or a separate health and wellbeing statement how the development has been designed to assist in delivering the elements (described in Strategic Policy SP2 Health and wellbeing) that contribute to improving the physical and mental wellbeing of people helping them to stay well and age well. The statement should use local population and demographic data and demonstrate how any specific health and wellbeing needs of the community will be addressed. Such elements will be expected to include positive measures for health designed and provided as part of the development, for example walking and cycling routes, play on the way on routes to school, time and distance markers, benches and chatty benches, running and jogging routes, and outdoor gym equipment as appropriate to the scale, nature and location of the development.

All new homes must be provided with private outdoor space, including balconies for all flats, in addition to safe, well-designed access for all to shared, communal or public open space.

Proposals for new large-scale developments of 100 homes or more or five hectares or more of mixed use or non-residential development, will be required to submit a health impact assessment (HIA). Submission of a HIA at the pre-application stage is encouraged. The HIA should demonstrate how the conclusions of the assessment have been designed into, and how they will be implemented through the development.

Health impact assessments will enable the impact on health care provision in the area to be assessed and, where necessary mitigated through refurbishment, reconfiguration, extension, digital solution or potential relocation of facilities or other solutions including developer contributions that address capacity and increased demand that will arise from the development.

Proposals for new health care facilities should be accessible by public transport and good walking and cycling routes and should be easily accessible to all sectors of the community. Proposals which utilise opportunities for the multi-use and co-location of health facilities with other services and facilities, and thus co-ordinate local care and provide convenience for the community, will be particularly supported.

Explanation

- 4.1.59. The council works with the Suffolk and North-east Essex Integrated Care Board, West Suffolk NHS Trust, delivery partners and with site promoters and developers to ensure adequate infrastructure is provided to support new

growth to ensure communities are both physically and digitally well connected and can access essential services and facilities. This approach applies equally to specialist accommodation and to all types of accommodation designed for older people and the elderly to ensure such accommodation is provided with pleasant, easy to use and safe routes close to services and facilities. Health impact assessments support this integrated approach and are essential tools that will enable health providers to assess and address the potential demand for services from future occupiers of the new homes and businesses that would be delivered by the proposed development.

- 4.1.60. The benefits of designing for an active life are well known and documented. Simple measures such as provision of 'play on the way' initiatives, benches and 'chatty benches', can help active travel becoming the preferred choice for children attending school, and will support those with limited mobility and help to reduce social isolation.
- 4.1.61. A health and wellbeing statement is an essential tool and integral part of the design process. Guidance on producing health impact assessments and health and wellbeing statements will be provided on the West Suffolk website.

Design and design codes policies

Introduction

- 4.1.62. Improving the design quality of new development, creating safe, inclusive and accessible places and providing a range of homes that meet local community needs are strategic priorities for the council.
- 4.1.63. Good design should also minimise negative impacts on the environment and maximise the opportunities for retention, expansion, and enhancement of ecological features and green infrastructure to contribute to the quality of life, health, and resilience of new communities, businesses, and the environment in West Suffolk.
- 4.1.64. The provision of private and communal green spaces, appropriate landscaping, tree planting and provision of allotments or areas for community gardens contribute to climate resilience, create spaces for social interaction and improve the health and wellbeing of individuals and communities. Planning proposals should ensure that meaningful open space, landscape screening, existing habitats and landscape features such as trees and hedgerows are not removed or compromised by utility infrastructure or their easements. The integration of essential infrastructure such as substations and pumping stations and their easements should be planned at the earliest opportunity.
- 4.1.65. A well-designed public realm can contribute to the vitality of an area by creating a sense of place where people want to live and work. The relationship of new buildings with existing development and their integration into the surrounding area is important in achieving a coherent and interesting character and determines acceptable scale and appearance. However, place-making is at the heart of good planning, and it is therefore important that design is not only considered as a visual concern. Design here covers a wide range of functional aspects and is essential in achieving sustainable development and mitigating for and adapting to the climate and environment emergency, in contributing to the health and wellbeing of the community and ensuring new developments are good quality and beautiful places in which to live, work and enjoy.

Design

- 4.1.66. The purpose of the policy is to create well designed and connected communities.

Policy SP3 Design

Proposals for all new development, including extensions and alterations to existing buildings, must create and contribute to a high quality, safe and sustainable environment by demonstrating how the following principles (as appropriate to the scale and type of development proposed) have been addressed:

- a. Early community engagement.
- b. Sustainable design principles through good quality and innovative design.
- c. Local character and context of the proposed development. Anchoring new developments within their immediate and local contexts maintaining or creating a sense of place and/or local character, particularly restoring or enhancing localities where strong local characteristics are lacking or have been eroded and respecting the urban form, including significant street patterns, individual or groups of buildings and the relationship with open spaces.
- d. Having regard to density, street layouts, scale, height and massing and the relationship of built form to landscape.
- e. Preserving or enhancing and respecting the historic environment including archaeological sites and heritage assets, the setting of, or views into and out of, a conservation area and recognising the distinctive historic character and architectural or archaeological value of the area and/or building.
- f. Protecting landscape settings, local character and prominent topographical features (such as respecting the Norman grid pattern and views of the cathedral in Bury St Edmunds, or the unique equine interests within and around Newmarket) particularly those protected by Policy SP5 Locally valued landscapes and the character assessments that support these designations.
- g. Protecting and enhancing the natural environment, habitats, species and features of ecological interest.
- h. Providing and enhancing open spaces, play, leisure and cultural facilities, and public community spaces in line with national and detailed local policies, to provide a sense of wellbeing, community cohesion, safety and ownership.
- i. Connecting homes and communities to nature through planting and landscaping and providing multi-functional and inter-connected green and blue spaces (ensuring designs for these spaces, including sustainable drainage systems, provide access routes and recreational space for dog walkers). To ensure the future of these important features all planning applications will be required to demonstrate that necessary utility infrastructure and associated easements do not compromise placemaking and/or the delivery and retention of green infrastructure.
- j. Supporting healthier and more active lifestyles by designing health and wellbeing into place and producing designs and layouts for accessible and adaptable homes (ensuring homes are suitable for lifetime living) which are safe and take account of crime prevention and community safety.

- k. Ensuring developments prioritise sustainable movement and reduce and minimise the need to travel by car by creating and providing the infrastructure necessary for integrated neighbourhoods with well defined, safe and attractive routes and spaces for walking and wheeling (this includes cycling, electric wheelchairs and buggies). Designing and providing the infrastructure with appropriate path widths to accommodate adults walking with prams and children, and people walking with wheelchair users, and routes that are overlooked and well-lit to optimise the safety of lone walkers, and where possible, layouts that incorporate car free areas near homes to encourage better social interaction and reduce air pollution.
- l. Designing for flexible living (including the provision of larger room sizes and adaptable spaces where appropriate) and providing good quality private or communal outdoor space as appropriate.
- m. Ensuring all new developments are inclusive to meet the needs of particular groups such as the elderly and those with physical mobility and mental health issues (such as the incorporation of sensory spaces to support mindfulness and those living with dementia), and that proposals for developments that provide accommodation for specific groups of people (whether as separate dwellings or as a communal living or care homes) are well designed and are high quality places to live.
- n. Ensuring the amenity of residents and users is protected or enhanced and free from unacceptable levels of pollution.
- o. The physical and social infrastructure provision required to create sustainable communities have been considered.

Requirements for masterplans and design codes are set out in the local policies LP11 and LP12.

Explanation

- 4.1.67. Design policy SP3 is not intended to be prescriptive, rather it is an essential element of the suite of strategic and local policies that are designed to ensure future developments in West Suffolk are good quality, respect local landscape and built and natural environment character, inclusive and sustainable. Detailed requirements are set out in the local policies.
- 4.1.68. Launched in 2018 the [Suffolk Design Project](#) is an on-going initiative aimed at raising the quality of design in Suffolk. The design principles and the topic papers and case studies available on the website fit well with the current West Suffolk approach where masterplans are required on certain sites to help in providing definition and meaning to a place which is to be created and to assist in setting out the framework for investment and implementation.
- 4.1.69. Suffolk County Council's [Suffolk Design: Street Guide](#) has been produced 'to assist the delivery of well-designed places' and focuses on providing design guidance for streets, particularly for new residential developments. The guide points out that 'the design of streets has an important role in reducing carbon emissions by prioritising and facilitating walking, wheeling and cycling and access to public transport ... and managing the effects of flooding through effective sustainable drainage systems'.

Well-designed places

- 4.1.70. The purpose of this policy is to provide detailed guidance to help achieve well-designed places when delivering growth and new developments in West Suffolk.

Policy LP10 Well-designed places

All proposals for development should maintain or create a sense of place and have regard to local context, by as appropriate:

- a. Employing designs that are specific to the scheme, and which respond intelligently and appropriately to a clear brief articulated in a design and access statement.
- b. Basing design on an analysis of existing buildings, landscape or topography, and fully exploiting the opportunities that these present, and where necessary, prepare a landscape or townscape character appraisal or heritage impact assessment to demonstrate this.
- c. Utilising the characteristics of the locality to create buildings and spaces that have a strong sense of place and distinctiveness, using an appropriate innovative design approach and incorporating a mix of building types, forms and scale of buildings that are appropriate for the location.
- d. Not involve the loss of gardens and important open, green or landscaped areas which make a significant contribution to the character and appearance of a settlement.
- e. Creating or contributing to a safe, coherent and legible place that is structured and articulated so that it is visually interesting and welcoming.
- f. Creating and supporting continuity of built form and enclosure of spaces.
- g. Ensure appropriate levels of permeability and accessibility favouring sustainable transport routes and consider the needs of pedestrians and cyclists before car users to encourage sustainable travel.
- h. Integrate comfortably with surrounding street networks and enable integration into future additional development.
- i. Seek to create a safe and welcoming environment.

Residential development should be laid out to optimise amenity with streets and parking facilitating this primary objective. Therefore, in addition to the criteria above, development should:

- j. Where appropriate, apply innovative highways and parking measures designed to avoid the visual dominance of these elements in the design and layout of new developments, whilst still meeting highway safety standards.
- k. Take opportunities for parking to support the street scene.
- l. Where necessary, incorporate appropriate refuse and recycling facilities, compost bins, water butts and litter and dog waste bins.

New homes should be of a high architectural quality, meaning that:

- m. They are fit for purpose and function well, providing adequate space, light and privacy.
- n. They are adaptable in terms of lifetime changes and use.
- o. They are the product of coherent and appropriate design principles.

Explanation

- 4.1.71. High quality design needs to have a good response to its surroundings as well as considering how buildings and spaces interact and function. From the materials selected to build a structure, to the provision of green open space, layout of pedestrian routes and provision of shops and other amenities, the design of a place needs to take account of and balance many considerations in order to be successful.
- 4.1.72. The COVID-19 pandemic highlighted the importance of offering people access to private outdoor space and smaller green spaces or neighbourhood parks. In a post-pandemic environment, these much-needed spaces also provide a 'psychological safety valve' and mitigate isolation and loneliness in times of stress.
- 4.1.73. Policy LP10 aims to ensure new developments in West Suffolk result in well-designed buildings and places by providing a positive framework that encourages innovation and brings forward schemes that reinforce, complement or create new positive local character and distinctiveness, whilst respecting the heritage and distinctive local character of the district.

Masterplans

- 4.1.74. The purpose of this policy is to identify where, in what circumstances, masterplans will be required.

Policy LP11 Masterplans

A masterplan is required for proposals where it has been identified in a site allocation policy within the local plan and on any site by virtue of size, location or proposed mix of uses is justified by the local planning authority.

The detailed requirements for masterplans are set out in appendix C.

A masterplan should be prepared in accordance with the statement of community involvement and shall have been through the agreed process of consultation and approved prior to the determination of any related planning application.

Explanation

- 4.1.75. National planning policy states appropriate tools such as masterplans and design codes should be used to guide design and creating developments to meet the needs of a community. 'Design codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places.'
- 4.1.76. Masterplans are an essential tool in developing proposals for development with the local communities.
- 4.1.77. Creating a masterplan for strategic and major sites within the West Suffolk Local Plan requires a comprehensive set of criteria to ensure that development is sustainable, cohesive, and aligns with the values of the local community and the wider local plan.
- 4.1.78. Masterplanning should be focused to the wider place-based vision of a site concentrating on spatial arrangements and response to site opportunities and constraints.
- 4.1.79. There is an adopted statement of community involvement (SCI) which sets out how a masterplan should be produced and what community engagement should be undertaken. All masterplans should be prepared in accordance with this SCI.

Design codes

- 4.1.80. The purpose of this policy is to indicate where, and in what circumstances design codes are required.

Policy LP12 Design codes

A design code should accompany any planning application on:

- Sites where a masterplan is required.
- Proposals which provide self or custom-build.
- Any site by virtue of size, location or proposed mix of uses as justified by the local planning authority.

The detailed requirements for design codes are set out in appendix D.

A design code should be prepared in accordance with the statement of community involvement and shall have been through the agreed process of consultation and approved prior to the determination of any related planning application.

Explanation

- 4.1.81. National planning policy states appropriate tools such as masterplans and design codes should be used to guide design and creating developments to meet the needs of a community. 'Design codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places.'
- 4.1.82. The main role of a design code is to provide clear, visual guidelines ensuring consistency in quality, form, and character. A design code will address site specific detail steering the identity, visual appearance, servicing, and operation of a development site.

4.2. **The natural environment**

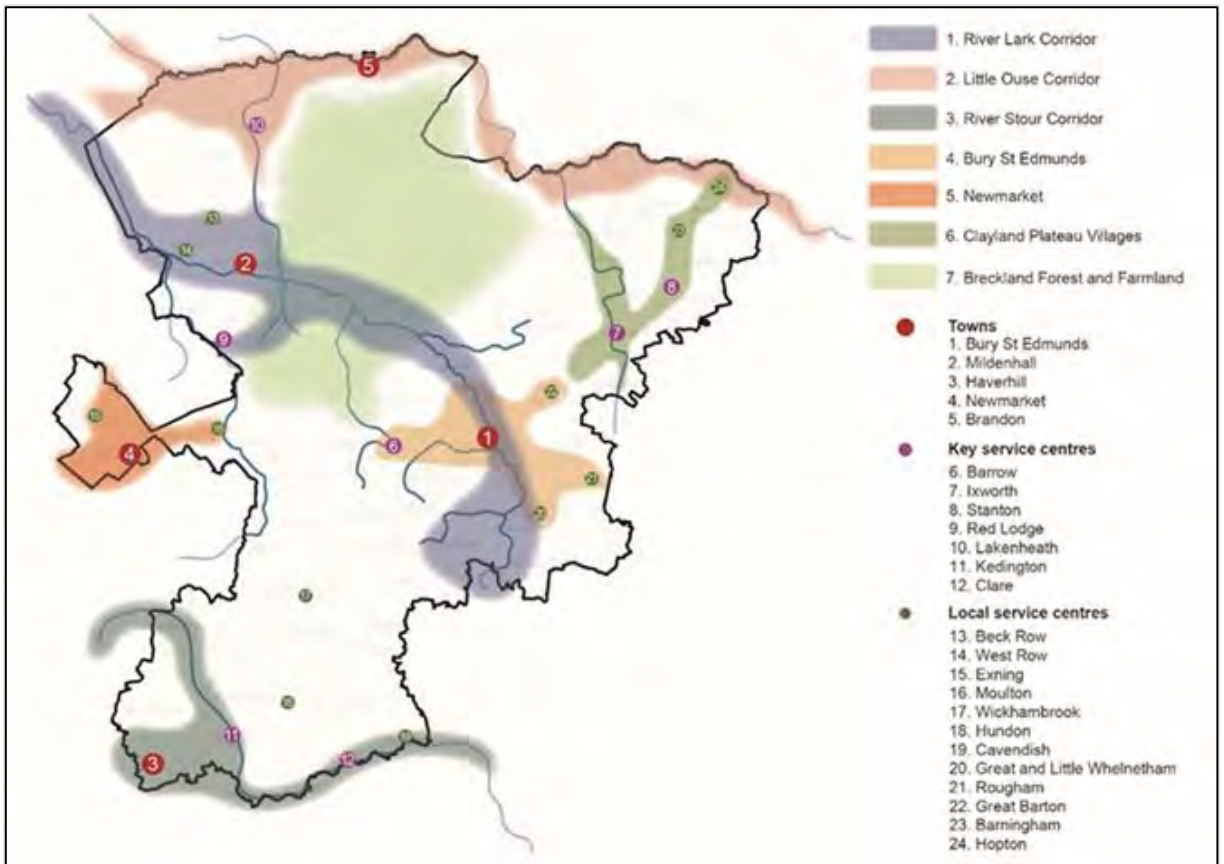
Introduction

- 4.2.1. West Suffolk is a rural district with good green infrastructure, locally distinct landscapes and is rich in biodiversity with international, national, and locally important assets located across the district. The purpose of the policies in this section is to seek to deliver the ambition to restore and enhance our natural environment and reverse the decline of biodiversity.

Green infrastructure policies

Green Infrastructure

- 4.2.2. Good quality green and blue infrastructure in our towns and rural areas can make a positive contribution to improving health and wellbeing, water management, nature recovery and resilience to and mitigation of climate change, along with addressing issues of social inequality and environmental decline.
- 4.2.3. The policy supports the overarching aim for green infrastructure (GI) in West Suffolk which is to provide:
- 4.2.4. 'An integrated, multifunctional and resilient network of natural and semi-natural green spaces which support West Suffolk's communities for the benefit of present and future generations.'
- 4.2.5. The West Suffolk GI Study has identified priority areas for green infrastructure and opportunities for the delivery of green infrastructure within the district. The priority areas have been selected to provide multifunctional benefits to a wide range of people, whilst delivering nature-based solutions to future challenges and conserving the district's most important assets. These are identified as the River Lark corridor, Little Ouse corridor, River Stour corridor, Bury St Edmunds, Newmarket, Clayland Plateau Villages and Breckland Forest and Farmland as shown in figure below.



Map showing 'priority areas' for green infrastructure in West Suffolk

- 4.2.6. The purpose of the policy is to protect existing green infrastructure (GI) in West Suffolk ensuring that its integrity and connectivity is retained, restored, protected and enhanced, and to deliver new green infrastructure which will support sustainable development.

Policy SP4 Green infrastructure

Existing green infrastructure (GI), its integrity and connectivity, should be retained, restored, protected and enhanced, wherever possible, and new green infrastructure delivered to support sustainable development. Planning permission for development that would impact on the quantity or quality of the existing green infrastructure network will only be granted if it cannot be avoided and if alternative green infrastructure provision of equivalent benefit is provided as part of the development or as a last resort a financial contribution is secured for suitable alternative green infrastructure provision by the relevant authority.

Opportunities to extend the coverage and connectivity of the strategic green infrastructure network including within and next to the priority areas as set out in the West Suffolk Green Infrastructure Study 2022 (or any subsequent study) will be supported. These could include improving access to countryside interpretation and heritage conservation.

All major residential development of 50 homes or more located on greenfield sites should provide around 40 per cent green infrastructure within the site. Green infrastructure can include public open space, sustainable drainage systems features including swales, basins and rain gardens, allotments, burial

grounds, strategic landscaping, new and retained habitats including woodland, trees and hedgerows, green and blue corridors, and recreational access routes.

All other major developments including those on previously developed land should seek to provide sufficient space for green infrastructure on-site to accommodate the retention of existing features (for example existing trees and hedgerows) and the delivery of new green infrastructure such as sustainable drainage systems features, public open space and strategic landscaping where these are required.

Development proposals should demonstrate a green infrastructure-led design approach. This could be using a green infrastructure (GI) design code, use of GI design tools, requirement for a GI plan, or implementation of a check list or set out principles that need to be demonstrated within the design and access statement.

Explanation

- 4.2.7. National policy defines green infrastructure (GI) as a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities, and prosperity.
- 4.2.8. Government guidance is clear that green infrastructure opportunities and requirements need to be considered at the earliest stages of development proposals, as an integral part of development and infrastructure provision, and taking into account existing natural assets and the most suitable locations and types of new provision.
- 4.2.9. Natural England's Green Infrastructure Framework for England is a commitment in the Government's 25 Year Environment Plan. It supports the greening of our towns and cities and connections with the surrounding landscape as part of the nature recovery network. The green infrastructure framework can be used to support the planning for good quality GI creation and improvements. This framework includes GI principles, the GI standards (including the requirement for major development to have a GI plan), GI design guide and mapping. The information and tools within the framework can be used to help demonstrate a GI-led approach to development.
- 4.2.10. The council considers that it is necessary to benchmark standards for multifunctional green infrastructure within development sites and most particularly in sites of 50 homes or more. The Natural England's GI Framework sets out five headline green infrastructure standards. This includes that local authorities strategically plan their green infrastructure provision. It further recommends for urban greening at least 40 per cent average green cover in urban residential neighborhoods.
- 4.2.11. The Town and Country Planning Association have published Guides and Principles for Garden Communities, Principal 9 of 'Planning for green and prosperous places' (guide 7), references 50 per cent GI as a target quantum (noting that this includes residential gardens).

- 4.2.12. The council will work with its partners to develop the green and blue infrastructure network throughout West Suffolk and, where appropriate, cross boundary projects which reflect the continuation of the landscape.
- 4.2.13. Green infrastructure (GI) plays a significant role in mitigating the effects of recreational pressure on nature conservation sites such as sites of special scientific interest and European sites. A review of recreational impact in the district has identified that new residential development, across the whole district, has the potential to contribute to recreational pressure on nature conservation sites. A green infrastructure approach to mitigating these effects can ensure that local communities have sufficient green space to meet their needs and hence reduce these types of trips to sensitive sites.
- 4.2.14. A recommendation of the councils GI strategy is to strengthen the requirements for open space in the district with the aim of helping to reduce the pressure on nature conservation sites. Requiring sufficient space for GI on sites to accommodate all elements of GI such as retention of existing features, sustainable drainage systems, as well as open space will ensure that sufficient useable open space is available locally and will provide opportunities for delivery of biodiversity enhancements on-site to provide local benefit and access to nature for local residents.

Trees

- 4.2.15. West Suffolk's trees, woodlands and hedgerows make a vital contribution to the character and quality of our environment. The purpose of this policy is to seek to conserve existing trees, require integration of features in development proposals and encourage new or replacement planting, to enhance this resource now and in the future.

Policy LP13 Trees

On development sites, in order to conserve and enhance local distinctiveness in the landscape, trees, woodland and hedgerows must be retained, unless it can be demonstrated that removal cannot be avoided, and appropriate mitigation or compensation can be achieved.

In the case of ancient woodland and ancient or veteran tree(s), development which would harm or destroy these assets will be refused unless it accords with the exceptional reasons identified within the National Planning Policy Framework. If exceptional reasons are justified a suitable compensation strategy including its delivery will need to be secured as part of any planning consent.

Within developments, sufficient space will be made to accommodate veteran trees and allow a buffer for the expansion of ancient woodland (for example through woodland planting or natural regeneration).

Development proposals should seek to positively integrate existing and new trees, on a sustainable basis having regard to the mature size of the trees, as part of the site layout. Potential long-term conflict between woodlands, trees including street trees, tree lines and avenues, hedgerows and the built form and infrastructure must be avoided.

Where it is demonstrated that tree removal to facilitate development is unavoidable, the loss must be appropriately compensated. However, the removal of large mature trees and their replacement with smaller shorter-lived species will not be acceptable.

Sufficient space within developments must be reserved for the planting of new trees and the sustainable growth of existing and new trees to retain and improve tree canopy cover in the district as a whole.

All planning applications, where there are existing trees on or within the influence of a development site, must include details and a methodology for tree protection from the commencement of development to completion; to ensure that trees are not damaged by construction work.

Explanation

- 4.2.16. Trees are an important part of every community. All trees, hedges and woodlands, wherever they are in the landscape, including our towns, can provide a wide range of social, economic and environmental benefits which increase our quality of life. These benefits include improvements in air quality,

reduction of the 'urban heat island', opportunities for people to re-connect with nature and attractive open spaces to improve health and well-being. They help to reduce flood risk and can improve water quality amongst others. The policy seeks to recognise the importance of trees, improve tree canopy cover through sustainable tree retention, good design and new tree planting and respond to the challenges of climate change and biodiversity loss.

- 4.2.17. Within the Brecks, all new tree and woodland planting should be consistent with conserving and enhancing the notified interest features cited for the sites of special scientific interest and the conservation objectives of the special protection area.
- 4.2.18. Veteran and ancient trees and ancient woodland are particularly valued and once lost cannot be replaced. [Government guidance](#) provides information on how the impacts should be considered. Within a European context the UK is home to more veteran trees than most other countries. West Suffolk is notable for its veteran and ancient trees as well as Brecks pine lines, and native black poplar. These particular landscape features, which contribute to the character of the landscape, should be conserved.
- 4.2.19. Tree protection measures and method statements should accord with the British Standard (BS5837:2012 Trees in relation to design, demolition, and construction – Recommendations) or other relevant guidance.

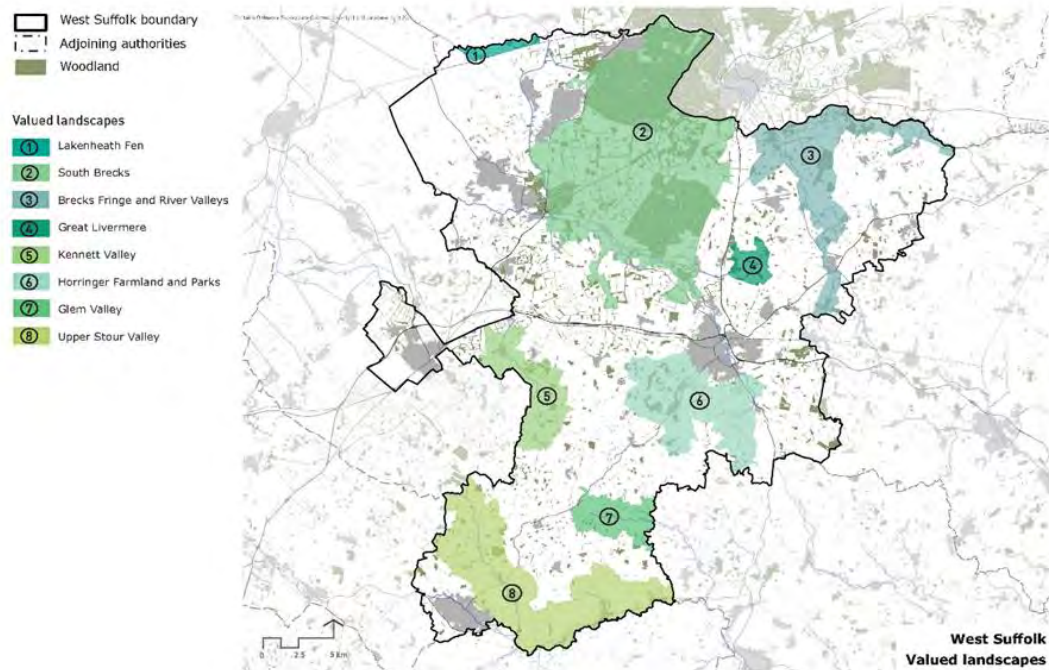
Landscape policies

Locally valued landscape

- 4.2.20. West Suffolk is characterised by largely rural landscapes of low-lying landform. Nevertheless, the landscape is diverse, due both to geological influences and the long-term impact of man's response to this through the use of land.
- 4.2.21. Landscape character is the distinct, recognisable and consistent pattern of elements that makes one landscape different from another. Hedgerows, trees and other natural features are essential components of the landscape, enhancing visual amenity, the quality of the environment and providing habitat for a range of wildlife.
- 4.2.22. The policies set out the council's aims to protect and enhance the landscapes which contribute to the uniqueness of the wider countryside and also those areas which are valued locally.
- 4.2.23. The purpose of this policy is to identify locally valued landscapes worthy of recognition and provide criteria for assessment of proposals that may have a significant effect on, or detract from, their character and or condition.

Policy SP5 Locally valued landscapes (LVL)

The council has identified and described areas which are recognised as locally valued landscapes.



Within West Suffolk, landscapes which are of local value and worthy of recognition have been identified and their special landscape qualities have been described. The locally valued landscapes (LVL) shown on the policies map are:

- Lakenheath Fen
- South Brecks
- Brecks Fringe and River Valleys
- Great Livermere
- Kennett Valley
- Horringer Farmland and Parks
- Glem Valley
- Upper Stour Valley.

These areas have, by reason of their local distinctiveness, special qualities and features and or condition, a limited capacity to absorb change that has, or may have, a significant effect on, or detract from, their character and or condition.

Proposals within the areas designated as locally valued landscapes (LVL) must:

- Avoid loss of key characteristics, or their legibility, that underpin the scenic quality and the significance of the locally valued landscape (LVL) and landscape character area.
- Respond effectively to the key characteristics and significance of the area referred to in the West Suffolk Review of Local Landscape Designation 2022 and the specific recommendations within the landscape character assessments 2022 (or subsequent update).

Individual proposals within or next to these areas will be assessed based on their specific landscape and visual impact taking into account any mitigation proposals. Development which protects and enhances the locally valued landscapes will be supported.

Explanation

- 4.2.24. National policy requires development plans to protect and enhance valued landscapes and requires plans to 'distinguish between the hierarchy of international, national and locally designated sites'.
- 4.2.25. Within West Suffolk, a landscape study of the district identifying and describing landscape character areas and reviewing local landscape designations, has identified areas which are recognised as valued landscapes locally. The review of local landscape designations for West Suffolk (2022) provides a statement of significance for each of the areas identified, which summarises the special qualities that distinguish each area from ordinary countryside.
- 4.2.26. Where new development is proposed the preference will always be to incorporate existing natural features into the development. This includes not only the physical retention of landscape features, but also their protection from impacts such as light spillage. Where the development will fulfil important objectives and the loss of such features is unavoidable replacement provision of the same or greater value will be required.

Landscape

- 4.2.27. The purpose of this policy is to protect and enhance the landscapes which contribute to the uniqueness of the wider countryside and those areas which are identified as locally valued landscapes in Policy SP5.

Policy LP14 Landscape

All proposals for development must be informed by, and be sympathetic to, the character of the landscape as described in the West Suffolk Landscape Character Assessment (2022) and Suffolk Landscape Character Assessment.

Development proposals should, take into account and avoid detrimental effects on key landscape features and their legibility, local distinctiveness, visual amenity, key views, tranquillity and the nocturnal character of the landscape.

Where a development proposal is likely to have a significant impact on landscape character and visual amenity, a full understanding of the context, characteristics and significance of the landscape, and the impact on character and the views (including cumulative impact) must be provided.

Negative effects must be avoided, where possible, for example through alternative site selection. Where avoidance is not possible, negative effects must be minimised through the design, suitable mitigation measures or, as a last resort, through appropriate compensation. Landscape proposals must be appropriate for the scale, type, and location of the development.

Individual proposals will be assessed based on their specific landscape and visual impact, taking into account any mitigation and future management proposals. Proposals that demonstrate their location, scale, design and materials will seek to protect, enhance and where possible restore the character of the landscape, including the setting of settlements, and the significance of gaps between them will be supported.

Soft landscaping proposals must respond to the challenge of biodiversity loss and climate change. Species diversity is important as a diverse range of plants can help cope with warmer climates and limit the damage caused by pest and disease outbreaks, enhancing biosecurity, and providing resilience. Wherever appropriate native species should be included within planting mixes and species rich grassland proposed.

Explanation

- 4.2.28. West Suffolk has a varied landscape which includes The Fens and the Brecks in the north, chalklands to the west around Newmarket and in the central and southern parts of the district gently undulating clayland landscapes. The West Suffolk Landscape Character Assessment (2022), describes the distinct landscape character areas across West Suffolk, highlighting local distinctiveness, as well as providing guidance on how to manage change.

- 4.2.29. Landscape character can be described at any scale including at a national scale, in the national character areas (NCA), and a regional scale. In Suffolk, landscape types are described across the county in the Suffolk Landscape Character Assessment and unique landscape character areas are described in the West Suffolk Landscape Character Assessment.
- 4.2.30. Across West Suffolk, the landscape of settlements and the gaps between them including parishes with several greens or hamlets, are key to maintaining their distinct character and sense of identity. It is important that the significant role of this deliberate space between or within settlements is recognised and maintained.
- 4.2.31. National policy promotes an approach to planning policies and decisions that 'limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation'. Much of the land within West Suffolk has a low level of night blight. Artificial lighting of development, while increasing a sense of security, can also impact upon residential amenity, the character and appearance of an area (particularly rural locations) and the environment but can be mitigated by design, location or reducing the lighting level.

Biodiversity and geodiversity policies

Introduction

- 4.2.32. Section 40 of the Natural Environment and Rural Communities Act 2006, which has been strengthened by the Environment Act 2022, places a duty on all public authorities to conserve and enhance biodiversity. A key purpose of this duty is to embed consideration of biodiversity as an integral part of policy and decision making.
- 4.2.33. Nature conservation sites, both statutory and non-statutory, together with other wildlife-rich habitats and features, provide wildlife corridors and links. These form an essential nature network which is necessary to safeguard and enhance the distribution and diversity of flora and fauna within the district, supporting nature recovery and also wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation.
- 4.2.34. The application of the mitigation hierarchy in relation to biodiversity and geodiversity is embedded in the National Planning Policy Framework and in government guidance. The principles of the mitigation hierarchy are avoidance, mitigation and as a last resort compensation.
1. Avoidance – aim to avoid adverse effects through design or the selection of an alternative site.
 2. Mitigation through measures to minimise the negative effects of a project.
 3. Compensation in exceptional circumstances after all other options to avoid or mitigate harm have been considered.
- 4.2.35. Development proposals should seek to conserve and enhance the biodiversity and geological interests of the area and in particular ensure that protected species and habitats including those of principal importance in the UK and locally (priority habitats and species) will be protected and, where possible, enhanced.

Biodiversity net gain

- 4.2.36. The Environment Act 2021 mandates a minimum 10 per cent BNG to be implemented from January 2024 for all but small sites, which will be required from April 2024. Biodiversity net gain is a legislative requirement, with the detail of how it is implemented set out in regulations. Biodiversity net gain is calculated using the statutory metric and a biodiversity statement, submitted at the planning application stage, sets out how a development will deliver BNG.
- 4.2.37. The purpose of this policy is to link biodiversity net gain to other strategic objectives and the overall place-making strategy, enabling a holistic approach to ecological enhancement across West Suffolk.

Policy SP6 Biodiversity net gain

Qualifying development proposals are required to achieve a biodiversity net gain of at least 10 per cent, calculated using the statutory biodiversity metric.

Biodiversity net gain will preferentially be delivered on-site where this would deliver the most appropriate outcome for biodiversity and to provide local benefit.

Locally defined ecological networks identified in the local nature recovery strategy (LNRS) will be the focus for the delivery of off-site and landscape scale biodiversity net gain.

Until such time as the LNRS for Suffolk is finalised, the 'strategic significance' category assigned to each habitat parcel (in the metric spreadsheet) must be fully justified and demonstrate that it is in accordance with either:

- The West Suffolk Green Infrastructure Study – chapter 5, nature recovery.
- Any forthcoming Suffolk guidance.

For meaningful contributions to nature recovery, biodiversity net gain actions and biodiversity enhancements should seek to deliver bigger, better, more and joined up habitat, safeguarding and enhancing habitat connectivity at a site level, locally and at the wider landscape scale.

For developments which fall outside the scope of mandatory biodiversity net gain, enhancement for biodiversity should be included as part of the proposals, commensurate with the scale of the development.

Explanation

- 4.2.38. Biodiversity net gain (BNG) is a way to contribute to the recovery of nature while developing land. It is making sure that habitat for wildlife is in a better state than it was before development. The delivery of biodiversity net gain and ecological enhancement through development will be supported across the district.
- 4.2.39. Within Suffolk a [Biodiversity Net Gain \(Interim\) Planning Guidance Note for Suffolk](#) has been developed by the Suffolk authorities. The purpose of the

(interim) guidance note is to provide further detail on how aspects of biodiversity net gain should be demonstrated within planning applications.

- 4.2.40. The application of the mitigation hierarchy (avoiding impacts before mitigating and as a last resort compensating impacts) should be demonstrated. The requirement to deliver biodiversity net gain (BNG) on-site will strengthen habitat avoidance on development sites.
- 4.2.41. Chaired by Professor Sir John Lawton, the independent review of England's wildlife sites and ecological network considered whether England's collection of wildlife areas represented a coherent and robust ecological network that would be capable of responding to the challenges of climate change and other pressures. Published in September 2010, the [Making Space for Nature](#) review summarised what needed to be done in four words: more, bigger, better and joined, and set out some guiding principles and recommendations. The findings of this report remain highly relevant and forms the basis for the nature recovery network.
- 4.2.42. The requirement for development to demonstrate BNG does not replace or diminish existing protections for habitats and species which remain in place and continue to be a material consideration of any planning application.
- 4.2.43. The local nature recovery strategy (LNRS) will agree priorities for nature recovery and propose actions in the locations where it would make a particular contribution to achieving those priorities. The strategy will include a local habitat map and a written statement of biodiversity priorities. Suffolk County Council have been appointed as the responsible authority and will prepare the LNRS. West Suffolk Council will work collaboratively with other Suffolk authorities in the preparation of the LNRS.
- 4.2.44. Strategic significance is the local significance of a habitat based on its location and habitat type and is categorised as either low, medium, or high in the BNG metric. The 'strategic significance' category for each individual habitat parcel, both at baseline and at post-intervention, is assigned based on the LNRS. Until the LNRS is completed, the alternative plans which determine strategic significance are the West Suffolk Green Infrastructure Study or any forthcoming published Suffolk wide guidance on strategic significance.

Protected sites, habitats, and features

- 4.2.45. Local policy LP15 sets out the councils aims to protect, restore and enhance biodiversity, geodiversity sites, habitats and features.

Policy LP15 Protected sites, habitats and features

All development must seek to protect sites designated for their biodiversity and geodiversity value, and conserve, restore and enhance important habitats (including priority habitats) and other important biodiversity features on development sites or affected by developments.

Proposals which do not conserve and enhance biodiversity, failing to have appropriate regard to the 'mitigation hierarchy', will be refused.

Proposals for development which could adversely affect the integrity of areas of international or European nature conservation importance, as indicated on the policies map, will be determined in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) or successor legislation.

Proposed development likely to damage or destroy the interest features of a nationally important site of special scientific interest (SSSI) will not be permitted unless the benefits of the development, at the site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of SSSIs.

Development resulting in the loss or deterioration of irreplaceable habitats such as lowland fens, ancient woodland, ancient and veteran trees will be refused unless it accords with the exceptional reasons identified within the National Planning Policy Framework. If exceptional reasons are justified, a suitable compensation strategy including its delivery will need to be secured as part of any planning permission.

Development proposals which would have a direct or indirect adverse effect on locally designated sites, including county wildlife sites and county geodiversity sites, protected or priority habitats, will not be permitted unless the benefits of the development clearly outweigh the impacts on the features of the site and the wider network of habitats. In addition, proposals must demonstrate that:

- The mitigation hierarchy has been implemented.
- Mitigation and compensation measures are provided which ensure there is a biodiversity net gain in such sites.

Any enhancement measures should align with the relevant nature recovery priorities (if any) set out in the Suffolk Local Nature Recovery Strategy when completed.

Protected species

- 4.2.46. Local policy LP16 sets out the councils aims to minimise the impact of development on protected species.

Policy LP16 Protected species

Development which would have an adverse impact on protected or priority species will not be permitted unless there is no alternative, and the local planning authority is satisfied that suitable measures have been taken to:

- a. Reduce disturbance to a minimum.
- b. Maintain the population identified on site, or where this is not possible provide adequate alternative habitats to sustain at least the current levels of population.
- c. Provide enhancement measures to benefit the species.

Any enhancement measures should align with the relevant nature recovery priorities (as appropriate) set out in the Suffolk Local Nature Recovery Strategy when completed.

All planning applications must be supported, where necessary, by appropriate protected species survey and ecological impact assessment, undertaken in accordance with national good practise guidelines.

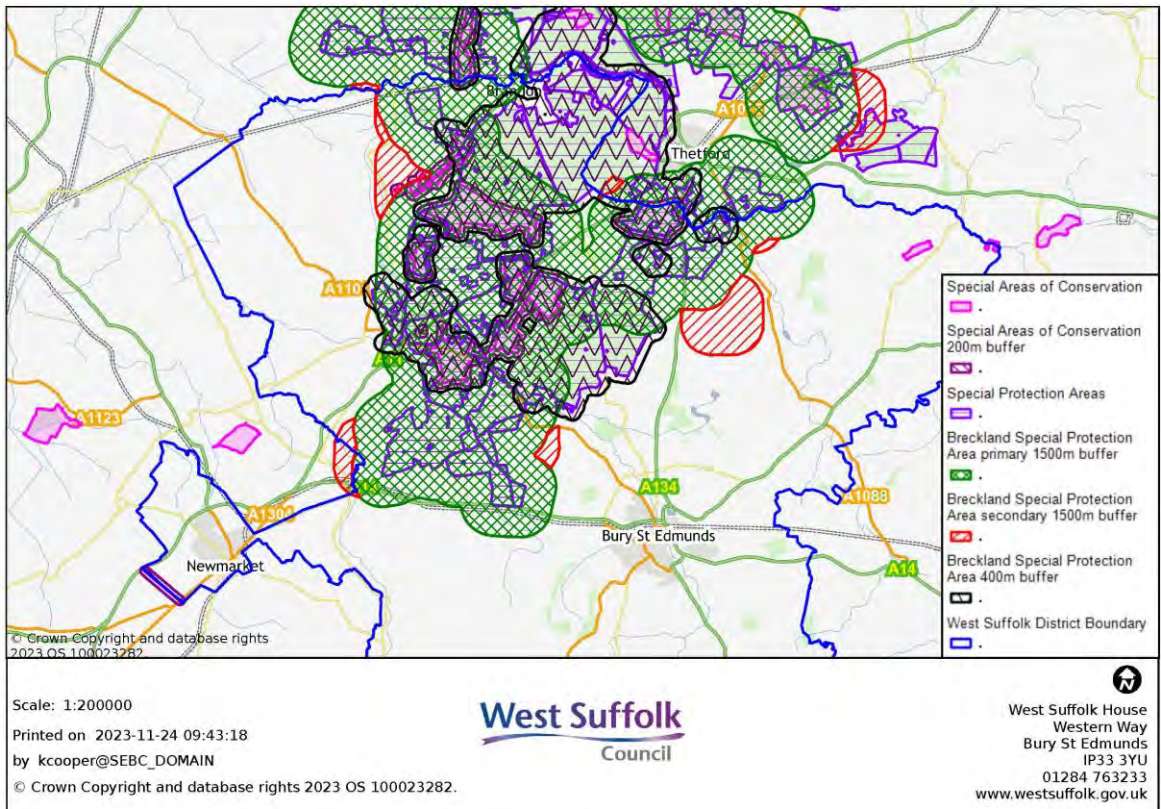
Explanation

- 4.2.47. Where there is a possibility that development will affect biodiversity, the level of impact needs to be determined and a suitably detailed survey of habitats and species will be required before a planning application is considered. The scope of such survey will be determined using the Suffolk biodiversity validation checklist (or any subsequent document), local validation requirements, and Natural England standing advice. The Suffolk Biological Records Centre is recognised as a valuable source of information and data. Any assessments will need to be proportionate to the nature and scale of development proposed and the likely impact on biodiversity or geodiversity. Where the benefit of development is considered to outweigh the loss to biodiversity or geodiversity and there is no alternative, mitigation will be required, and if necessary, compensatory measures so that damage to the biodiversity or geodiversity network is minimised and there is enhancement of features.
- 4.2.48. The council will require habitat enhancement and positive habitat management. Encouragement will also be given to measures which improve public access to nature where this is appropriate.
- 4.2.49. Within the district and immediately adjacent there are several internationally, nationally and locally important sites that will be protected. Internationally and nationally important sites include Ramsar sites, special protection areas, special areas of conservation, sites of special scientific interest, geological SSSIs and national nature reserves.

- 4.2.50. There are also other areas of biodiversity or geodiversity interest of local importance in both the countryside and built-up areas which merit protection. The biodiversity or geodiversity value of these areas will be taken into account when considering development proposals that could affect them. These sites include local nature reserves, county wildlife sites, county geodiversity sites, and other sites including ancient and semi-natural woodland and veteran trees.

Special protection areas and special areas of conservation

- 4.2.51. There are a number of special areas of conservation (SAC) and one special protection area (SPA) within West Suffolk. These are European designations which are protected by the Conservation of Habitats Regulations 2017 (as amended). The underpinning sites of special scientific interest (SSSI's) are protected nationally through the Wildlife and Countryside Act 1981 (as amended).
- 4.2.52. Breckland SPA is located to the north-west of the district and is designated because during the breeding season it supports populations of nightjar, woodlark and stone curlew which are of national importance. The SPA extends beyond the district boundary into Norfolk and is made up of Breckland Farmland SSSI, Breckland Forest SSSI and a number of heathland SSSI's.
- 4.2.53. Breckland SAC is also located to the north-west of the district and extends into Norfolk. The SAC includes a number of heathland SSSI's and is designated primarily for its dry heath and grassland habitat.
- 4.2.54. Rex Graham SAC is located to the east of Mildenhall and is designated for its large population of military orchids.
- 4.2.55. Devils Dyke SAC is located to the south-west of Newmarket on the district's boundary with Cambridgeshire. The site is designated because of its extensive area of species-rich chalk grassland.
- 4.2.56. Waveney and Little Ouse Valley Fens SAC is located to the north-east of the district and is designated for its wet meadows and fen habitat. Two of the component sites, Weston Fen SSSI and part of Blo' Norton and Thelnetham Fens are within West Suffolk.
- 4.2.57. Based on evidence, buffers have been adopted to protect the interest features of these sites.



Breckland Special Protection Areas and Special Area of Conservation constraint buffers

- 4.2.58. The purpose of the policy is to set out the buffers where development may impact on the special protection areas and special areas of conservation and require assessment in line with the Conservation of Habitats Regulations 2017 (as amended).

Policy SP7 Special protection areas and special areas of conservation

A project level habitats regulations assessment (HRA) will be undertaken for all development proposals that are likely to have a significant effect on a special protection area (SPA) or special area of conservation (SAC).

Development will only be permitted where it can be demonstrated that the proposals will not adversely affect the integrity of the designated site, either alone or in combination with other plans or projects.

Where a project level HRA is required, the developer is required to submit information to inform the HRA. The information must address the impact of the proposals alone and in-combination with other relevant plans and projects within the whole SPA or SAC and its relevant constraint zones where appropriate.

Breckland Special Protection Area

Stone curlew

All development that leads to a net increase in built development within Breckland Special Protection Area (SPA) or within a 1500 metre (primary) buffer of component parts of Breckland SPA which support or are capable of supporting Stone Curlew, as shown on the policies map, has the potential for 'likely significant effects' on Breckland SPA alone or in-combination with other developments, and as such will require a project level HRA.

All development that leads to a net increase in built development within the 1500 metre (secondary) buffer around areas outside the SPA that have been identified where there are concentrations of Stone Curlew (most recently using data from 2011 to 2015), as shown on the policies map may also require project level HRA. Within this zone, where it can be shown that adverse effects can be prevented, for example where alternative land outside the SPA can be secured to adequately mitigate the potential effects, planning permission may be granted provided the local planning authority is satisfied that there is sufficient certainty that the proposed measures will be effective and deliverable.

Large developments adjacent to, or just outside the primary or secondary buffer may also require project level HRA. Residential applications outside of the SPA but located in areas where comprehensive Stone Curlew data is missing must provide records or carry out surveys to inform impacts on Stone Curlew outside of the SPA.

Woodlark and nightjar

All development that leads to a net increase in residential development within 400 metres of components of the SPA that support, or are capable of supporting Woodlark and/or Nightjar as shown on the policies map, has the potential for 'likely significant effects' on Breckland SPA alone or in-combination with other developments, and as such will require project level HRA.

Special areas of conservation

New road infrastructure or road improvements within 200 metres of sites designated as special area of conservation have the potential for 'likely significant effects', and as such will require project level habitats regulations assessment.

Explanation

- 4.2.59. Several research projects have looked at the impact of disturbance on the distribution of Stone Curlew nests in Breckland. A study (1) found that Stone Curlew nest density was consistently lower on arable land around settlements to 1500 metres. Similarly, a significant avoidance of trunk roads was also found. As a result, all the local planning authorities around the Brecks have adopted 1500 metre constraints zone around the boundary of components of the special protection area (SPA) that supports or is capable of supporting Stone Curlew. Further research (2) following the establishment of the constraint zone reaffirmed the initial findings and provided further evidence on

the effects that built development has on the Stone Curlew population in Breckland.

- 4.2.60. Natural England has provided guidance on assessing the impact of development on Breckland. The council will have regard to this guidance, or subsequent revisions, when undertaking its Habitats Regulations Assessments as the competent authority.
- 4.2.61. Woodlark and Nightjar are known to be sensitive to human-related disturbance. Research found that Woodlark density on heathlands was lower on sites with higher levels of human disturbance (3) and that higher density of housing resulted in fewer Woodlark and Nightjar on certain heaths in Dorset which was more severe when situated close to the heaths (4). Based on this research a 400 metre zone was developed around components of Breckland Special Protection Area which support Woodlark and Nightjar and has been adopted by all the local authorities around the Brecks.
- 4.2.62. Air pollution poses a threat to many protected sites across West Suffolk which include feature habitats and species vulnerable to nitrogen deposition. New development has the potential to lead to traffic impacts including increased traffic, construction of new roads, and upgrading of existing roads.
- 4.2.63. According to the Department of Transport's Transport Analysis Guidance, "Beyond 200 m, the contribution of vehicle emissions from the roadside to local pollution levels is not significant". This is therefore the distance that is used in order to determine whether a Habitat site is likely to be significantly affected by development.

References

- (1) Sharp, J., Clarke, R. T., Liley, D. & Green, R. E. (2008). The effect of housing development and roads on the distribution of stone curlews in the Brecks. Unpublished report, Footprint Ecology, Wareham, Dorset.
- (2) Clarke, R., & Liley, D. (2013). Further assessments of the relationship between buildings and stone curlew distribution. Unpublished report by Footprint Ecology for Breckland Council.
- (3) Mallord, J W., Dolman, P M., Brown, A F., And Sutherland W J., 2007. Linking recreational disturbance to population size in a ground-nesting passerine. *Journal of Applied Ecology*, 44(1), pp.185–195.
- (4) Liley, D., Clarke, R.T., Tyldesley, D., Underhill-Day, J. & Lowen. J. 2007 Evidence to support the Appropriate Assessment of development plans and projects in south-east Dorset Footprint Ecology. Dorset County Council.

Recreational effects of development policy

- 4.2.64. The purpose of the policy is to ensure that sustainable housing growth can be delivered in the district whilst at the same time adequately protecting the district's sensitive nature conservation sites from harm.

Policy SP8 Recreational effects of development

All new development which would result in a net increase in dwellings and therefore likely to increase recreational pressure on any European or nationally designated site for nature conservation, will be required to demonstrate that adequate measures are put in place to avoid or mitigate potential adverse effects.

In all instances where recreational mitigation measures are applicable, as set out in the emerging West Suffolk Recreational Avoidance and Mitigation Framework, the following standards will apply, unless an evidence-based alternative strategy has been agreed with Natural England and the council:

- a. Provide measures for influencing recreation at, or close to the development site. Measures could include delivery of sufficient quantity and quality of alternative accessible natural green space and/or enhancement and promotion of dog friendly access routes within or in the immediate vicinity of the development or other measures to be agreed. For small developments, a financial contribution towards strategic measures may be accepted.
- b. An appropriate financial contribution towards recreational access management and monitoring of visitor pressure at sensitive nature conservation sites.

A project level habitats regulations assessment will be required. The developer is required to submit information that clearly demonstrates that the above measures would result in no adverse effects on the integrity of the relevant European site.

Explanation

- 4.2.65. The National Planning Policy Framework (NPPF) states that where significant harm to biodiversity from development cannot be prevented, then planning permission should be refused, and that a high level of protection be afforded to sites of special scientific interest.
- 4.2.66. Recreational surveys have highlighted that many of the visitors to the Brecks are local people using the forest, heath and grasslands as their local greenspace. An initial review identified a number of other European site and sites of special scientific interest (SSSIs) (outside of the European sites) as being potentially vulnerable to recreational pressure including:
- Wicken Fen Ramsar and component of Fenland Special Area of Conservation (SAC)
 - Devil's Dyke SAC and SSSI
 - Breckland SAC and Special Protection Area (SPA)

- Bradfield Woods SSSI
- Maidscross Hill Site of Special Scientific Interest (SSSI)
- Red Lodge SSSI.

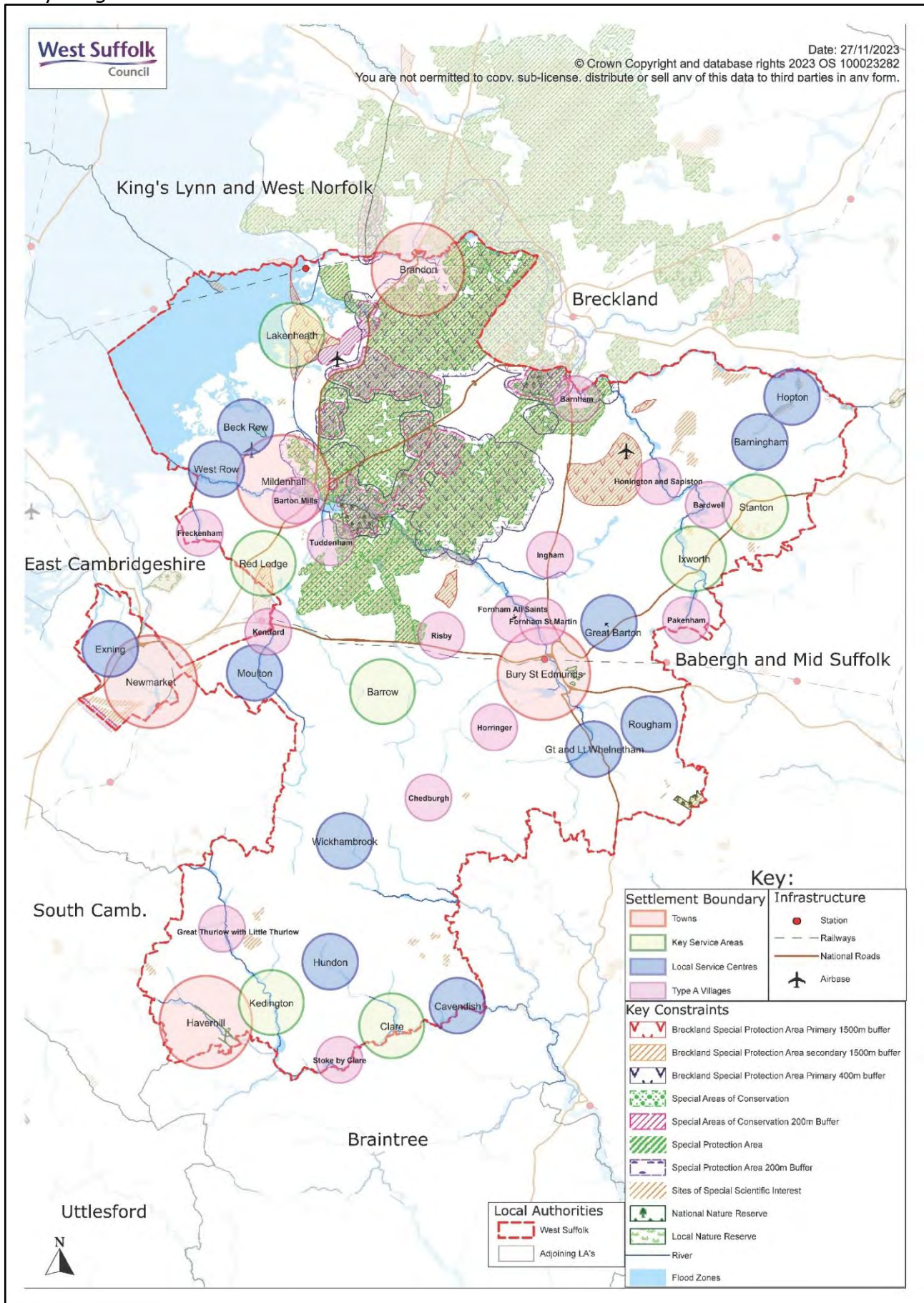
4.2.67. The council has commissioned a study to explore how a range of avoidance, management and monitoring measures can be delivered through the framework of a recreational avoidance and mitigation study within West Suffolk. The study is ongoing but is anticipated to be completed by late 2023 and will form a supplementary planning document (or subsequent planning document) providing further guidance.

4.3. **Spatial strategy**

Introduction

- 4.3.1. This section of the plan sets out the spatial strategy in policy SP9 and local policies, LP17, LP18 and LP19 which address the housing settlement boundaries and set out where development may be acceptable in the countryside including proposals relating to business and domestic equine.
- 4.3.2. The purpose of the spatial strategy is to set out the overall approach to protecting and enhancing the natural, built and historic environment and providing new homes, employment provision, community services and facilities and supporting infrastructure. It sets the broad strategy for managing development in the district to 2040, reflecting the overall vision and strategic objectives of the plan.
- 4.3.3. The key diagram illustrates the context of the district, showing the extent of the natural environmental constraints most notably the Breckland Special Protection Area (SPA) and Special Area of Conservation (SAC), which are national and European designations and its associated buffers, the military bases, the horse racing industry in Newmarket, the highways and rail corridors and the location of the higher order settlements in the settlement hierarchy.

Key diagram



- 4.3.4. The impact of development on the environment is an important factor in establishing an appropriate spatial strategy for the district. Areas of the district are designated for nature conservation value, with five sites designated at the European level, 45 nationally important sites of special scientific interest (SSSI) and over 100 locally designated County Wildlife Sites (CWS). The sites of European interest include the Breckland SPA, and SAC, Devils Dyke SAC, Rex Graham Reserve SAC and Waveney and Little Ouse Valley Fens SAC.
- 4.3.5. Breckland is also recognised for its landscape character which is particular to this area. The spatial strategy protects the important landscape, biodiversity and geo-diversity assets.

The Spatial strategy policies

The spatial strategy

- 4.3.6. The spatial strategy seeks to protect and enhance the natural, built and historic environment, and directs new homes and jobs to the most sustainable locations. This reduces the need for people to travel very far to get to and from work, schools and other key services, while also supporting sustainable modes of travel. By adopting a spatial strategy, the council is ensuring new homes are directed to the most sustainable locations where people can readily access jobs, services and facilities.

Policy SP9 The spatial strategy

The plan makes provision for development needs and supporting infrastructure for the district to 2040. It promotes a sustainable pattern of development that conserves and enhances the natural, built and historic environment and seeks to mitigate climate change and adapt to its effects.

It plans for the development needs of housing, employment, community uses and its supporting infrastructure. It makes provision for the conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure.

It makes effective use and re-use of land including previously developed and brownfield land to meet the need for homes and other uses. It does this while safeguarding and improving the environment and ensuring safe and healthy living conditions.

To meet West Suffolk's local housing need provision is made for at least 13,702 new homes (net) and supporting infrastructure to be delivered in the period 1 April 2023 to 31 March 2040. This is made in line with the Government's formula for objectively assessing future housing needs.

15,486 homes (net) have been identified in this local plan to meet the overall housing requirement. The provision of new homes has been directed towards the more sustainable settlements in the settlement hierarchy, where infrastructure and constraints allow, as set out below, and illustrated on the

settlement map, with towns at the top of the hierarchy and the countryside at the bottom. This strategy will contribute to balanced and sustainable communities.

Settlement Hierarchy

Towns

- Brandon
- Bury St Edmunds
- Haverhill
- Mildenhall
- Newmarket

Key service centres

- Barrow
- Clare
- Ixworth
- Kedington
- Lakenheath
- Red Lodge
- Stanton

Local service centres

- Barningham
- Beck Row
- Cavendish
- Exning
- Great Barton
- Great and Little Whelnetham
- Hopton
- Hundon
- Moulton
- Rougham
- West Row
- Wickhambrook

Type A villages

- Bardwell
- Barnham
- Barton Mills
- Chedburgh
- Fornham All Saints
- Fornham St Martin
- Freckenham
- Great Thurlow and Little Thurlow

- Honington and Sapiston
- Horringer
- Ingham
- Kentford
- Pakenham
- Risby
- Stoke by Clare
- Tuddenham

Type B villages

- Bradfield St George
- Chevington
- Coney Weston
- Cowlinge
- Elveden
- Eriswell
- Gazeley
- Great Bradley
- Hargrave
- Hawkedon
- Hepworth
- Holywell Row
- Icklingham
- Lidgate
- Lord's Walk
- Market Weston
- Ousden
- RAF Honington
- Rede
- Stanningfield
- Stansfield
- Stradishall
- Thelnetham
- Troston
- Wepstead
- Withersfield
- Worlington

Countryside

Comprises the countryside and small rural settlements.

The settlement hierarchy reflects the sustainability of settlements in terms of their provision of services, facilities and access to sustainable modes of travel to link to other higher order settlements to access their services, facilities and employment. Growth is directed to settlements which have existing infrastructure or have the capacity to expand infrastructure to meet the needs of development and reduce the necessity of car use wherever possible.

The level of growth has been established in relation to the opportunities and constraints of each settlement and other technical studies such as the sustainability appraisal and habitat regulations assessment, landscape and ecology assessments, transport capacity, flooding and other key constraints, as well as an assessment of infrastructure needed to support any future growth.

The council will promote the delivery of housing to meet the needs of different specific groups in the community, providing a range of sites, of different sizes and locations as well as homes of different tenures and types, including homes with care and support.

Provision of new homes will be distributed in accordance with the components set out in the table below:

	Existing commitments as at 1 April 2023 (homes) small sites and communal accommodation	Existing commitments as at 1 April 2023 large sites (homes)	Allocations in the development plan with planning permission (homes)	Allocations in the development plan without planning permission (homes)	Windfall	Total (homes)
Towns		1,007	6,163	3,453		10,623
Key service centres		55	785	1,255		2,095
Local services centres		255	192	384		831
Type A villages		7		119		126
Type B villages and the countryside						
Total	611	1,324	7,140	5,211	1,200	15,486

Explanatory text

The first column shows the number of homes with planning permission as at 1 April 2023, small sites with less than 10 homes and older person accommodation. A lapse rate of five per cent has been applied to all small sites (less than 10 homes) with planning permission. A ratio of 1.84 has been applied to planning permissions for older person accommodation.

The second column shows the number of homes with planning permission as at 1 April 2023, large sites 10 or more homes.

The third column shows the number of homes allocated in this plan with planning permission as at 1 April 2023.

The fourth column shows the number of homes allocated in this plan and made neighbourhood plans without planning permission as at 1 April 2023.

The fifth column shows the number of homes expected from windfall over the plan period.

The last column shows the sum of the number of homes in the row. The number of homes with planning permission allocations in this local plan and made neighbourhood plans and a windfall allowance.

The council will support development that accords with this spatial strategy and support communities taking forward neighbourhood plans. It will support strong and healthy communities and enable them to plan to meet their own local needs by supporting community led schemes such as community land trusts, community right to build orders or neighbourhood development orders and community initiatives for renewable and low carbon energy.

Provision is made for some 86 hectares of employment land within the district by 2040. This provision will be focused in the most sustainable settlements, the towns and key service centres and adjacent to existing rural employment areas. The strategy recognises the important role existing general and rural employment areas play in accommodating local businesses in the district and retaining home-based businesses within their local communities. Their role within the community will be supported.

The spatial strategy recognises the intrinsic character and beauty of the countryside, and it will be protected from unsustainable development.

The following strategic allocations have been identified in this local plan, which are the focus of new housing and employment uses.

Site reference	Settlement	Location	Indicative housing capacity (homes)	Indicative employment capacity (hectares)
AP3	Bury St Edmunds	Land north of Rougham Tower Avenue, Bury St Edmunds	500	20
AP4	Bury St Edmunds	West Bury St Edmunds	600	
AP5	Bury St Edmunds	North-east Bury St Edmunds	1375	

AP6	Bury St Edmunds	South-east Bury St Edmunds	1250	
AP13	Haverhill	North-west Haverhill	980	
AP14	Haverhill	North-east Haverhill	2500	
AP16	Mildenhall	Land west of Mildenhall	1300	5
AP19	Newmarket	Land at Hatchfield Farm	400	5
AP20	Newmarket	Pinewood Stud	415	
AP12	Bury St Edmunds	Suffolk Business Park extension		72 (of which 10 hectares of land is available)
AP38	Red Lodge	Land north of Acorn Way	300	8
AP43	Stanton	Shepherds Grove		31

Town centres and local centres

The town centres of Brandon, Bury St Edmunds, Clare, Haverhill, Mildenhall and Newmarket in West Suffolk play an important role and function in providing shops, services and facilities for our local communities. The spatial strategy takes a positive approach to their growth, management and adaptation, as the most sustainable locations.

Local centres are also identified which are important in meeting the needs of the local community.

The horse racing industry, military bases and prison uses

Within the district there are military sites at RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp and prison uses at HMP Highpoint, Stradishall. These sites are defined on the policies map.

The district is proud to be home to the headquarters of the British Horse Racing Industry at Newmarket. The horse racing industry makes a major contribution to the economy and character of Newmarket and the surrounding area. The spatial strategy will protect and ensure the operational needs of the military bases and horse racing industry are not adversely affected by the impact of development.

Natural, historic and built environment

West Suffolk has a rich and diverse landscape much of it protected because these distinctive areas of land are home to rare and protected species and habitats. The area includes internationally, nationally and locally important nature conservation sites, special landscape areas, historic parks and gardens, and the unique stud farm landscape around Newmarket. In addition, there are

a variety of heritage assets including listed buildings, ancient monuments such as the Abbey Ruins in Bury St Edmunds, and a number of conservation areas across our historic towns and attractive villages.

The natural environment also includes elements such as water supply and quality, as well as the more obvious landscape elements from the nature of the soil and agricultural productivity to the landscape character of different areas of the district and extent and nature of tree coverage.

Rural communities

Opportunities for growth, expansion, adaptation, re-use and replacement of buildings in the countryside will be supported where they accord with the local policies in this development plan.

The spatial strategy supports communities taking forward neighbourhood plans. It plans for strong and healthy communities, enabling them to meet their own local needs through community led schemes such as community land trusts, community right to build orders or neighbourhood development orders and community initiatives for renewable and low carbon energy.

Explanation

Sustainable settlements

- 4.3.7. The most sustainable places in the district to live are our towns, key service centres and local service centres which will support much of the local need for growth and rural sustainability in accordance with the National Planning Policy Framework. Type A villages also make a contribution to meeting the housing needs of the district through the provision of more modest growth on smaller sites where infrastructure and environmental constraints allow.

The main locations of growth

- 4.3.8. Policy SP9 shows the components of housing provision contributing to meeting the district's overall housing requirement. These comprise sites with planning permission as at 1 April 2023, site allocations in this local plan and made neighbourhood plans, of which some are allocations carried forward from extant local plans from the former St Edmundsbury Borough and Forest Heath District Councils. It also makes a windfall allowance.

Strategic allocations

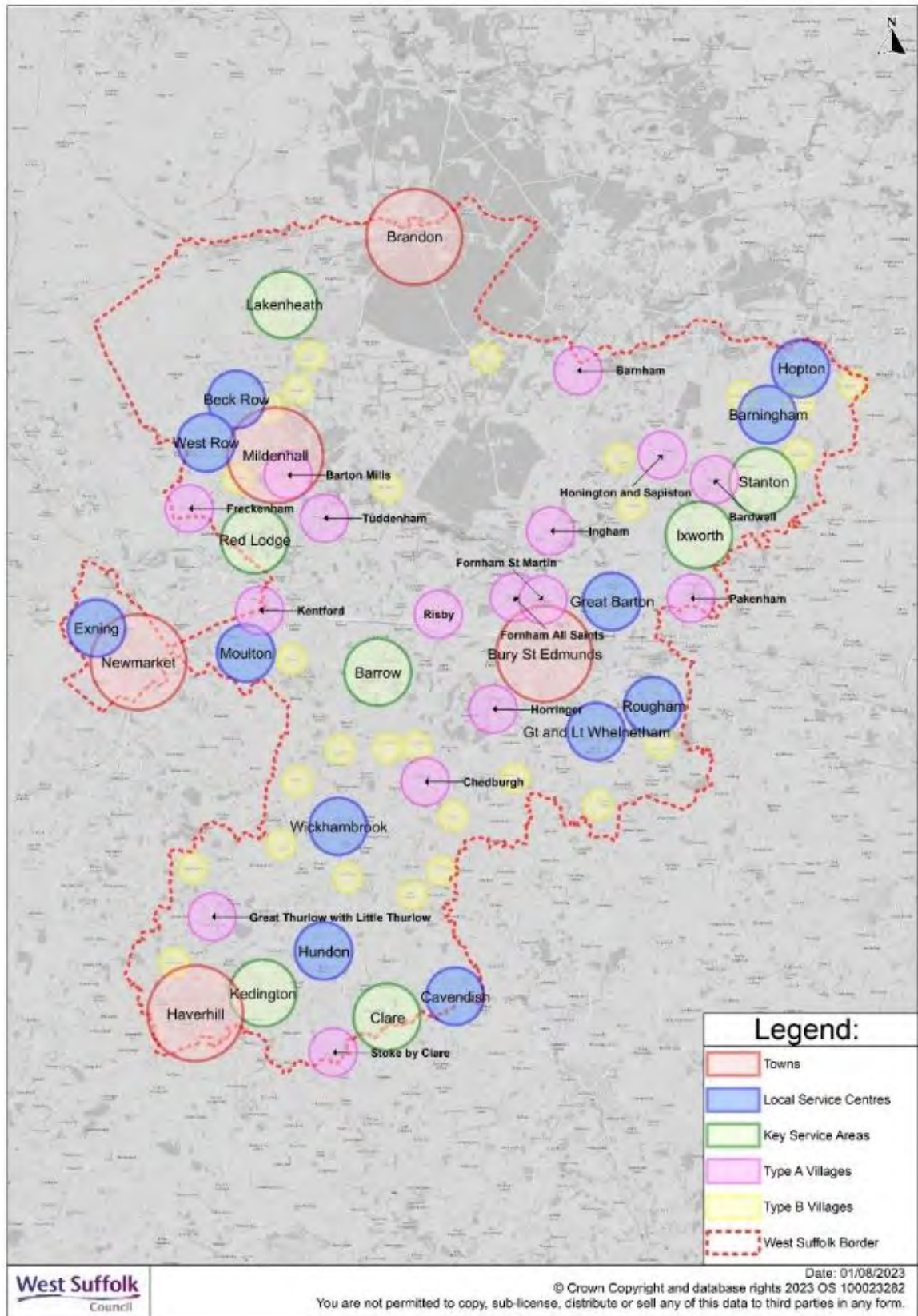
- 4.3.9. The strategic allocations making an important contribution towards the housing and employment needs of the district are listed in policy SP9. Further details are provided in the site allocations section of the plan.

Settlement hierarchy

- 4.3.10. The district of West Suffolk has a population of approximately 179,928 (2021 mid-year estimate). It comprises a wide range of settlements, which for the purpose of this plan have been arranged into a settlement hierarchy reflecting their size, accessibility and range of services and facilities. Five categories of

settlement form the basis of the hierarchy, with the largest and most sustainable being the towns, followed by key service centres, local service centres, type A villages and type B villages. The smallest settlements are categorised as lying within the countryside; this categorisation is consistent with national policy. The approach to those settlements within the top five tiers of the hierarchy is set out below and these settlements are illustrated on the settlement hierarchy map. The smaller rural settlements falling within the countryside designation are not listed individually below due to their large number.

Settlement hierarchy map



4.3.11. The spatial strategy protects and enhances the natural, built and historic environment and seeks to focus an appropriate scale of development in, next to or well related to those settlements with capacity to expand, thereby

contributing to the creation of balanced and sustainable communities. Growth will be directed to settlements which have existing infrastructure and where necessary have the capacity to expand infrastructure to meet the needs of new development, reducing the necessity of car use wherever possible and having regard to environmental constraints including the special protection area.

- 4.3.12. The purpose of the settlement hierarchy is to reflect the sustainability of settlements in terms of the size of the settlement, their provision of services, facilities, and access to sustainable modes of travel to link to other higher order settlements to access their services, facilities and employment.
- 4.3.13. The settlement hierarchy is an important tool to help determine the most sustainable locations for future growth. The key issues taken into account in identifying a suitable spatial distribution strategy for the district included evidence of:
- The need for the distribution of growth to accord with national policy.
 - The high number of environmental constraints in the district, and the need to accord with other primary legislation in respect of landscape, biodiversity and geodiversity interests.
 - The availability of suitable sites in the West Suffolk Strategic Housing and Economic Land Availability Assessment (SHELAA) to meet the distribution.
 - Outcomes of and recommendations made by the sustainability appraisal and habitats regulations assessments.
 - Known infrastructure constraints, including transport, issues and opportunities to support any future growth.
 - The consultation comments received to earlier consultations on the local plan.
 - Ongoing discussions with statutory consultees including Natural England, Environment Agency, Anglian Water, Historic England, Suffolk County Council and neighbouring authorities.
- 4.3.14. Major services are found in the district's five largest towns, including health, education, retail and employment. Some of these services are also found in key and local service centres which reduces the need to travel by car. Type A villages have a more limited range of services and facilities but can still meet some of the day to day needs of their residents. Type B villages are small in scale and provide few local services. The [sustainable settlements study](#) (2022) provided a full audit of the provision and sustainable access to services and facilities across settlements in this plan area, including those that are shared by settlements. The sustainable settlements study has informed the settlement hierarchy and the spatial strategy.

Settlement types and the approach to growth

Towns

- 4.3.15. West Suffolk's five largest towns contain the majority of the district's population and provide a range of employment opportunities and higher order services and facilities, including education, community, leisure, cultural and health facilities with bus and/or rail access to the wider area.
- 4.3.16. As the most sustainable settlements in the hierarchy the spatial strategy supports major housing and employment growth to meet identified needs where suitable and available sites exist, where existing or proposed infrastructure can accommodate the growth and where appropriate in relation to environmental constraints.
- 4.3.17. There are five larger towns in the district, Brandon, Bury St Edmunds, Haverhill, Mildenhall and Newmarket. Each has its own unique history, character and geography, housing a large community supported by the local economy and a wide range of service and facilities. Each town's capacity to support planned as well as additional growth has been carefully assessed according to its individual opportunities and constraints. This has resulted in a different apportionment of the overall district's future growth needs with the majority of new growth being directed to four of the towns.
- 4.3.18. Whilst the well served town of Brandon would appear to provide significant opportunities for growth, the environmental constraints, in particular Breckland Special Protection Area, place a severe limit on the extent of development that can take place. As a result, Brandon has been unable to accommodate further growth.
- 4.3.19. Existing economic activity is focussed on the towns and further economic growth will continue to be directed to these locations, the most sustainable locations in the district.
- 4.3.20. The towns provide opportunity to make effective use and re-use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. This includes making use of previously developed or brownfield land that is located in areas where a sustainable development can be achieved.
- 4.3.21. Given the strong sustainability credential of the towns, major development schemes are considered appropriate with the scale of growth dependent on infrastructure and environmental capacity.

Key service centres

- 4.3.22. There are seven key service centres, Barrow, Clare, Ixworth, Kedington, Lakenheath, Red Lodge and Stanton.
- 4.3.23. These settlements have the basic services needed to support the day to day needs of residents including a primary school, early years provision, convenience food shop, a pub, town or village hall, a recreation area and healthcare provision. The majority of key service centres have good access to

the larger towns by public transport. These are the largest settlements, in terms of population, outside of the towns and provide a number of key services and facilities that meet the settlements' own needs, and the needs of other nearby smaller settlements. Each key service centre's capacity to support planned and additional growth has been carefully assessed according to its individual opportunities and constraints, resulting in a different apportionment of the overall district's future growth needs.

- 4.3.24. The key service centres support economic activity, and also act as local centres for retail, services and facilities and are designated as such in policy LP41. Economic activity at an appropriate scale will continue to be supported to serve the local communities. Active travel links and public transport provision from key service centres to the larger towns will, where appropriate, be required to be improved and new active travel links made, as they offer access to a wide range of employment opportunities as well as education, health provision and other services and facilities. As with the larger towns, this approach includes making use of previously developed or brownfield land that is located in areas where sustainable development can be achieved.
- 4.3.25. The scale of growth considered appropriate for key service centres is an indicative maximum scheme size of around 200 homes, dependent on infrastructure and environmental capacity.

Local service centres

- 4.3.26. There are 12 local service centres, Barningham, Beck Row, Cavendish, Exning, Great Barton, Great and Little Wheltenham, Hopton, Hundon, Moulton, Roughton, West Row and Wickhambrook.
- 4.3.27. These settlements tend to have fewer homes than key service centres and a smaller range of services but will have as a minimum a school and convenience shop or community run shop and/or post office and village hall. These settlements are less accessible than the higher order settlements but can still meet some needs of other nearby smaller settlements. Active travel links and public transport provision from local service centres to the larger settlements will, where appropriate, be required to be improved and new active travel links made, as they offer access to a wide range of services and facilities. Each local service centre's capacity to support planned and additional growth has been carefully assessed according to its individual opportunities and constraints, resulting in a different apportionment of the overall district's future growth needs. Some of these villages have not been found to be suitable to take additional growth, so no allocations have been made. As with higher order settlements, this approach includes making use of previously developed or brownfield land that is located in areas where sustainable development can be achieved.
- 4.3.28. The scale of growth considered appropriate for local service centres is an indicative maximum scheme size of around 100 homes, dependent on infrastructure and environmental capacity.

Type A villages

- 4.3.29. There are 16 type A villages, Bardwell, Barnham, Barton Mills, Chedburgh, Fornham All Saints, Fornham St Martin, Freckenham, Great Thurlow and Little Thurlow, Honington and Sapiston, Horringer, Ingham, Kentford, Pakenham, Risby, Stoke by Clare and Tuddenham.
- 4.3.30. These villages have a more limited range of services and facilities than local service centres but can still meet some of the day to day needs of their residents. Some villages have existing provision and opportunities for sustainable access to higher order settlements. Active travel links and public transport provision from type A villages to the larger towns will where appropriate be required to be improved and new active travel links made, as they offer access to services and facilities. Each type A village's capacity to support planned and additional growth has been carefully assessed according to its individual opportunities and constraints, resulting in a different apportionment of the overall district's future growth needs. A number of these villages have not been found to be suitable to take additional growth, so no allocations have been made. As with higher order settlements, this approach includes making use of previously developed or brownfield land that is located in areas where a sustainable development can be achieved.
- 4.3.31. The scale of growth considered appropriate for type A villages is an indicative maximum scheme size of around 20 homes, dependent on infrastructure and environmental capacity.

Type B villages

- 4.3.32. There are 27 type B villages, Bradfield St George, Chevington, Coney Weston, Cowlinge, Elveden, Eriswell, Gazeley, Great Bradley, Hargrave, Hawkedon, Hepworth, Holywell Row, Icklingham, Lidgate, Lord's Walk, Market Weston, Ousden, RAF Honington, Rede, Stanningfield, Stansfield, Stradishall, Thelnetham, Troston, Whepstead, Withersfield and Worlington.
- 4.3.33. These settlements have a very limited range of or no services and poor accessibility to public transport. It is likely that residents will rely on the private car to travel to meet their day-to-day needs. In these villages no sites are allocated through the local plan and only limited infill development or affordable housing exception sites would be permitted, where it accords with other policies in the development plan.
- 4.3.34. The scale of growth considered appropriate for type B villages is an indicative maximum scheme size of around five homes, as infill plots within the housing settlement boundary including making use of previously developed or brownfield land dependent on infrastructure and environmental capacity.

Countryside

- 4.3.35. The countryside contains small rural settlements with few or no services. These settlements do not have a defined housing settlement boundary and no sites have been allocated within them in this local plan.
- 4.3.36. Local policy LP18 sets out the appropriate types of development in the countryside and policy LP17 identifies housing settlements boundaries whose purpose is to set out where housing development can be appropriately located.

Employment

- 4.3.37. The towns of Brandon, Bury St Edmunds, Haverhill, Mildenhall and Newmarket have the greatest concentrations of economic activity, with some key service centres making a smaller contribution to the provision. The district is also important for its tourism and visitor economy, focused on its historic towns and attractive rural landscape. Although predominantly rural in character the towns in the district are well connected to the rest of the country with the A14 connecting West Suffolk with Felixstowe to the east and Cambridge to the west, the A11 providing connections to Cambridge and Norwich, and the A1307 connecting the south of the district with the Cambridge Biomedical Campus and Stansted.
- 4.3.38. The spatial strategy directs economic growth to the most sustainable locations, predominantly to the towns, with provision at the key services centre of Red Lodge. The district's smaller settlements and rural employment areas play an important role in accommodating local businesses and retaining home-based businesses within their local communities. The spatial strategy encourages appropriate sustainable rural enterprise and diversification schemes and makes provision for rural employment through site allocations adjacent to rural employment areas.
- 4.3.39. Strategic policy SP12 provides the framework for considering proposals related to employment uses and local policies LP36 to LP38 will be used in development management.

Town centres and local centres

- 4.3.40. The town centres of Brandon, Bury St Edmunds, Clare, Haverhill, Mildenhall and Newmarket in West Suffolk play an important role and function in providing shops, services and facilities for our local communities. The spatial strategy takes a positive approach to their growth, management and adaptation, as the most sustainable locations.
- 4.3.41. The key service centres provide a range of shops and services which act as a local centre. Local centres are also identified within the towns of Bury St Edmunds, Haverhill and Newmarket which are important in meeting the needs of the local neighbourhood areas.
- 4.3.42. Strategic policy SP13 provides the framework for considering proposals related to the retail and complimentary town centre uses and town centres and local centres are addressed in policies LP40 and LP41.

Military bases, prison uses and the horse racing industry

- 4.3.43. Within the district there are military sites at RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp and prison uses at HMP Highpoint, Stradishall. These sites are defined on the policies map.
- 4.3.44. The district is proud to be home to the headquarters of the British Horse Racing Industry at Newmarket. The horse racing industry makes a major contribution to the economy and character of Newmarket and the surrounding area. The spatial strategy will protect and ensure the operational needs of the

military bases and horse racing industry are not adversely affected by the impact of development.

- 4.3.45. Strategic policy SP16 provides the framework for considering proposals related to the military bases and prison uses and local policies LP46 to LP49 provide the policies related to the horse racing industry.

Natural, historic and built environment

- 4.3.46. West Suffolk has a rich and diverse landscape and much of it is protected because these distinctive areas of land are home to rare and protected species and habitats. The area includes internationally, nationally and locally important nature conservation sites, special landscape areas, historic parks and gardens, and the unique stud farm landscape around Newmarket. In addition, there are a variety of heritage assets from cottages to grade I listed buildings, ancient monuments such as the Bury St Edmunds Abbey Ruins, and a number of conservation areas across our historic towns and attractive villages.
- 4.3.47. The natural environment also includes elements such as water supply and quality, and the air we breathe, as well as the more obvious landscape elements from the nature of the soil and agricultural productivity to the landscape character of different areas of the district and extent and nature of tree coverage.
- 4.3.48. Sections 4.2 and 4.7 provide strategic and local policies setting the framework for proposals related to the natural, built and historic environment.

Rural communities

- 4.3.49. Opportunities for growth, expansion, adaptation, re-use and replacement of buildings in the countryside are addressed in local policies LP18, LP28, LP29 and LP38 of this local plan.
- 4.3.50. The spatial strategy supports communities taking forward neighbourhood plans. It will encourage strong and healthy communities and enable them to plan to meet their own local needs by supporting community led schemes such as community land trusts, community right to build order or neighbourhood development order and community initiatives for renewable and low carbon energy.
- 4.3.51. Strategic policy SP11 sets out the housing requirement for designated neighbourhood plan areas.

Housing settlement boundaries

- 4.3.52. The purpose of this policy is to support proposals for residential development within defined housing settlement boundaries.

Policy LP17 Housing settlement boundaries

Housing settlement boundaries are defined on the policies map. Proposals for new residential development, residential conversion schemes, residential redevelopment and replacement of an existing dwelling with a new dwelling will be permitted within housing settlement boundaries where supported by other policies in the development plan.

Explanation

- 4.3.53. Housing settlement boundaries for the settlements listed in the settlement hierarchy are defined on the policies map and on '[Find my nearest](#)'. These may not be the physical boundary of the settlements, but in policy terms are the boundaries which manage development inside and outside of that area. Within such boundaries, the principle of new built development is accepted, subject to proposals' adherence of other development plan policies. Outside housing settlement boundaries, within the countryside residential development proposals are considerably more constrained. Small settlements, categorised as countryside in our settlement hierarchy, do not have defined housing settlement boundaries.
- 4.3.54. The council recognises the sustainability of settlements defined in the settlement hierarchy and will support sustainable development within the housing settlement boundary in accordance with the spatial strategy.
- 4.3.55. The housing settlement boundaries of West Suffolk have been reviewed and define areas where residential land uses are concentrated. The boundaries exclude many non-residential uses.

Development in the countryside

- 4.3.56. The purpose of this policy is to set out what forms of development are acceptable in the countryside and protect the countryside from unsustainable development.

Policy LP18 Development in the countryside

Land designated on the policies map as countryside is a valued asset within the district and will be protected from unsustainable development.

A new or extended building will only be permitted, in accordance with other policies within this plan, where it is for:

- a. Purposes directly related to agriculture, forestry or equine and the horse racing industry related activities.
- b. Essential small-scale facilities which preserve the openness, appearance and character of the countryside for outdoor sport, recreation, leisure activities, and new tourism facilities or other appropriate uses of land.
- c. Extension of community facilities where there is a proven need.
- d. The replacement of an existing dwelling on a one for one basis where the proposed replacement dwelling and domestic curtilage respects the scale and floor area of the existing dwelling.
- e. Small scale extensions or alterations to existing dwellings, in accordance with other policies within the development plan.
- f. Small scale residential development of a small undeveloped plot, in accordance with local policy LP26 Housing in the countryside.

Proposals for economic growth and expansion of all types of business and enterprise will be permitted where:

- g. They recognise the intrinsic character and beauty of the countryside.
- h. The proposal is on previously developed land or land that is physically well-related to existing settlements and will not result in the irreversible loss of best and most versatile agricultural land.
- i. The scale of development is sensitively integrated into the surrounding area and evidence is submitted through a landscape and visual impact assessment and any impacts are mitigated.
- j. There will be no significant harm, and where possible enhancements will be made, to the historic environment, green and blue infrastructure, and the natural environment.
- k. There are no unacceptable impacts, and where possible enhancements will be made, to the highways network, or public rights of way and any impacts are fully mitigated.
- l. Sustainable travel links are provided to maximise active travel opportunities to and from the site.
- m. The distinctive character of any settlement and its setting is maintained, and the proposal does not lead to coalescence with neighbouring settlements.

Explanation

- 4.3.57. The area outside defined housing settlement boundaries is classified as the countryside. The countryside is a principal element of the rural character of West Suffolk and is enjoyed by both residents and visitors. The quality and character of the countryside should be protected and where possible enhanced and planning therefore has an important role in supporting and facilitating development and land use which enables those who live in, earn a living from, or help maintain and manage the countryside, can continue to do so.
- 4.3.58. The spatial strategy recognises the intrinsic character and beauty of the countryside and seeks to protect the countryside from unsustainable development. However, the local authority recognises the need to encourage the sustainable growth of businesses in rural areas, diversification of agricultural and other land-based businesses, development of rural tourism and leisure development which respects the character of the countryside and retention and development of accessible local services and community facilities to support a prosperous rural economy. This policy provides details of the types of development that are supported to promote sustainable growth within West Suffolk, whilst ensuring the character and quality of the countryside is protected for future generations.
- 4.3.59. It is important to manage development in the countryside, but it is also recognised that some new development will help to support the rural economy, meet local housing needs and provide for particular uses such as renewable energy, community facilities, recreation and leisure.

Business and domestic equine

- 4.3.60. The purpose of this policy is to set out where proposals for business and domestic equestrian related development in the countryside will be permitted.

Policy LP19 Business and domestic equine

Proposals for equestrian development in the countryside, whether domestic or commercial, will be permitted providing they meet the following criteria:

- a. The size, scale, design and siting of new development (including lighting and means of enclosure) does not have a significant adverse effect on the character and appearance of the locality.
- b. Proposals do not result in the irreversible loss of best and most versatile agricultural land, or it can be demonstrated to the satisfaction of the local planning authority that there are no suitable alternative sites on lower grade land.
- c. Proposals should re-use existing buildings where appropriate, and any new buildings should be located in or next to an existing group of buildings and have minimal visual impact within the landscape.
- d. Landscape mitigation measures are included appropriate to the scale and context of the proposal.
- e. There is no significant detriment to residential amenity in terms of noise, odour, light pollution, or other related forms of disturbance.
- f. There is appropriate parking and access, and the associated traffic movement should not result in an adverse impact on highway safety or public rights of way.
- g. Sufficient land is available for grazing and exercise where necessary.
- h. Proposals include a satisfactory scheme for the disposal of waste.
- i. There would be no significant detriment to the historic environment or the surrounding landscape character.
- j. Proposals for new equine-related businesses on land holdings that do not include appropriate accommodation on site for stock management and welfare will be required to provide evidence of site selection and demonstrate that no suitable sites with accommodation were available and why the proposed site is considered suitable and how animal welfare and supervision will be carried out. Applications for dwellings for essential workers associated with commercial equine establishments will be considered in the same manner as applications for dwellings for key agricultural workers in accordance with other policies within this plan.

Encouragement will be given to off road riding facilities such as headlands or bridleways within farm units.

Explanation

- 4.3.61. The keeping and riding of horses for recreation purposes is a popular form of leisure pastime which can generate income for the local rural economy. Similarly, commercial horse-related developments including riding schools,

livery stables, stud farms, manèges and other equestrian enterprises can also make a significant contribution to the rural economy. The council recognises the need to make provision for such development in the countryside, whilst ensuring development protects the amenities of neighbouring properties and conserves the intrinsic character of the wider countryside.

- 4.3.62. Domestic or commercial equine-related development generally requires a location in the rural areas as it may depend on the use of the surrounding land. The conversion of agricultural buildings for such uses will in general be considered favourably. All equestrian development, whether domestic or commercial, should be of an appropriate scale and design and careful attention should be given to siting and landscaping details to ensure that proposals do not detract from the locality's character and appearance. In assessing a proposal, the relevant authority will consider the environmental impact, access, parking and traffic implications and the likely future development requirements of the activity.
- 4.3.63. This policy does not apply to proposals for equestrian development at thoroughbred training yards or to equine business development associated with the horse racing industry which are covered by other policies in the development plan.

4.4. **Housing and communities**

Introduction

- 4.4.1. This section sets out the strategic and local policies related to housing followed by those related to supporting sustainable communities.

Housing policies

Housing needs

- 4.4.2. Strategic policy SP10 sets out the strategic housing requirement for the district and the needs of specific groups in the community over the plan period to 2040. It makes provision to accommodate sites no larger than one hectare. It sets out how the needs of specific housing groups will be met.

Policy SP10 Housing needs

Overall housing requirement

To meet West Suffolk's local housing need, provision is made for at least 13,702 new homes (net) and associated infrastructure to be delivered in the period 1 April 2023 to 31 March 2040.

15,486 homes (net) have been identified in this local plan to meet the overall housing requirement.

Provision will be met through existing planning commitments, site allocations in the development plan and a windfall allowance.

The council has made provision for a mix of sites, in terms of size, type and tenure. Sites have been identified from the development plan and brownfield register to accommodate some ten per cent of the housing requirement on sites not larger than one hectare.

Housing requirement for designated neighbourhood areas

The minimum housing requirement for designated neighbourhood areas in the district is set out in policy SP11.

Housing needs of different groups in the community

The housing needs of different groups in the community will be supported including those who require affordable housing, families with children, older people, students, people with disabilities, service families, essential local workers, people who rent their homes and people wishing to commission or build their own homes. Other policies in the plan set out the detail of how these needs will be addressed.

Older person housing need

To meet West Suffolk's older person housing need, the council will support the provision of older persons accommodation including retirement housing,

housing-with-care (including extra care) and care homes. Proposals for housing development and site allocations which make provision for older person needs as part of the development will be supported, particularly in the towns, key service centres and local service centres, given their good accessibility to services and facilities. Strategic housing and mixed-use allocations have been identified to address older person accommodation including housing-with-care (including extra care) and or a care home as part of the overall mix of housing accommodation. The approach to achieve this is set out in the local policy LP23 housing needs of specific groups, with detailed provisions set out in strategic site allocations.

Affordable housing need

West Suffolk's affordable housing need is to provide 505 rented homes per annum between 2023 and 2040. The council will seek to meet as much of this need as viably feasible as set out in policy LP20. The affordable housing needs of the most vulnerable groups will be prioritised wherever possible.

Gypsy, Traveller and travelling showpeople need

West Suffolk's Gypsy and Traveller need over the plan period has been identified as an overall cultural need of 39 pitches of which 26 meet the Planning Policy for Traveller Sites 2015 nomadic habitat of life test. The council plans for the first 10 years of its full cultural need of 16 pitches through the intensification of existing sites and regularisation of existing tolerated pitches. Applications will be supported subject to meeting relevant criteria in policy LP24.

No need has been identified for travelling showpeople, boat dweller or other caravan dwellers accommodation in the plan period.

Custom and self-build

West Suffolk's custom and self-build housing need of 30 homes per annum will be addressed in local policy LP25 Custom and self-build homes.

People with disabilities

The needs of people with disabilities are addressed in local policy LP23 Housing Needs of Specific Groups.

Supporting communities make provision to meet local housing needs

Support will be given to communities to make provision for housing by taking forward neighbourhood plans and proposals which support locally identified housing needs through the provision of rural exception sites, community led schemes such as community land trusts, community right to build orders or a neighbourhood development order.

Explanation

Overall housing requirement

- 4.4.3. The council has determined the minimum number of homes needed following a local housing need assessment, using the standard method set out in national planning guidance. Government guidance is clear that this approach should be used unless exceptional circumstances justify an alternative approach. The council considers for West Suffolk no such exceptional circumstances exist to justify an alternative approach.
- 4.4.4. The housing need is an unconstrained assessment of the number of homes needed in an area. The standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area. The council does not consider there are circumstances to suggest the housing need is higher than the standard method indicates. The council is not proposing to increase the number of homes over and above that needed by the standard method and neither are there any unmet needs within neighbouring areas which the council is seeking to address.
- 4.4.5. In seeking to address the overall identified housing need, provision has been made for at least a 10 per cent contingency, thereby making provision for some 15,486 homes. This is to ensure there is choice in the market and a continuous supply coming forward over the plan period to 2040. This contingency is made up of the following sources of housing supply; additional commitments and allocations, brownfield sites not allocated in this plan and an allowance for windfall sites. A contingency is needed to allow for unexpected changes to this provision. A five per cent lapse rate has been applied to small site commitments, as evidence in the housing delivery study and council's own monitoring since, suggests due to unforeseen circumstances some small sites with planning permission may not come forward.
- 4.4.6. At least a 10 per cent contingency is considered appropriate, exceeding the buffer applied to the five-year housing land supply when the housing delivery test is met. This contingency in the supply provides overall confidence that housing needs can be met while ensuring choice in the market and a continuous supply of housing land coming forward over the plan period.
- 4.4.7. The local housing need assessment for West Suffolk Council has determined 13,702 homes are needed to be planned for the period 1 April 2023 to 31 March 2040. This equates to an annual requirement of 806 homes each year. As of 1 April 2023, some 9,075 homes already have planning permission in West Suffolk, the site details of large sites (10 homes or more) including their planning status are listed in appendix E. Where sites with planning permission are under construction, we take account of the number of homes remaining to be built as at 1 April 2023 as contributing to the housing supply. A five per cent lapse rate is applied to small sites (less than 10 homes) commitments. A ratio of 1.84 has been applied to planning permissions for older person accommodation. Many of the large site commitments with planning permission were first identified in an adopted local plan. After taking account of homes already with planning permission, this leaves a remainder of at least 4,627 homes to be identified through the local plan. A total of 5,211 homes have been identified from new site allocations (excluding allocations which already

have planning permission), as well as carrying forward some sites already allocated in adopted development plans (which at 1 April 2023 did not have planning permission). Each site allocated has been assessed for its suitability, availability and deliverability through the West Suffolk Strategic Housing and Economic Land Availability Assessment and has been found to meet these tests. The allocation of sites is in accordance with the spatial strategy, which directs growth to the most sustainable locations where infrastructure and environmental capacity allows.

13,702 housing requirement for the period 1 April 2023 to 31 March 2040
 9,075 homes with planning permission (listed in appendix E)

Leaves 4,627 homes to be identified in this plan.

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

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

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

- 4.4.9. In assessing how the overall housing need will be met, committed homes with planning permission which are also existing local plan allocations, have been counted as sites with planning permission. Sites with planning permission where the development has commenced are not allocated in this plan where there is confidence they will continue to be built out. Some strategic sites where the development has commenced are included as allocations in this plan to ensure they are brought forward in accordance with the policy requirements of this plan.
- 4.4.10. A housing trajectory at appendix F sets out the anticipated delivery of homes over the plan period.

- 4.4.11. The council will continue to monitor its supply and publish results in its authority monitoring report. If housing delivery starts to fall below the annual housing target it will prepare an action plan setting out how this will be addressed.
- 4.4.12. Policy SP11 sets out the minimum housing requirement for designated neighbourhood areas.

Range of housing sites

- 4.4.13. A range of sites of different sizes have been identified in the plan, including large strategic sites for at least 500 homes, medium sized sites ranging from 10 homes to up to 499 homes and small sites less than one hectare.
- 4.4.14. The National Planning Policy Framework (NPPF) states local planning authorities should promote the development of a good mix of sites and to identify, through the development plan and brownfield registers, land to accommodate at least 10 per cent of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10 per cent target cannot be achieved. The council has met this requirement from sites no larger than one hectare allocated in this plan, from site commitments (with planning permission) and sites identified in the brownfield register.
- 4.4.15. An allowance has been made for windfall sites from the monitoring year beginning 1 April 2028 to the end of the plan period. Windfall sites are sites not specifically identified in the development plan. They are usually small sites (less than 10 homes) which come forward unexpectedly. Evidence to support windfall provision is set out in the West Suffolk Strategic Housing and Economic Land Availability Assessment. This windfall provision is not relied upon to meet the overall housing requirement; however, it provides a contingency (buffer) demonstrating there is an additional source of housing supply which can come forward giving the council greater confidence its housing needs can be fully met.
- 4.4.16. The appropriate mix of size, type and tenure of homes is addressed in local policy LP21 later in this section.

Housing needs of specific groups

- 4.4.17. The NPPF requires local plans to contain strategic policies that make sufficient provision for affordable housing. Affordable housing in this context is defined to the NPPF and is repeated in the glossary to this local plan.
- 4.4.18. The housing needs of specific groups study (October 2021) and housing evidence update (2023) has assessed the overall need for affordable housing in West Suffolk which amounts to 505 rented homes per annum between 2023 and 2040. At the time of the updated study the affordable rent need equated to over 63 per cent of overall housing need, notwithstanding there are other affordable products which meet the NPPF definition of affordable housing and can form part of this provision such as other routes to affordable home ownership. Given the identified affordable need the study recommends the council should seek to deliver as much affordable housing to rent as viability

allows. To help meet West Suffolk's affordable housing need provision of 40 per cent of homes on a greenfield site and 30 per cent on brownfield sites will be required to be affordable. The approach to achieve this is set out in policy SP10 and local policy LP20.

- 4.4.19. The studies provides evidence to support planning policies relating to the needs of groups with specific housing requirements and has assessed the overall need for affordable housing in West Suffolk.

Other housing groups

- 4.4.20. The needs for families with children, students, service families, people who rent their homes and essential local workers (public sector employees who provide frontline services) are addressed through the strategic and local policies which makes provision for a range of house types, sizes, and tenures and for those households with affordable housing needs. No specific need has been identified within the district for students, however, should this need arise in the plan period it can be addressed through the strategic and local policies in this plan. Accommodation for service families is met both on and off the airbases. The build to rent product and other affordable housing products identified in the glossary, are supported in local policy LP20 and provide opportunity to address specific needs including the needs of people who wish to rent, service personnel and essential local workers.
- 4.4.21. The needs of housing groups not specifically identified above, will be considered against the national, strategic, and local policies which seek to address all housing needs or on a case-by-case basis.

Local and rural housing needs

- 4.4.22. Where local housing needs surveys are undertaken to identify local needs and rural affordable needs in a parish or neighbourhood plan area, this need can be addressed through rural exception sites (including first homes exception sites) and supporting community led schemes such as community land trusts, community right to build order or neighbourhood development order. Local policy LP22 sets out further details on rural exception sites.
- 4.4.23. Neighbourhood planning groups through their neighbourhood plan can apply a local connection test to proposals for first homes, in order to seek to address local needs.
- 4.4.24. The needs of essential rural local workers are addressed in local policy LP27.

Gypsy, traveller and travelling showpeople need

- 4.4.25. West Suffolk has an established Gypsy and Traveller community residing on some 20 sites across the district.
- 4.4.26. Many of the problems faced by Gypsies and Travellers, who are among the most deprived and socially excluded groups, arise from the lack of provision for their accommodation needs. The lack of provision of secure accommodation can also lead to unauthorised encampments.

- 4.4.27. Government guidance in Planning Policy for Traveller Sites (PPTS) is used to plan for the accommodation needs of those Gypsies and Travellers who continue to lead a nomadic habit of life, even if they are temporarily not travelling. The National Planning Policy Framework (NPPF) is also used to plan for the accommodation needs of those Gypsies and Travellers that no longer lead a nomadic habit of life.
- 4.4.28. The West Suffolk Gypsy and Traveller Accommodation Needs Assessment (GTAA) (2023) reviewed the needs for Gypsy and Traveller, travelling showpeople, others residing in caravans and boat dwellers accommodation across West Suffolk to 2040. This GTAA considers the above-mentioned accommodation need figures as well as the full cultural need for Gypsy and Travellers pitches.
- 4.4.29. Prior to an Appeal Court ruling in October 2022, it was reasonable for a local planning authority to plan using the PPTS 2015 definition, and for West Suffolk this was identified as being 26 additional pitches to 2040. However, following the court ruling, the GTAA recommended that the council seeks to meet its overall cultural need whilst recognising that from a planning policy perspective, five-year land supply continues to be measured using the PPTS 2015 level of need.
- 4.4.30. This plan seeks to address the needs of all Gypsies and Travellers including those that have ceased to travel permanently. The GTAA under this definition, identifies an overall cultural need for 39 pitches to 2040. This need is broken down identifying a need to 2027 to 2028 of six pitches. Beyond this a further 10 pitches are required to 2032 to 2033, 14 pitches to 2037 to 2038 and a further nine to 2040.
- 4.4.31. The GTAA also looked at the likely drivers of that need and site preferences. Household formation is the key driver of longer-term need. As there are a substantial number of young people moving onto two recently permitted sites this has resulted in longer-term need being higher later in the plan period, when their children become adults and need separate accommodation. As such, it is concluded that the extension, intensification or regularisation of existing sites is the appropriate approach to meet the identified need in the most appropriate and deliverable manner in the short to medium term.
- 4.4.32. The GTAA and accompanying site appraisals identify the potential for between 14 – 17 pitches that could come forward through the expansion or intensification of existing sites and a further 10 pitches by regularising sites that are not permanently authorised and a further 5 vacant pitches on such sites.
- 4.4.33. Longer term need will be met by windfall provision. Analysis of past trends in the 10-year period from 2013 shows some 50 pitches have come forward in the district giving an average delivery of five pitches per year. The local planning authority is confident this, combined with a call for sites in an early review of the local plan will meet the longer term identified need.
- 4.4.34. The GTAA also reviewed the need for transit provision and concluding that to manage unauthorised encampments a negotiated stopping policy to support the needs of Travellers passing through West Suffolk should be developed to

allow caravans to be sited at suitable locations for a short period of time with provision of services such as waste disposal and toilets. West Suffolk in cooperation with other adjoining authorities and the county council are investigating sites accessible from the main trunk roads passing through the county.

- 4.4.35. The West Suffolk Gypsy and Traveller Accommodation Assessment (GTAA) could not evidence any need for Travelling Showpeople, boat dweller or other caravan dwellers accommodation in the plan period.

Neighbourhood Plans

- 4.4.36. Strategic policy SP11 sets out its support for the preparation of neighbourhood plans. It sets out the housing requirement for designated neighbourhood areas over the plan period to 2040 and approach to areas designated or reviewed after this local plan is adopted.

Policy SP11 Neighbourhood plans

The minimum housing requirement for the period 1 April 2023 to 31 March 2040 for each designated neighbourhood areas is set out in appendix G of this plan. This provision accords with the spatial strategy of this local plan and which seeks to address the strategic housing needs of the district. The council has identified site allocations to meet the minimum housing requirement for each designated neighbourhood area in this plan. There is no need for the neighbourhood groups to repeat these allocations in their neighbourhood plans. Neighbourhood groups may choose to identify additional sites in their neighbourhood area to address their locally identified housing needs.

There is no identified housing requirement for the designated neighbourhood areas which only contain Type B villages and or the countryside, as no allocations are made in these locations in this plan.

Following adoption of the local plan, indicative housing requirements will be provided upon request for those neighbourhood plan bodies undertaking a review of their neighbourhood plan. They will also be provided where a new neighbourhood area is designated. The housing requirement will be assessed based on the approach set out in the National Planning Policy Framework or any successor policy.

Explanation

- 4.4.37. National planning policy requires the council to set out a housing requirement figure for designated neighbourhood areas. Provision is not set out where a neighbourhood plan is already made unless the plan is under review.
- 4.4.38. The National Planning Policy Framework states "Within this overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations".
- 4.4.39. Appendix G sets out the minimum housing requirement for each of the designated neighbourhood areas including neighbourhood plans under review. This reflects the overall spatial strategy in terms of the distribution of growth across the district to meet identified housing needs, the location of settlements, their place in the settlement hierarchy, the scale of growth considered appropriate and site allocations within the neighbourhood area.
- 4.4.40. Within each designated neighbourhood area, the housing requirement will reflect the number of homes allocated within that area. For neighbourhood areas only containing Type B villages and or the countryside (including small settlements within it), and where no housing allocations are made in this plan,

there will be no housing requirement. This accords with the spatial strategy to make no provision for new homes given the lower order settlements limited range of services and facilities.

- 4.4.41. No housing requirement is set for Great Barton neighbourhood area as the plan is made and not currently under review. Neither is there a housing requirement for Exning neighbourhood area which, although it has a designated area, is no longer being taken forward.
- 4.4.42. The strategic housing requirement for each designated neighbourhood area, accords with the spatial strategy pattern and scale of growth for the settlement types within the neighbourhood plan area, dependent upon infrastructure and environmental capacity. This assessment has informed the allocation of sites in this plan. The neighbourhood housing requirement does not include an allowance for windfall provision to come forward, as windfall by its nature is unexpected delivery of homes and is not relied upon to meet the housing needs.
- 4.4.43. The local planning authority will work with neighbourhood plan groups as their plans progress to ensure the neighbourhood plan and local plan are aligned as far as possible. Additional provision can be made up of windfall and any additional sites the neighbourhood plan group decide to plan for. The local policies LP18, LP22 and LP26 in this plan set out the circumstances which enable windfall development to come forward.
- 4.4.44. After the adoption of this local plan, newly designated neighbourhood plan areas and plans under review can request to have their indicative housing requirement assessed based on the council's assessment. This will be undertaken in accordance with the national planning policy framework or any successor policy. This figure will take into account factors such as the latest evidence of local housing need, the population of the neighbourhood area and the most recently available planning strategy of the local planning authority.

Affordable housing

- 4.4.45. The purpose of this policy is to address the affordable housing needs of West Suffolk.

Policy LP20 Affordable housing

The council is committed to improving housing affordability in West Suffolk. On all proposals for development of sites of ten or more (net) homes, or with an area of 0.5 hectares or more the following levels of affordable housing provision will be required:

- a. On greenfield sites 40 per cent of homes shall be affordable. However, it is recognised that in exceptional circumstances some larger sites need to deliver important strategic infrastructure therefore variations to this requirement may be justified on viability grounds with the expectation that affordable provision will be maximised.
- b. On brownfield sites 30 per cent of homes shall be affordable.

Where this would result in a requirement for a percentage of a dwelling to be affordable, this should be rounded up (0.5 or above) or down as appropriate to a whole number.

Affordable housing shall be provided on-site, unless it can be demonstrated that exceptional circumstances exist which necessitate provision on another site within the control of the applicant, or the payment of a financial contribution to the local planning authority to enable the housing need to be met elsewhere.

The exact tenure mix of affordable homes should be identified through discussions with the local authority and informed by the latest Government guidance and an up-to-date local housing need assessment. The council will prioritise affordable housing for rent as set out in the most recent housing needs assessment subject to:

- Satisfying national policy requirements including for ten per cent of all housing being for affordable home ownership (unless the development is listed as an exemption in the National Planning Policy Framework or subsequent successor policy).
- If a proposal for a site includes First Homes, they should make up 25 per cent of all affordable homes secured.

The affordable homes should be distributed across the development and well-integrated within the design and layout such that they are indistinguishable from the market housing on the same site. This should be implemented in small groups or clusters of no more than 15 units.

All new affordable homes should meet or exceed the nationally described space standards and be the appropriate type and size to meet local needs as informed by the council's latest evidence on local housing need.

Planning permission will be refused for development proposals where a larger site has been deliberately sub-divided into smaller development parcels in order to avoid the requirements of this policy.

To ensure the latest identified local needs are addressed sites with multiple phases of development will have the affordable housing provision reviewed for each subsequent phase.

The affordable housing provided must be made available solely to people in housing need at an affordable cost and must include provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision in perpetuity.

Review mechanism

Where a proposal is being considered that does not meet Local Plan affordable housing requirements, the Council may seek a review of viability of the scheme, post decision, with the aim of achieving policy compliance over time.

This review will allow for any improvements in scheme viability between the date that planning permission was granted and later phases of the scheme (such as through reserved matters applications) with the aim of achieving policy compliance.

The review mechanism, secured by legal agreement, will specify a trigger point or points for undertaking a review of viability. Any further provision or contributions secured via the review mechanism will be capped at the level of the minimum Local Plan affordable housing policy requirement, taking into account what was already secured at the time of determining the application.

The provisions of this policy will be secured through a section 106 agreement to accompany the planning permission.

Explanation

- 4.4.46. Affordable housing is defined in national guidance as housing for sale or rent, for those whose needs are not met by the market, including housing that provides a subsidised route to home ownership and/or is for essential local workers. The size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies, which includes those who require affordable housing and the needs of essential local workers.
- 4.4.47. Government guidance states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10 per cent of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Given the affordable rent needs in West Suffolk the council will seek to maximise the proportion of affordable homes for rent.

- 4.4.48. The [Housing Needs of Specific Groups Cambridgeshire and West Suffolk](#) Study (HNSG) examined the housing needs of specific groups for the 2020 to 2040 period. (2021) and the West Suffolk Housing evidence update report (2023) are the primary evidence base for determining affordable housing need in the district. The updated report (2023) identifies there is an affordable housing need of 505 units per year. In recognition of the high affordable housing need in the district, in addition to the policy requirement, the council will work with developers and registered providers to maximise opportunities for additional affordable homes above the policy requirement.
- 4.4.49. An assessment of the whole plan viability has also been undertaken which considers the cost of building new homes and costs associated with other policies in this local plan, against the sales values of homes in West Suffolk. This assessment sets out what level of affordable housing can be sought, and where, whilst ensuring that development remains viable. The whole plan viability assessment identified the percentages of provision achievable on different types of sites which can be delivered taking into account all other policy requirements.
- 4.4.50. New developments should provide mixed, balanced, and sustainable communities. In order to facilitate this the council will seek the delivery of fully integrated, mixed tenure housing schemes, with affordable housing dispersed appropriately across the whole development. It is recommended that there is early engagement with the West Suffolk Council Housing Strategy Team and the registered provider to ensure that a timely agreement on the distribution of affordable housing can be agreed.
- 4.4.51. First Homes were introduced in 2021 as a new tenure of affordable housing. They are a type of discounted market housing which are reduced by a minimum of 30per cent against market value, sold to people meeting set eligibility criteria. Local authorities having the discretion to increase the discount to 40 per cent or 50 per cent. Evidence indicates First Homes could have a valuable role to play in enabling households to afford homes suited to their needs. As such, they are a valid form of an affordable route to home ownership in West Suffolk. The Council will support proposals for First Homes, in accordance with the Planning Policy Guidance (PPG) or subsequent guidance.
- 4.4.52. The presumption is that the affordable element will be delivered on the application site unless robust justification exists for provision on an alternative site in the developer's ownership and control, or for a financial contribution in lieu of on-site provision which will help to deliver strategic housing objectives.
- 4.4.53. The Council want to ensure policy compliant development, which maximises public benefits in line with the policies of the Local Plan. This includes provision of affordable housing in line with Policy LP20 as well as the Authority's corporate plan and housing strategy. The Council recognises that the property market fluctuates over time. Changes to costs and values may result in scheme viability being different from what was considered at the planning application stage. This is particularly the case for larger schemes that deliver over a number of phases or years.
- 4.4.54. Therefore, if a contribution to affordable housing is agreed at planning application stage which is lower than required by the Local Plan, the Council

may require a viability review mechanism to be secured through legal agreement with the aim of achieving policy compliance over time. The review cannot result in the scheme.

- 4.4.55. providing a reduced level of planning obligations from that of the originally permitted scheme. It is a means to ensure fuller policy compliance over time, optimising delivery of affordable housing.

Housing type and tenure

- 4.4.56. The purpose of this policy is to ensure all new homes are of the appropriate type and size to meet the current and predicted future housing requirements of the communities in West Suffolk.

Policy LP21 Housing type and tenure			
Proposals should seek to meet the identified housing needs of the district in order to contribute towards the creation of mixed, balanced and inclusive communities. To achieve this new residential development, should provide a range of housing tenures, types and sizes as set out below:			
Size	Market homes (per cent)	Affordable Routes to homeownership (per cent)	Affordable housing for rent (per cent)
One bedroom	0 to 10	10 to 20	30 to 40
Two bedrooms	30 to 40	40 to 50	30 to 40
Three bedrooms	40 to 50	30 to 40	15 to 25
Four bedrooms or more	10 to 20	0 to 10	5 to 15
Any deviation from the above mix must be justified by evidence having regard to:			
<ul style="list-style-type: none"> • The nature of the site, its location and character of the area. • The existing mix of properties. • Any up-to-date evidence of need (such as the housing register). • Viability. 			
The council will monitor the mix of homes delivered and respond accordingly so that local need and strategic mix requirements are closely met.			
Space standards			
All new homes should meet or exceed the nationally described space standards or any subsequent national standard or policy.			
Accessible homes			
All new homes must be built to building regulations M4(2) 'accessible and adaptable' standard, with 13 per cent of affordable homes built to building regulations M4(3) 'wheelchair user' standard (or successor standards). Proposals which deliver market homes to M4(3) standard will be encouraged.			

Explanation

- 4.4.57. National planning policy seeks to ensure that local housing needs are met through the provision of a range of house types, tenures and sizes based on current and future demographic trends, market trends and the differing needs of groups within a community.
- 4.4.58. The housing needs of specific groups study (October 2021) and housing evidence update (2023) (HNSG) sets out the identified housing needs proposals should seek to meet.
- 4.4.59. The council recognises the need for homes of a variety of sizes, types, tenures and costs throughout West Suffolk to meet the current and future requirements arising from all types of households, including vulnerable groups with special requirements such as older people, single persons and those with learning disabilities, physical disabilities and mental ill health. Supported housing can include sheltered housing schemes, such as extra care, designed specifically for older people and also supported housing schemes for vulnerable groups. Building Regulations 2015 M4(2) or subsequent updates, will provide accessible and adaptable accommodation for everyone, from young families to older people and individuals with a temporary or permanent physical impairment, to create sustainable developments for the future.
- 4.4.60. The HNSG study identifies that there is an imbalance of housing types across the district, with concentrations of larger, detached homes, particularly in the rural areas and villages. As a result, it identifies that there should be a focus on the delivery of smaller, more affordable homes, particularly two and three bedroom properties which will be appropriate for first-time buyers, renters and families to access and also for people who may wish to downsize.
- 4.4.61. The HNSG study and the update 2023 also identified an indicative housing mix for all tenures of market and affordable homes which will assist in rebalancing the housing types across the district. This mix will enable flexibility within the ranges provided to ensure new development meets the needs of West Suffolk's population whilst ensuring the character and design of schemes is able to reflect the context of a particular development site. Where a mix of housing is proposed that does not respond to the identified needs, robust evidence on local need and or viability will be required to justify a different proposed mix.
- 4.4.62. This policy applies to all new homes including conversions and subdivision of existing buildings as appropriate.
- 4.4.63. In addition, West Suffolk's changing demographic profile, which will see increasing numbers of older people, will have implications for the types of homes which people will wish to live in. The HNSG study identifies a growing need for specialist accommodation and accommodation linked to care provision within West Suffolk to meet the needs of the population. This will place increased demand on existing specialist accommodation and for services and adaptations to enable people to remain living independently in their own homes. A number of West Suffolk's neighbourhood plans, and community plans have identified the desire, particularly in rural settings, to provide suitable homes to enable people to downsize within their own settlement.

Rural exception sites

- 4.4.64. The purpose of this policy is to support the provision of affordable housing in villages and settlements where other policies in this plan would normally restrict housing development.

Policy LP22 Rural exception sites

As an exception to the provision made in this plan to meet housing need, the local planning authority will permit rural affordable housing schemes adjoining but outside a housing settlement boundary provided that:

- a. The development will meet or assist in meeting a proven and specific need for affordable housing in the locality which could not otherwise be met.
- b. The development is on the edge of a key or local service centre or type A or B village and is well related to existing community services and facilities and sympathetic to the form and character of the settlement.
- c. The proposed development is considered suitable by virtue of its size and scale in relation to an existing settlement and its services, and its proximity to public transport, cycling and walking links.
- d. The development will not negatively impact on the natural environment or the surrounding landscape character and any unavoidable harm to the natural environment will be adequately mitigated.
- e. Secure arrangements are made to ensure that initial and subsequent occupation of the dwellings can be restricted to those having an identified local need for affordable housing through the use of appropriate safeguards, including conditions or legal obligations.

In exceptional circumstances, a small number of market homes will be permitted where demonstrated to be essential on viability grounds to facilitate the delivery of affordable homes.

Proposals for first homes exception sites will be considered on a site-by-site basis considering the requirements of Government guidance for such sites, the above criteria and other relevant policies in this plan.

Custom and self-build housing will be supported to facilitate affordable housing subject to the criteria above where relevant, a proven local need and compliance with Policy LP25 Custom build and self-build homes.

For the purposes of this policy local housing need is confined to the parish in which the proposal is situated and immediately adjoining rural parishes and is evidenced by the council's housing register or an independent housing needs survey.

Explanation

- 4.4.65. In rural areas the provision of affordable housing can be challenging as many of our rural villages face particular difficulties in securing an adequate supply of land for affordable housing to address local needs.
- 4.4.66. It is recognised that communities need new housing to maintain their vitality and help residents find accommodation that meets their changing needs, whether that is older people seeking to downsize but remain within the same community to maintain their social networks, or younger people seeking affordable housing where they grew up.
- 4.4.67. In rural areas high house prices and a limited supply of new affordable homes restricts the potential for some residents and those working in the area to live in a home that they can afford. Government guidance recognises this and encourages local authorities to support opportunities to bring forward rural exception sites that will meet a range of local affordable housing needs in rural areas, by allowing for genuinely affordable housing schemes that meet evidenced local needs and consider whether allowing some market housing on these sites would help to facilitate this.
- 4.4.68. Limiting development beyond settlement boundaries lowers land values in these locations by removing the 'hope value' for high value developments such as market housing. This allows the council to develop 'exception' site policies which allow for certain types of development such as 100 per cent affordable housing schemes.
- 4.4.69. Affordable housing provided on a rural exceptions site is limited to that necessary to meet local needs. To be supported, the housing proposed on exception sites should relate to an evidenced and identified local need. This local housing need is confined to the parish in which the proposal is situated and immediately adjoining rural parishes and should be evidenced by the council's waiting list or an independent housing needs survey approved by the council.
- 4.4.70. Developers are encouraged to work closely with the council's strategic housing team to ensure appropriate evidence is provided with any planning application. The appropriate size of a rural exception site will be considered on a case-by-case basis taking into account the scale of the proposed development in relation to the settlement and site-specific considerations, including the sustainability of the location, and the level of evidenced local need.
- 4.4.71. To maximise the delivery of affordable housing on exception sites it may be appropriate, to permit an element of open market homes, including self-build and custom build serviced plots (subject to the identified need) to facilitate the delivery of the affordable housing.
- 4.4.72. To ensure priority for the affordable housing is given to people in local housing need, the council will require the affordable housing provider to enter into a legal agreement with cascading provisions under which applicants with a connection to the village; including current and previous residents in the parish, a family connection or employment connection, are given first priority

for the housing, followed by those with a connection to neighbouring villages, and then those in the rest of the district.

- 4.4.73. The council will also ensure that that any planning permission granted is subject to appropriate conditions and/or planning obligations to secure its affordability in perpetuity.
- 4.4.74. Local authorities are encouraged to support the development of first homes exception sites, suitable for first-time buyers, unless the need for such homes is already being met within the local authority's area. The location of first homes exception sites should be adjacent to existing settlements proportionate in size to them and comply with local design polices and standards.
- 4.4.75. A small proportion of market homes may be allowed on the site at the local authority's discretion, for example where essential to enable the delivery of first homes. Also, a small proportion of other affordable homes may be allowed on the sites where there is significant identified local need.

Housing needs of specific groups

- 4.4.76. The purpose of this policy is to support the delivery of accommodation for the growing elderly population and those with special housing needs in West Suffolk.

Policy LP23 Housing needs of specific groups

The council will support the delivery of specialist housing and care accommodation for older, and/or vulnerable persons and people with disabilities to reflect the needs of the changing demographic profile of the district's population across the plan period.

Proposals for new or extensions to existing accommodation for elderly and/or vulnerable people will be permitted on sites deemed appropriate for residential development by other policies contained within the development plan, provided that such schemes meet the following criteria:

- a. The proposed development is designed to meet the specific needs of residents including requirements for disabled persons where appropriate.
- b. Appropriate amenity space for residents of an acceptable quantity and quality is provided.
- c. The location of the development is well served by sustainable transport routes including footpaths, cycle routes and/or adequate public transport, community and retail facilities. Isolated accommodation in the countryside will not be permitted.
- d. Includes secure, covered ground floor electric buggy parking and charging points where appropriate.
- e. There is no adverse impact on the surrounding landscape, local character, residential amenity or highway safety.
- f. The proposed development does not create an over concentration of similar accommodation in any one street or area.

Proposals for extensions to existing specialist accommodation outside areas otherwise suitable for residential development will be permitted providing a need can be clearly demonstrated and the proposal meets the above criteria as appropriate.

Explanation

- 4.4.77. There is projected to be a 69 per cent increase in the population aged 75 and over between 2020 to 2040 across West Suffolk. Based on prevalence rates and the identified population growth of those aged 75 and over [The Cambridgeshire and West Suffolk Housing Needs of Specific Groups Assessment](#) (2021) identified a need in specialist housing for older people by 2040 as follows:

Type	Tenure	Need
Housing with support	Rented	483 units

Housing with support	Leasehold	1,697 units
Housing with care	Rented	434 units
Housing with care	Leasehold	562 units
Care bed spaces		1,761 bed spaces

- 4.4.78. This need reflects the requirements of individual people for self-contained units and bedspaces within a care and nursing homes setting. The number of older people with dementia is expected to increase by 64.6 per cent from 2020 to 2040. There is also a 62.5 per cent increase projected for those with mobility problems over the same period.
- 4.4.79. The council will support the provision of accommodation to meet the needs of older persons, in the form of retirement housing, housing with care (including extra care), bed spaces in a care and nursing home settings including those meeting needs of people with dementia. Specific local policies which address annexes for older persons are set out in local policy LP29.
- 4.4.80. Housing allocations and proposals for new homes will be encouraged to make provision for older persons particularly in towns, key service centres and local service centres which have good access to a range of services and facilities. Where provision is made for bed spaces, a ratio of 1.84 will need to be applied to calculate the equivalent occupation rate of homes.
- 4.4.81. The relatively high and growing elderly population in the area means that the need for specialist accommodation, such as nursing homes and communal housing for elderly people, will continue and increase as a specific housing need that will need to be met during the plan period. It may be that space and/or other medical standards or requirements will mean that some very specialised care homes cannot find suitable sites or buildings within the towns, key services centres, local service centres or type A villages. In these cases, developers will need to provide evidence to demonstrate why there is a need for the facility in the proposed locality.
- 4.4.82. The changing emphasis towards community rather than hospital care has also increased the need for individual accommodation for people who require support and/or supervision to live in, or be rehabilitated into, the community. It is important that flats for elderly people, sheltered housing, group or shared community care accommodation and nursing homes have access to adequate amenity space and are provided in sustainable locations accessible on foot or by public transport so that residents can access services and facilities and are in accessible locations for employees and/or care workers.

Gypsies, Travellers and travelling showpeople.

- 4.4.83. This policy sets out the criteria that will be used to assess proposals that come forward for Gypsy, traveller and travelling showpeople accommodation.

Policy LP24: Gypsies, Travellers and travelling showpeople

Proposals for Gypsy and Traveller sites and sites for travelling showpeople yards will be supported where there is an identified need that cannot be met on existing sites, having regard to the following criteria:

- a. The site is within or adjacent to a settlement identified as more sustainable within the settlement hierarchy (towns, key service centre, local service centres and type A villages) or other sustainable locations.
- b. Accessibility to local services, including schools, shops, community and health facilities, by a variety of means of transport.
- c. The site is suitable in terms of vehicular and pedestrian access to the highway, parking, turning and road safety.
- d. The proposal respects the scale of the nearest settled community to allow for successful co-existence.
- e. The proposal will not unacceptably impact on landscape and settlement character, the natural environment, and heritage.
- f. Proposals provide for satisfactory residential amenity both within the site and with neighbouring occupiers and thereby do not detrimentally affect the amenity of residents by reason of on-site business activities, noise, disturbance, or loss of privacy.
- g. Pitch sizes that facilitate good quality living accommodation without overcrowding or unnecessary sprawl.
- h. Good design and layout including, the adequacy of facilities, services and amenities, the utility of outside space for leisure, recreation and for any essential employment related activities including storage and maintenance of equipment, where required.
- i. Appropriate landscaping and screening to provide privacy for occupiers and to maintain the visual amenity of the wider landscape and townscape.
- j. The site is served, or could readily be provided with, electricity, mains water, drainage, sewage and waste disposal facilities.
- k. The site is not affected by environmental hazards that may affect the residents' health or welfare or be in an area of high risk of flooding, including functional floodplains.

The change of use of existing sites to alternative uses will not be permitted unless replacement provision meeting the above criteria is provided elsewhere. A condition or legal agreement to control the future uses of sites for Gypsies, Travellers or travelling showpeople may be imposed, as appropriate. Where the proposed use is short term, the development will be limited by a temporary permission.

Explanation

- 4.4.84. Local planning authorities are required to identify and plan for the accommodation needs of Gypsies and Travellers, travelling showpeople, others residing in caravans and boat dwellers.
- 4.4.85. The council will seek to meet the needs for Gypsy and Traveller accommodation in the district across the plan period through the provision of additional pitches on suitable permitted and tolerated sites and the protection of existing Gypsy and Traveller sites against loss to alternative uses.
- 4.4.86. It is recognised that there will be circumstances where planning applications will be submitted on sites not identified through the local plan process.
- 4.4.87. A windfall policy enables the council to deal with planning applications for traveller sites on a site-by-site basis, subject to individual circumstances and need. To this end, suitable sites, which are well-related to existing and proposed services and facilities, and which would not adversely impact on a protected landscape, settlement character, the natural environment, and heritage that have not previously been identified, have the opportunity to come forward in the plan period.
- 4.4.88. This policy also allows windfall Gypsy and Traveller sites to come forward in the district where they are necessary to meet an unmet need for Gypsy and Traveller accommodation, whilst ensuring that such sites are appropriately located and designed.
- 4.4.89. As a general guide, it is suggested that the minimum pitch size is 25 metres by 25 metres (625 square meters or 0.0625 hectares). This should support a twin-unit chalet and/or mobile home (15 metres by 6.5 metres), a tourer, an amenity shed and/or building (five metres by four metres), two vehicle spaces and turning circle for vehicles, amenity space and a small garden area and/or play space. Residential units need to be three metres from the pitch boundary and at least six metres apart. A slightly larger pitch of 25 metres by 30 metres (750 square meters or 0.075 hectares) would be appropriate for larger households requiring several residential units.
- 4.4.90. The impact of new traveller accommodation on existing communities and how well proposals can be integrated, however, is also an important consideration in the determination of applications for traveller provision. Proposals should therefore adhere to the policy criteria for this and other relevant policies to ensure that any impact is mitigated.

Custom and self-build homes

- 4.4.91. The purpose of this policy is to take a positive approach to permitting custom and self-build homes to meet demand on the West Suffolk Self-build and Custom Build Register.

Policy LP25 Custom and self-build homes

Proposals for self-build or custom-build housing, or proposals that provide serviced self-build and/or custom plots as a proportion of a site will be supported to meet demand on the West Suffolk Council Self-Build and Custom House Building Register where they comply with other policies in the development plan.

Proposals for self-build and custom-build homes will be supported within a housing settlement boundary, or by allocation in a neighbourhood plan.

All proposals for development of 100 homes or more will be required to provide at least ten per cent of the total homes as custom and/or self-build plots. Where this would not result in a whole dwelling the requirement for self and custom build should be rounded up (where it is 0.5 or above) or down as appropriate. The inclusion of self-build plots on sites of less than 100 homes will also be encouraged.

All proposals for self-build or custom build housing plots must include:

- a. Legal access onto a public highway.
- b. Water, foul drainage, broadband connection, and electricity supply available at the plot boundary.
- c. Sufficient space in order to build without compromising neighbouring properties and their amenity and the amenity of future occupiers.
- d. An agreed design code or plot passport for the plots to include:
 - Marketing details
 - plot size and location
 - the ratio of built footprint to overall plot size
 - permissible building lines
 - maximum building heights.

Custom and self-build homes will not contribute towards the requirement to provide affordable housing unless delivered by a registered provider of social housing.

Once completed the self-build and custom build home should be the sole residence of the owner.

Plots must be made available, and appropriately marketed for a period of at least 12 months before being returned to the market or built out by the developer if not taken up.

Communities preparing neighbourhood plans are encouraged to consider the identification of sites which make provision for self and custom-build plots

within their neighbourhood plan area subject to evidence of demand on the self-build register or an up-to-date housing needs study.

Explanation

- 4.4.92. To deliver a wide choice of high-quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities
Government guidance requires planning authorities to plan for the needs of those wishing to build their own homes.
- 4.4.93. From 1 April 2016, the Self-Build and Custom Housebuilding Act 2015 requires local planning authorities to keep a register of people who are interested in building their own homes.
- 4.4.94. Self-build and custom housebuilding are defined in the Self-build and Custom Housebuilding Act 2015 as 'the building or completion by— (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals, of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.'
- 4.4.95. This covers a wide range of projects including a traditional DIY self-build home, to projects where the self-builder employs someone to build their home for them. Community-led projects can also be defined as self-build. Custom build homes are where a person works with a developer as an individual or part of a group to help provide their own home.
- 4.4.96. The need for 'self-build' and 'custom build' homes in West Suffolk is principally informed by the register maintained by West Suffolk Council. As of October 2023, there are over 178 people on the West Suffolk Self-Build and Custom Build Register, and analysis of the register indicates that a large proportion of demand is for village and countryside locations.
- 4.4.97. It is recognised that individual self and/or custom build can form an important source of delivery of homes in the district and this is supported by the policy.
- 4.4.98. In order to meet the need identified by West Suffolk's Self-Build and Custom Build Register, this policy sets out the councils' approach to delivering serviced plots across the plan area. In addition to requiring all developments of 100 or more homes to provide a proportion of serviced plots for self and custom build homes, the council also encourages individual self and custom build on smaller sites where they conform with other relevant policies of this plan including rural exception schemes.
- 4.4.99. The council will maintain, monitor and have regard to the register of people who are interested in self-build and/or custom build as evidence of need.
- 4.4.100. Where the developer considers a site is unsuitable for self-build or custom build provision, exemption from this policy will be considered on an individual basis.

Housing in the countryside

- 4.4.101. The purpose of this policy is to support limited housing development in small cohesive groups of dwellings outside defined housing settlement boundaries, in order to enhance or maintain the vitality of West Suffolk's rural communities.

Policy LP26 Housing in the countryside

Proposals for new dwellings will be permitted in the countryside subject to satisfying the following criteria:

- a. The development is within a small cohesive group of seven or more existing dwellings next to or fronting an existing highway.
- b. The scale of development consists of the infilling of a small undeveloped plot in the order of one dwelling or a pair of dwellings and that these are commensurate with the scale and character of existing dwellings within an otherwise continuous built-up frontage.
- c. Locations must have access to sustainable transport links, including footpaths, cycle routes and/or adequate public transport to higher order settlements with a range of services and facilities. Locations that are so remote or so poorly served by sustainable transport options that occupants will rely exclusively on a car to access everyday goods and services will not be supported.

Permission will not be granted where a proposal harms or undermines a visually important gap that contributes to the character and distinctiveness of the rural scene, results in an unacceptable level of harm to the amenity of neighbouring properties, or where development would have an adverse impact on the environment or highway safety. Development should not contribute towards coalescence with adjacent settlements or contribute towards the development of isolated homes in the countryside in a piecemeal manner on sites next to other dispersed rural housing in the countryside.

Proposals for self-build and custom-build homes will be supported where they meet the above criteria and do not conflict with other policies within this plan.

The subdivision of an existing isolated home in the countryside will be supported where the proposed subdivision respects the scale, floor area and domestic curtilage of the existing dwelling and does not conflict with other policies within this plan.

Note: A small undeveloped plot is one which could be filled by one detached or a pair of dwellings where the plot sizes and spacing between dwellings is similar to neighbouring properties and thereby respects the rural character and street scene of the locality.

Explanation

- 4.4.102. The National Planning Policy Framework (NPPF) states that 'to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities'. Accordingly, to support this aim, and in addition to policy LP27, it is acknowledged that there may be opportunities for limited further residential development within small yet cohesive settlements or groups of dwellings which may have not been classified as villages and which do not have a housing settlement boundary, but which support the existing services and facilities in other service centres. Limited infill development may be permitted in these locations provided that it is in character with the surrounding area and does not have an adverse impact on the natural and historic environment. Any proposals must also comply with other policies in the development plan as appropriate.
- 4.4.103. The countryside needs to be protected from inappropriate development which would detract from the rural character and landscape quality of the area. Housing in the countryside policy sets out the limited circumstances where housing would be acceptable outside of housing settlement boundaries and allocated sites.
- 4.4.104. The geography of the West Suffolk is such that there are many small, dispersed communities of housing outside of the defined housing settlements boundaries in the local plan and policies map. Such communities do not have the level of services and facilities to support larger scale new housing development (and hence do not have settlement boundaries) but a small amount of development may help to meet local housing needs, enable people to stay within rural communities and help to sustain these rural communities and any existing services and facilities within them. Policy LP26 therefore provides for a limited amount of housing development to come forward in these locations – referred to as 'small cohesive groups'.
- 4.4.105. Other policies in the local plan also provide for other circumstances under which housing could come forward in the countryside, such as affordable housing, conversions, or rural workers homes. Any new development proposal within the countryside will be assessed against the relevant policies within the development plan.

Agricultural and essential workers homes

- 4.4.106. The purpose of this policy is to permit new homes in the countryside for a rural worker where it is related to a rural enterprise. These rural enterprises include farming, forestry and equine.

Policy LP27 Agricultural and essential workers homes

New homes in the countryside, related to and located in the immediate vicinity of a rural enterprise, will only be permitted, in accordance with other policies within the development plan where:

- a. Evidence has been submitted to demonstrate that there is an existing agricultural, forestry or other commercial equine business-related functional need for a full-time worker in that location. This evidence may be subject to an independent assessment to ensure the evidence submitted is to the satisfaction of the local authority.
- b. There are no suitable alternative homes available, or which could be made available, in the locality to serve the identified functional need.
- c. It can be demonstrated that the enterprise is, or will be in the case of new businesses, a viable business with secure future prospects.
- d. The size and nature of the proposed dwelling is appropriate for the needs of the enterprise concerned.
- e. The development is well designed and preserves the character and appearance of the surrounding area.

In addition to the above requirements, if a new home is essential to support a new agricultural or forestry or other commercial equine business-related enterprise it will normally, for the first three years, be provided temporarily by a caravan, a wooden structure which can easily be dismantled, or other temporary accommodation.

Successive extensions to any temporary permission will not normally be granted beyond three years, and subsequent proposals to provide permanent accommodation at any site will be considered using the criteria above.

Planning permission will be subject to an appropriate occupancy condition. To avoid the creation of isolated homes, this condition will only be waived or varied where it can be demonstrated that there is no long term need for such a home associated with the enterprise or permitted by the occupancy condition. In such cases evidence should be submitted to demonstrate that it has been offered for sale and to let for a period of at least 12 months to other eligible interests, at a price to reflect the occupancy condition.

Explanation

- 4.4.107. Whilst the local authority seeks to avoid the development of isolated homes in the countryside, it is acknowledged that there may be exceptional circumstances where the provision of an essential home for a rural worker may be needed in isolated locations. This is where there is an identified essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside. Therefore, an exception can be made where it can be demonstrated that such housing is essential to sustain the operations of a viable rural business. Evidence submitted to demonstrate the need for essential worker homes may be subject to an independent assessment to ensure the need for the accommodation is justified to the satisfaction of criterion a of this policy. Proposals for temporary accommodation in association with new rural businesses will also be assessed for their viability and sustainability.
- 4.4.108. Essential worker homes as described above are treated as exceptions in locations that may not be suitable for other types of occupancy. Where planning permission is granted for an essential worker home, occupancy conditions will be placed on the dwelling to protect the long-term provision of the accommodation. This condition will only be waived where it can be demonstrated that there is not a long term need for the dwelling for the associated use, including evidence of marketing for a minimum of 12 months offering the accommodation for sale or to let to other eligible interests.

Residential use of redundant buildings in the countryside

- 4.4.109. The purpose of this policy is to protect the countryside from unsustainable development and permit the conversion of redundant buildings in the countryside, subject to satisfying appropriate criteria.

Policy LP28 Residential use of redundant buildings in the countryside

Proposals for the conversion of redundant or disused barns or other buildings in the countryside into dwellings will be permitted where:

- a. Alternative uses for employment, economic development, tourist accommodation, recreation and community facilities, have been fully explored to the satisfaction of the local planning authority and can be discounted. This includes evidence of marketing the building for a minimum of 12 months in accordance with guidance in Appendix I for alternative uses.
- b. Evidence is submitted to demonstrate that the building is structurally sound and capable of conversion without the need for extension, significant alteration or reconstruction, to the satisfaction of the local planning authority.
- c. The proposal is a high-quality design, and the method of conversion retains the character and historic interest of the building. In the case of barns, the external appearance of the building should be retained with minimal change.
- d. The proposal would lead to an enhancement to the immediate setting of the building, and the creation of a residential curtilage and any associated domestic paraphernalia would not have a harmful effect on the character of the site or setting of the building, any wider group of buildings, or the surrounding area.
- e. The proposal conserves or enhances the intrinsic rural character and appearance of the countryside and the conversion of the existing building or buildings would not result in an intrusive feature within the rural landscape.
- f. Where the proposal is on land subject to flood risk a flood risk assessment should be undertaken to demonstrate that the proposal is resilient and safe.

Not all buildings in the countryside will be suitable for conversion or adaptation to new uses, perhaps due to their unsuitable or unsustainable location or due to the condition or appearance of the structure. Some existing rural buildings are often badly designed and sited or poorly constructed, having been built before planning controls existed or by using agricultural permitted development rights, or they may be relatively modern agricultural buildings that are of an inappropriate scale and materials to be re-used as homes. In such cases proposals for residential use will not be supported.

Explanation

- 4.4.110. Traditional rural buildings are a fragile and diminishing resource. The landscape and the use of the land usually provide the context for the building. They are often attractive buildings constructed from local materials respecting and being

secondary to their surroundings. Unfettered alterations and extensions to these buildings could have an adverse and detrimental impact on the rural landscapes within the area and the wildlife that inhabits them.

- 4.4.111. Class Q of the Town and Country Planning (General Permitted Development) (England) Order 2015 permits the change of use of a building from an agricultural building to a use class C3 residential house. This includes 'reasonably necessary' building operations to convert the building to a class C3 use, subject to conditions set out within the permitted development order.
- 4.4.112. However, the local authority seeks to avoid the development of isolated homes in the countryside and sets out exemptions where development may be appropriate. This includes where development would re-use redundant or disused buildings and enhance its immediate setting. This policy provides further details in circumstances where the re-use of redundant or disused buildings would be supported, where proposals comply with other policies within the development plan. This policy should also be considered alongside policy LP33 when considering proposals for the re-use or replacement of buildings in the countryside of existing buildings for residential uses within the countryside.
- 4.4.113. The sustainable growth and expansion of all types of business in rural areas is supported subject to other policies within the development plan, both through conversion of existing buildings and well-designed new buildings. Therefore, this policy gives priority to the economic re-use of redundant buildings, to support sustainable economic growth in rural areas before the consideration of residential re-use.

Alterations and extensions to dwellings and residential annexes

- 4.4.114. The purpose of this policy is to guide proposals for extensions and alterations to dwellings, ancillary development within the curtilage of a dwelling and residential annexes.

Policy LP29 Alterations and extensions to dwellings and residential annexes

Alterations, extensions and ancillary development

Proposals for alterations or extensions to existing dwellings, and ancillary development within the curtilage of dwellings will be permitted, in accordance with other policies within the development plan, where the proposal:

- a. Respects the character, scale and design of existing dwellings, and the character and appearance of the immediate and surrounding area.
- b. Will not result in over-development of the dwelling curtilage.
- c. Will not adversely affect the residential amenity of occupants of nearby properties.

Proposals for the alteration or extension of an existing dwelling in the countryside should be subservient in scale and proportion to the original dwelling and preserves or enhances the character and openness of the surrounding countryside.

Residential annexes

Proposals for residential annexes within the curtilage of an existing dwelling will be permitted, in accordance with other policies within the development plan, where:

- a. The annexe is ancillary to and subservient in size and scale to the host dwelling and respects the design of the existing dwelling, and the character and appearance of the immediate and surrounding area.
- b. The annexe is located within the current residential curtilage and contains strong functional links to the host dwelling.
- c. The annexe is physically and functionally integrated into the existing dwelling, except where exceptional circumstances demonstrate otherwise, and the design and siting of the annexe is such that it is capable of being reasonably integrated into the use of the original dwelling once the need for it has ceased. Development of detached residential annexes within the defined property boundary will only be permitted where it is demonstrated that the accommodation cannot reasonably be provided through extension to the original dwelling.
- d. Evidence is submitted to demonstrate the need for the annexe and the size of the annexe is the minimum necessary to meet the purpose.

- e. The proposal will not result in over-development of the dwelling curtilage and will not adversely affect the residential amenity of occupants of nearby properties.

Where a proposal does not meet these criteria, the proposal will be considered as a new dwelling and will be assessed against the appropriate policies within the development plan.

The occupation of the annexe will be controlled by a planning condition to ensure that it is related to the main dwelling and cannot be used as a separate dwelling.

Explanation

- 4.4.115. Small alterations and extensions to dwellings are one of the most common types of proposal considered by the council. The alteration or extension of homes within the housing settlement boundary can often be accommodated, subject to design quality and impact on the amenities of the neighbouring buildings of the proposed development. Similar proposals within the countryside will need to also ensure the development preserves and where possible enhances the intrinsic character and beauty of the countryside.
- 4.4.116. The extension of an existing dwelling or the conversion of an existing outbuilding will normally be considered more appropriate than a new build, especially where it results in a smaller visual impact within the landscape.
- 4.4.117. Residential annexes can provide opportunities for proposals to allow multi-generational families to live within the same residence or provide additional care to an occupant whilst maintaining some level of autonomy within the existing dwelling.
- 4.4.118. For a development to be considered as an annexe, the proposal must be within the curtilage of the main host dwelling and provide ancillary accommodation that has a functional and physical relationship with the main dwelling. Proposals which are functionally and physically separate from the host dwelling, and capable of self-contained occupation, are unlikely to meet the definition of an annexe.
- 4.4.119. Annexes are usually proposed to meet the needs of families or households with occupants that require additional care. However, careful consideration should be given to the delivery of annexes, particularly in areas such as the countryside where separate dwellings would otherwise be unsustainable and contrary to other policies within the development plan. Therefore, proposed annexes must be sensitively developed and ensure the development does not negatively impact the character and amenities of the surrounding area or result in an over intensification of development, particularly in unsustainable or poorly accessible locations.
- 4.4.120. The council will support the development of residential annexes, where there is a demonstrable, functional need for such accommodation and the above local policy criteria can be met. To ensure proposals are ancillary to the main host dwelling and do not form a separate new dwelling, the residential annexe must

be able to be integrated into the main dwelling once the need for the annexe is no longer required and will not be used as a separate dwelling.

Extensions to domestic gardens in the countryside

- 4.4.121. The purpose of this policy is to protect the character and appearance of the countryside from unsuitable development, comprising enlarging residential gardens and/or curtilages.

Policy LP30 Extensions to domestic gardens in the countryside

To protect the intrinsic character and appearance of the countryside, large, obtrusive extensions to domestic gardens within the countryside will not normally be permitted. Small, unobtrusive extensions of residential curtilages into the surrounding countryside, which will not adversely affect the character and rural amenities of the site and wider countryside will be permitted where the following criteria are met:

- a. The development will not result in the loss of the best and most versatile agricultural land.
- b. The proposal will not involve the loss of an important hedgerow or other important landscape feature.
- c. Provision is made for suitable boundary treatment, such as appropriate landscaping to ensure the extension retains the rural character and appearance of the countryside.
- d. The development does not have an adverse impact on the amenities within the immediate vicinity of the proposal and the wider surrounding landscape.

Explanation

- 4.4.122. Planning permission is required to extend the garden of a dwelling on to land which is used for another purpose. The council recognises the intrinsic character and beauty of the countryside and seeks to protect the countryside from unsuitable development. By extending residential curtilages changing plot boundaries and introducing domestic uses to land which was previously agricultural or another rural use, garden extensions can have a significant visual impact. In many cases, such extensions gradually lead to urban characteristics (for example, sheds, garages, hardstanding, and so on) being introduced to areas whose open and attractive landscape qualities may be highly valued.
- 4.4.123. A balance must be achieved between the desire for some rural households to have a larger garden, with the need to protect the open character of the countryside. The extension of domestic gardens within the countryside will be supported, where proposals comply with this policy and conserve the intrinsic character and landscape of the countryside. Where extensions can be justified under this policy, they will normally be subject to the removal of 'permitted development' rights to ensure some continued further protection from physical encroachment.

Communities policies

Community facilities and services

- 4.4.124. The purpose of this policy is to protect and enhance community facilities and services. Community facilities and services may include shops (which have a floorspace of less than 280 square metres), pubs, post offices, health care facilities, community centres, village halls, places of worship, cemeteries, schools and other educational establishments.

Policy LP31 Community facilities and services

The provision and enhancement of community facilities and services will be supported where they contribute to the quality of community life and the maintenance of sustainable communities.

Proposals that will result in the loss of a community facility or services which support a local community, or building which was last used for such purposes, will only be supported where it can satisfy criteria a and either criteria b or criteria c below:

- a. It can be demonstrated that the current use is not economically viable, nor likely to become viable. Supporting financial evidence should be provided including evidence, to the satisfaction of the local planning authority, that genuine attempts to market the premises or land for sale for a minimum of 12 months in accordance with guidance in appendix I at an appropriate value have been made.
- b. It can be demonstrated that there is no local demand for the use and that the building and/or site is not needed for any alternative social, community or leisure use. or
- c. Alternative facilities and services are available, or replacement provision is made, of at least equivalent standard, in a location that is accessible to the community it serves with good access by public transport or by cycling or walking.

Where necessary to the acceptability of the development, the local planning authority will require developers of residential schemes to enhance existing community buildings, provide new facilities or provide land and a financial contribution towards the cost of new facilities proportional to the impact of the proposed development in that area. These requirements will be provided through the use of conditions and/or planning obligations.

Explanation

- 4.4.125. Community facilities and services form a pivotal role in meeting the social, educational, health and wellbeing, spiritual, cultural recreational and leisure needs of the community and reduce the need to travel to meet these needs.
- 4.4.126. West Suffolk is a rural district, where many settlements have limited access to these facilities. Therefore, these existing facilities are essential community amenities contributing to the sustainability of the settlement in meeting the

day-to-day needs of residents and help to reduce rural isolation and social exclusion. The local authority recognises the importance of community facilities and services which enhance the sustainability of the settlement and should be guarded against the loss of facilities which reduce community's ability to meet its day-to-day needs.

- 4.4.127. Where new development may result in an increased demand for community facilities or services, provisions for new facilities, land or financial contributions may be required by the local authority to mitigate this impact on the existing quality and quantity of provision of facilities. The specific requirements for either new facilities or contributions to existing facilities will be proportionate to the proposed development and will ensure the existing and future communities will, as a minimum, retain the same standards of community facilities to meet their needs.
- 4.4.128. Appendix H provides open space, sport, play, recreation and built facilities standards to establish the requirements to meet the expected needs from development and when they will be applied.

Leisure and cultural facilities

- 4.4.129. The purpose of this policy is to support the provision of appropriate new leisure and cultural facilities.

Policy LP32 Leisure and cultural facilities

Proposals for new leisure or cultural facilities or improvements and extensions to existing facilities, will be supported, in accordance with other policies within the development plan, where:

- a. The proposal is connected to and associated with existing facilities or located at a site that relates well to a defined settlement and access by public transport and active travel links to and from the site are prioritised for the benefit of non-car users.
- b. The proposal is well designed, responds positively to, and respects the character and appearance of the surrounding area.
- c. Appropriate vehicle access and on-site vehicle parking is provided.

Where it can be demonstrated that there is a justifiable need for the leisure or cultural activity to be located within the open countryside and away from any defined settlement, the re-use of appropriately located and suitably constructed existing buildings must be considered in the first instance.

In addition to the criteria above, new buildings or infrastructure required to service a particular leisure activity within the countryside will only be supported where there are no other appropriate and existing buildings in the locality that can feasibly be converted for the required purpose.

Explanation

- 4.4.130. Leisure and cultural facilities provide important opportunities to meet the social, health and wellbeing, cultural and recreational needs of communities. It is acknowledged that some larger facilities, that attract a high volume of people may be required to meet a wider district need. These facilities should be located within the most sustainable settlements within West Suffolk.
- 4.4.131. Proposals which are likely to attract a high volume of people will also be expected to submit supporting evidence to justify the sustainability of the location in line with other policies within this development plan including evidence that the facility can be accessed by a range of modes of transport. Any larger proposals for main town centre uses should meet the requirement set out in policy SP13.

Open space, sport, play and recreation facilities

- 4.4.132. The purpose of this policy is to support the provision and expansion of open space, sport, or recreation facilities. Open space, sport, play, recreation and built facility standards are set out in the guidance in appendix H.

Policy LP33 Open space, sport, play and recreation facilities

Proposals for the provision, enhancement and/or expansion of amenity, sport or recreation open space or facilities will be supported where the proposal is well related to the local community and meets the needs of residents.

Development which will result in the loss of existing amenity, sport or recreation open space or facilities will not be permitted unless:

- a. It can be demonstrated to the local authority's satisfaction that the space or facility is surplus to requirement against the local planning authority's standards for the particular location, and the proposed loss will not result in a likely shortfall during the plan period. Or
- b. Replacement for the space or facilities lost is made available, of at least equivalent quantity and quality, and in a suitable location to meet the needs of users of the existing space or facility. Or
- c. The proposal is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Any replacement provision must consider the needs of the settlement where the development is taking place and the current standards of open space and sports facility provision including quality, quantity, and accessibility standards.

Where it is necessary to the acceptability of the development, the local planning authority will require proposals to provide accessible open space including play areas, formal sport and/or recreation areas, allotments, amenity areas and where appropriate, indoor sports facilities or to provide land and a financial contribution towards the cost and maintenance of existing or new facilities, as appropriate.

The delivery of these facilities, including the long-term management of the facilities will be secured through the use of conditions or planning obligations.

Clubhouses, pavilions, car parking and ancillary facilities must be of a high standard of design. The location of such facilities must be well related and sensitive to the topography, character and uses of the surrounding area, particularly when located in or close to residential areas.

Proposals for floodlighting will only be supported where the proposal is sensitive to the nocturnal character and appearance of the surrounding landscape and it can be demonstrated through a light assessment that the final total light levels, spillage and hours of use do not cause harm to the amenities of neighbouring occupiers, nature conservation or contribute to increased night blight.

Explanation

- 4.4.133. Accessible open space and recreational facilities are a crucial amenity that supports the health, social and cultural wellbeing needs of residents and can contribute to the quality of the environment.
- 4.4.134. Government guidance recognises that access to high quality open space is important for communities' health, wellbeing and delivers benefits for nature as well as tackling climate change and states that planning policies should be based on robust, up to date assessments of need (qualitative and quantitative). New public open space will therefore be required as a key component of strategic development and the local authority will encourage new facilities where there is a known shortage for such amenities to meet the needs of all residents.
- 4.4.135. In recognition of the importance of open space and recreational facilities, the local authority seeks to protect existing open space, sports and recreational facilities and requires that land for these uses should not be built upon unless an assessment demonstrates that the open space is no longer required, the loss would be replaced by equivalent or better facilities in a suitable location, or the proposal is for alternative provision whose benefits would outweigh the loss of the current provision.
- 4.4.136. Appendix H provides public open space and built facilities standards to establish the requirements from development.
- 4.4.137. The councils published assessments of the districts [public open space, sports facilities and playing pitch and outdoor facilities](#) should be used as a guide to developers in understanding what sort of open space provisions they should be delivering.

Allotments

- 4.4.138. The purpose of this policy is to protect and safeguard existing allotments and ensure the provision of allotments as part of a development where there is an identified need.

Policy LP34 Allotments

Allotments traditionally play an important role within the community and the creation and long-term provision of allotments will be supported. To preserve the use of allotments, proposals that will result in their loss will only be permitted where:

- a. It can be demonstrated that there is no local demand for the allotment. Or
- b. Suitable alternative allotment provision can be identified and made available.

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

Proposals may be required to deliver additional allotments, particularly where development is expected to create demand for allotments or there is an existing local need for allotments. These requirements will be identified using the guidance set out in appendix H. Where a requirement for additional allotments is identified, provision of the long-term management of the allotment site should form part of the proposals and will be secured by condition or legal agreement.

Explanation

- 4.4.139. Both public and private allotments provide a crucial recreational greenspace that gives individuals the opportunity to grow their own produce. The local authority seeks to promote healthy, inclusive and safe places that support healthy lifestyles. This includes the providing access to healthier food and allotments.
- 4.4.140. The standard allotment plot is 10 poles or approximately 250 square metres area to meet the needs of its users, however this plot size may exceed the requirements of many individuals and consideration should be given to the provision of a range of plot sizes, including smaller plots.
- 4.4.141. Appendix H provides public open space and built facilities standards to establish the requirements from development.
- 4.4.142. New allotment provision should be designed to best practise guidelines such as that produced by The National Allotment Society.

Local green spaces

- 4.4.143. Local green space is a national designation, as referenced in the National Planning Policy Framework, which aims to protect green areas or spaces which are demonstrably special to a local community and hold a particular local significance.

Policy LP35 Local green spaces

An area identified as a local green space on the policies map or within an adopted neighbourhood plan will be protected from development in line with the National Planning Policy Framework or successor policy, which rules out development on these sites other than in very special circumstances.

Explanation

- 4.4.144. The local green spaces that are shown on the policies map have been put forward by the local community for designation as local green space and are considered to meet the criteria for designation. These are:
- Rugby Fields, Bury St Edmunds
 - No Mans Meadow, Bury St Edmunds
 - The Crankles, Bury St Edmunds
 - Abbey Gardens and the Great Churchyard, Bury St Edmunds
 - Ram Meadow, Bury St Edmunds
 - Holywater meadow, Bury St Edmunds
 - The Butts (including Green King Butts and Saxongate), Bury St Edmunds
 - Jubilee Field, Mildenhall
- 4.4.145. The designation of these spaces as local green space does not imply any additional access to the land than is already available. Some spaces, or parts of spaces, are designated because, although they are not accessible in themselves, they make a contribution to the beauty and wildlife of the area through which the public has access.
- 4.4.146. The designation of these spaces does not downgrade the value of other green spaces within the district and does not make them less important to the community. The council will continue to support local green space designation identified in accordance with the National Planning Policy Framework, or successor policy, through neighbourhood plans or on the request of community groups in the development plan.

4.5. **Economy**

Introduction

- 4.5.1. This section sets out the strategic and local policies related to the economy in the district.

Employment policies

Strategic employment

- 4.5.2. The purpose of the strategic employment policy SP12 is to make provision for employment land to meet the needs identified over the plan period to 2040. The spatial strategy for the distribution of employment land has been informed by the employment land review, alongside reports produced for the council including the [Economic Impact of the Horseracing Industry Centred Upon Newmarket \(updated 2023\)](#) and the report on the [Local National and International Impact of the Horseracing Industry in Newmarket \(2016\)](#). The strategic employment policy identifies how existing employment land will be protected, where new sustainable growth is directed and how new proposals will be considered on land within and outside identified general and rural employment areas. It supports sustainable growth, expansion and diversification of local and rural businesses.

Policy SP12 Strategic employment

- a. Provision is made for 86 hectares of employment land in the district by 2040 to support local and sub regional employment needs. This will be met through land available in defined general and rural employment areas and strategic and non-strategic site allocations. The provision will address the following employment needs; offices, research and development, light industrial, general industrial and storage and distribution. Proposals for employment uses in general and rural employment areas which do not neatly fall within the employment uses defined above, will only be accepted where they meet the criteria in h. below.

Strategic and non-strategic allocations

- b. The focus of new strategic employment provision is directed to the towns of Bury St Edmunds, Mildenhall and Newmarket with further provision in the key service centre of Red Lodge and at Shepherds Grove near Stanton. The strategic employment and mixed-use allocations are identified below. Strategic allocations in this plan set out the policy considerations and types of uses appropriate for each site. The strategic allocations together provide for 79 hectares of employment land, including 10 hectares of land available at Suffolk Business Park extension. In order to ensure the strategic employment allocations are protected to meet the local plans employment needs over the plan period, any proposals for non-employment uses will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.

- Policy AP3 Land north of Rougham Tower Avenue, Bury St Edmunds 20 hectares.
 - Policy AP12 Suffolk Business Park extension, Bury St Edmunds 10 hectares (of which 72.34 hectares allocation 10 hectares remain available at 1 April 2023)
 - Policy AP16 Land west of Mildenhall, Mildenhall five hectares
 - Policy AP19 Hatchfield Farm, Newmarket five hectares
 - Policy AP38 Land north of Acorn Way, Red Lodge eight hectares
 - Policy AP41 Shepherd's Grove, Stanton 31 hectares
- c. Three non-strategic employment allocations identified in this local plan, are smaller in scale and will meet local demand and/or rural needs. The policy considerations for each site are set out in the policy allocations. These non-strategic allocations together provide for some 7.83 hectares of employment land.

General employment areas and rural employment areas

- d. Existing general employment areas and rural employment areas identified below and as defined on the policies map, will continue to meet local and sub regional employment needs. These sites will be protected for employment uses as described in the policy, in order to maintain an adequate supply of employment land. They will continue to be primary locations for employment uses including, offices (subject to satisfying a sequential test as required by m. below), research and development, light industrial, general industrial and storage and distribution in accordance with the uses specified for each designation as set below. Proposals for strategic logistics provision will not be supported within general employment areas and rural employment areas, as it would result in the erosion of space available to local and sub regional small and medium businesses looking to expand, upgrade and consolidate. The general and rural employment areas together provide for some 15.10 hectares of available employment land (as at 1 April 2023), which includes some 10 hectares remaining at Suffolk Business Park extension which is reallocated in this local plan.

General employment areas

- e. The following general employment areas will be suitable for offices (subject to satisfying a sequential test as required by paragraph m. below), research and development, light industrial, general industrial and storage and distribution uses as defined in the glossary. Those areas with additional restrictions on appropriate employment uses are noted in the table below. General employment areas with land available at 1 April 2023 are noted in brackets in the list below.
- SP12a Land at Station Way, Brandon
 - SP12b Land south of railway line, Brandon
 - SP12c Land south of London Road, Brandon
 - SP12d Land south of Mile End, Brandon
 - SP12e Anglian Lane, Bury St Edmunds (excluding general industrial uses)

- SP12f Barton Road, Bury St Edmunds (excluding general industrial uses)
- SP12g Dettingen Way, Bury St Edmunds
- SP12h British Sugar, Hollow Road and areas north of Compiegne Way, Bury St Edmunds (The north-eastern and north-western areas of the British Sugar site which forms part of SP12h in which the soakaway and soil conditioning areas are located are intrinsic to the operations of British Sugar and are not appropriate for employment uses.)
- SP12i Suffolk Business Park, Bury St Edmunds (excluding general industrial uses)
- SP12j Chapel Pond Hill, Bury St Edmunds
- SP12k Eastern Way, Bury St Edmunds
- SP12l Enterprise Park, Etna Road, Bury St Edmunds (excluding general industrial uses)
- SP12m Mildenhall Road, Bury St Edmunds
- SP12n Moreton Hall, Bury St Edmunds
- SP12o Northern Way, Bury St Edmunds
- SP12p Western Way, Bury St Edmunds (excluding storage and distribution uses)
- SP12q Greene King, Friars Lane, Bury St Edmunds
- SP12r Rougham Industrial Estate, Bury St Edmunds
- SP12s Bumpstead Road, Haverhill
- SP12t Falconer Road, Haverhill (2.77 hectares land remaining)
- SP12u Haverhill Research Park, Haverhill (excluding general industrial, storage and distribution uses. 0.68 hectares land remaining)
- SP12v Haverhill Industrial Estate, Haverhill
- SP12w Homefield Road, Haverhill (excluding general industrial uses)
- SP12x Stour Valley Road, Haverhill
- SP12y Mildenhall Industrial estate, Mildenhall
- SP12z Newmarket Industrial estate, Newmarket

Any development at SP12d must protect and enhance the existing London Road Industrial Site of Special Scientific Interest and the Brandon Road Industrial Estate County Wildlife Site.

In addition to employment uses, SP12p general employment area could accommodate other alternative uses such as leisure, education, health and public facilities and service uses.

Rural employment areas

- f. The following rural employment areas will be suitable for offices (subject to satisfying a sequential test as required by m. below), research and development, light industrial, general industrial and storage and distribution uses as defined in the glossary. These uses will be accommodated in buildings of an appropriate size for their rural location to meet local business and community needs. Rural employment areas with land available at 1 April 2023 are noted in brackets in the list below.

- SP12aa Chilton Street Business Park, Clare (excluding general industrial, storage and distribution uses).
 - SP12ab Bridewell Business Estate, Clare (excluding general industrial uses)
 - SP12ac Station Road, Lakenheath.
 - SP12ad Kings Warren Business Park, Red Lodge.
 - SP12ae Shepherds Grove, Stanton and Hepworth (excluding storage and distribution uses).
 - SP12af Land south of Swan Lane, Exning.
 - SP12ag Gorse Industrial Estate, Barnham (excluding offices uses)
 - SP12ah Land off Silver Tree Way, Chedburgh.
 - SP12ai Land south of Bury Road, Chedburgh.
 - SP12aj Woodside Business Centre, Ingham (excluding general industrial uses).
 - SP12ak Moseley Farm, Fornham All Saints.
 - SP12al Park Farm, Fornham St Genevieve.
 - SP12am Land east of Gazeley Road, Kentford.
 - SP12an Land south of Bury Road, Kentford.
 - SP12ao land south of Bury Road, Lanwades Business Park, Kentford.
 - SP12ap Risby Business Park, Risby.
 - SP12aq Saxham Business Park, Saxham.
 - SP12ar Karro foods north, Little Wratting. (2.37 hectares land remaining, excluding general industrial uses)
 - SP12as Karro foods south, Little Wratting.
- g. The council will support proposals for employment uses in general employment areas and rural employment areas in accordance with the uses identified for each site as set out above, providing that parking, and secure cycle storage, access, travel, visual impact, archaeology and general environmental considerations can be met.
- h. Proposals for employment uses in general and rural employment areas which do not neatly fall within the employment uses defined above, will only be accepted where they:
- Seek to maximise the sites' potential for jobs growth and/or support the continued operation of the existing businesses and industrial activities.
 - Do not generate potential conflict with existing or proposed employment activities, in terms of noise, external lighting, vibrations and hours of operation.
- Strategic logistics**
- i. Large scale strategic logistics proposals, typically more than 9,000 square metres floorspace per unit which are of a regional or national significance will not be permitted in the district, in order to ensure the identified needs of local businesses within the sub region can be met locally. A sub-regional approach to site identification for regionally and nationally significant logistics provision will be taken.
- Local and rural businesses**

- j. The council values the contribution local businesses make to the local economy, providing local jobs and opportunities for our local communities and it will support those businesses wanting to grow, expand and diversify within the district to find suitable premises. The policy supports the sustainable growth, expansion and diversification of local and rural businesses, where this accords with local policies LP37 and LP38.
- k. The council will support local businesses to become established and grow, developing the district's skills base, supporting training and links to education. It will also support the development of growth sectors and infrastructure investment that will aid economic growth.

Existing employment uses

- l. Local policy LP36 set out in this plan provides a criteria-based approach to protecting existing employment uses.

Offices

- m. Proposals for new offices will be directed to the town centres as defined on the policies map. A sequential test will be required for proposals outside a town centre to demonstrate a town centre or edge of centre site, accessible to the town centre was not available. Strategic and non-strategic allocations in this local plan and small-scale rural office proposal will be exempt from undertaking this sequential test.

Horse racing industry

- n. Newmarket is recognised as the international home of horse racing and the industry plays a significant role in the area in terms of its economic importance (it is one of the largest employers and economic contributor in West Suffolk), and social and cultural influence and the character of the built and natural environment. This policy supports the continued growth and expansion of the horse racing industry as a cluster. It is recognised that not all of these uses fall neatly within employment uses covered by this policy. There are also specific policies LP46 to LP49 of this plan which protect and enhance the industry.

USAFE airbases

- o. The two United States Air Force in Europe (USAFE) airbases at RAF Mildenhall and RAF Lakenheath have historically provided significant employment in the area, both directly and indirectly. These bases are identified in the policies map and covered by strategic policy SP16 of this plan.

British Sugar

- p. The council recognises British Sugar's continued operation and the importance of the factory site to the district and the wider area and

will support its continued operation and future growth. The sites are identified in the policies map and covered by policy SP12h of this plan.

- q. The north-eastern and north-western areas of the British Sugar site in which the soakaway and soil conditioning areas are located are intrinsic to the operations of British Sugar. These areas are protected in the plan (as indicated on the policies map) for uses in connection with the on-going operation and continued growth of the factory. Appropriate forms of development and/or uses on these areas, which are connected to British Sugar's operation, will be supported, having regard to the relevant requirements of the local plan.

Lorry parking, driver services and facilities

- r. Proposals for new or expanded storage and distribution should provide for sufficient lorry parking, driver services and facilities to cater for their anticipated need. Proposals for lorry parking, driver services and facilities will be supported. Existing truck stops (including closed facilities) on or near to the strategic road network will be retained for their continued and future use unless it can be clearly demonstrated that a need no longer exists.

Explanation

- 4.5.3. The strategic employment policy has been prepared in accordance with the overarching strategic economic objective of the local plan and the National Planning Policy Framework to help build a strong, responsive and competitive economy. It sets a clear vision and strategy, setting criteria and identifying land for local and inward sub regional investment to match the strategy and to meet anticipated needs over the plan period.
- 4.5.4. The district is largely rural, with concentrations of economic activity focused on the towns of Brandon, Bury St Edmunds, Haverhill, Mildenhall and Newmarket. The strongest focus of industrial activity is around Bury St Edmunds and adjacent to the A14, which is home to some larger manufacturing companies. There are smaller concentrations of activity around Newmarket and Haverhill, and to a lesser extent around Brandon and Mildenhall. There are also clusters of industrial activity along the A143, including at Shepherd's Grove near Stanton and Karro foods, Little Wratting.
- 4.5.5. The district sits within a strategic location, where the A11 and A14 'corridors' are becoming more established. The conceptual 'Cambridge-Norwich Tech Corridor' has and will continue to play, a growing role in driving the district's commercial property market and economic growth more generally. The spatial strategy focusses economic growth to the most sustainable locations where constraints allow. The sustainable locations which lie along the A11 and A14 corridors are Newmarket, Mildenhall, Red Lodge and Bury St Edmunds, and villages in close proximity include Exning, Kentford and Risby. Saxham Business Park lies outside Bury St Edmunds along the A14. General and rural employment areas and site allocations are proposed in these locations. The council will monitor the take up of sites, and employment land supply and assess the need to identify new sites in the next local plan review.

- 4.5.6. In order to anticipate and respond to the longer-term vision and further opportunities for economic growth along the A11 and A14 corridors in the next 30 years, the council will work with its partners to explore and deliver opportunities for sustainable growth whilst working within the environmental constraints and the prevailing legislation.
- 4.5.7. The district has a range of sector strengths including agritech, agrifood, biotechnology, food and drinks processing (with a strong brewing industry concentrated around Bury St Edmunds). Its proximity to Cambridge gives the district a focus for the biotechnology sector – especially concentrated around Haverhill, which has established major biotechnology employers and a large industrial estate and business park.
- 4.5.8. The council’s ambition and aspiration is to support sustainable economic growth, attract high value jobs and create a diverse economic base so that existing businesses in the district can invest, expand and adapt. By identifying a range of sites, varied in terms of their size, location, type, market attractiveness, likely timescales for delivery and scope to meet future needs, the plan will meet the strategic objective of ensuring an appropriate supply of land to accommodate a range of businesses so that they can continue to operate and grow.
- 4.5.9. The [West Suffolk Employment Land Review Study](#) was published in November 2021 with an [addendum](#) published in May 2022. It has assessed existing employment provision and future need for employment land in the district to 2040.
- 4.5.10. The study assessed there is a forecast demand for 63 hectares of employment land to be provided over the plan period to 2040. Around 15.10 hectares (as at 1 April 2023) has been identified as already available within existing employment areas. This leaves 47.9 hectares of additional sites to be identified through this local plan in order to meet forecast demand. This residual need has been met by sites allocations in this local plan which provide for some 86 hectares of land. This will meet needs for offices, research and development, light industrial, general industrial and storage and distribution which allows for choice and flexibility in meeting the identified needs, whilst being ambitious to support growth.
- 4.5.11. The level of development proposed is influenced by the quantitative and qualitative assessment of employment land requirement and the spatial strategy. The council has identified opportunities for employment growth in the most sustainable settlements in the hierarchy, the towns as well as key service centres where appropriate sites have been identified and there is rural provision to meet local needs.
- 4.5.12. The identified additional employment land need will be met through strategic and non-strategic site allocations and land available in existing general and rural employment areas.

Use classes

- 4.5.13. The changes to the use classes order regulations in 2020 replaced the former class B1 with a new commercial, business and service use called class E. This combines a variety of uses into a single class. The class B2 and B8 remain unchanged. These changes along with others to permitted development rights and article 4 directions enable greater flexibility how buildings are used in town centres. There are also implications away from town centres as changes of use from office to residential could put at risk the ability of the council to meet longer term employment needs.
- 4.5.14. In recognition of the changes to the use classes order and permitted development rights, and in light of the fact further changes could be made, the council has referred to uses by a description of their use type rather than by use class. This includes offices, research and development, light industrial, general industrial, storage and distribution and strategic logistics. By referring to descriptions, the council seeks to protect and support employment uses in set locations. These use type descriptions are set out in the glossary to this plan. For employment uses which do not neatly fit into these employment uses, they include uses falling within class sui generis, policy LP36 sets out the circumstances when this will be permitted. Site allocations specify where they support other related employment uses such as those which form part of the horse racing industry business cluster and education and skills development, as these assist with providing employers access to a skilled workforce.

General and rural employment areas

- 4.5.15. There are a number of established centres of employment in the district, referred to as general and rural employment areas. Evidence in the employment land review suggests that these concentrations of economic employment activity should be protected. Some of these employment areas have opportunities for further development and intensification of use and in particular the occupation or redevelopment of vacant premises and land will be encouraged.
- 4.5.16. The scale and design of new development within these sites, particularly rural employment areas, should be sympathetic to any sensitive environmental and heritage features and any potential adverse effects should be mitigated. Rural employment areas provide opportunities to support sustainable growth and expansion of rural businesses. Employment uses of a strategic nature, meeting wider sub regional needs should be focussed on sustainable locations in the towns with suitable accessibility to transport links. The location of these general and rural employment areas is shown on the policies map. Some five hectares of employment land has been identified as available at 1 April 2023 in the general and rural employment areas. This baseline assessment will continue to be monitored.
- 4.5.17. These rural and general employment areas will be suitable for offices (subject to passing a sequential test), research and development, light industrial, general industrial, storage and distribution uses. In accordance with the spatial strategy and the local plan evidence, the policy seeks to direct appropriate employment uses to appropriate sustainable locations, providing opportunity to support and enhance the diverse range of jobs and sectors. This will enable existing established businesses in the district opportunities to expand or diversify, so they can flourish and thrive, whilst avoiding harm to residential

amenity and affording protection to the district's sensitive environment and heritage. Where certain employment uses are not considered appropriate in designated employment areas these are noted in the policy.

Strategic and non-strategic site allocations

- 4.5.18. The strategic and non-strategic site allocations identified in this plan comprise new sites identified as suitable for employment use, or mixed-use comprising employment uses and existing allocated sites which are re-allocated in this plan as they are all at varying stages in the planning process. New employment allocations are focused on the towns where there is strongest demand, and a small amount of rural provision. Existing sites and allocations from the previous local plan have been assessed against a number of criteria, those currently the subject of a planning application for proposed development and those continuing to offer good locations for employment have been re-allocated in this local plan. An example of this includes the allocated site for eight hectares of employment land at Red Lodge, which has links to the A11 corridor. The sustainable growth and expansion of businesses in rural areas will be supported, where it accords with policies in this plan. The spatial strategy has established this approach to economic growth.
- 4.5.19. The principal allocations are centred on Bury St Edmunds, which has the strongest market attraction. Office uses will be directed to the town centre and sites for light industrial, general industrial and storage and distribution are distributed around the towns reflecting their market strengths. The spatial strategy allows for a focus of future office development to come forward in the towns, to support local growing businesses and inward investors who will offer skilled jobs to local residents. Demand for light industrial activity is high so existing concentrations are supported and additional provision is made through allocations, distributed in the towns of Bury St Edmunds, Haverhill, Newmarket and Mildenhall where demand is strongest. The strategic and local policies seek to support identified sector strengths in the district, recognising the importance of clusters of activity.
- 4.5.20. In recent years, following successful appeals against the council, two local plan employment allocations have been lost to residential uses. This has impacted the council's ability to maintain a supply of employment land to meet needs over the plan period. In response to this pressure, the council is seeking to ensure employment allocations are given additional protection, to ensure these allocations are not lost to higher value land uses, such as housing. The council will only consider changes of use away from employment uses on strategic allocations if it can be demonstrated the employment allocation is no longer required in a review of the allocation in a subsequent local plan.
- 4.5.21. Shepherd's Grove, Stanton and Hepworth, is a long-standing rural employment area separated into east and west parcels. Between the two existing rural employment areas an existing site allocation is carried forward as an allocation for 31 hectares of strategic employment provision, allocation AP43. Given the site's poor road access leading to traffic passing through the settlement of Stanton and its elevated position in the landscape, the applicant will need to address these issues as part of the overall proposals in order for the allocation to be found acceptable. There is currently an undetermined planning application under consideration for this site.

Strategic logistics provision

- 4.5.22. The employment land review identified strong demand from the logistics sector for strategic distribution sites. A surge in development for logistics facilities, combined with erosion of employment space and land by residential pressure, has highlighted a problem that smaller and medium local businesses, and even some larger ones, face challenges securing accommodation to upgrade, expand or consolidate their business in the district.
- 4.5.23. The A11 and A14 road corridors are taking a more strategic role, reinforced by designation of Felixstowe as Freeport East. The Suffolk Business Park extension has already seen the impact of this demand, resulting in a large part of the park envisaged to accommodate high technology firms being developed for strategic logistics otherwise referred to as 'large sheds' from inward investors. This leaves fewer opportunities for the indigenous businesses to expand and adapt within the district. These large sheds can range in size typically more than 9,000 square metres floorspace per unit and can reduce the land supply available for local business start-ups, move-ons and those looking to expand and relocate locally where they can retain their existing workforce.
- 4.5.24. The employment land review study therefore recommended logistics provision be considered at a sub-regional level rather than individual districts acting in isolation. The council is working with neighbouring authorities and its partners as part of its duty to cooperate to seek to address this need. This policy does not support the provision of new strategic logistics provision in the district, instead this provision will be addressed at the sub regional level to meet national and regional demand.
- 4.5.25. This approach will ensure strategic logistics is located in a suitably accessible location, away from areas sensitive to heavy vehicle movements, with direct access to the primary route network and away from residential areas, environmental and heritage areas that are sensitive to the visual impact of large distribution buildings. It will also ensure there is sufficient employment land to meet the needs of local and sub regionally based businesses within the district.
- 4.5.26. Whilst storage and distribution uses will be supported in general and rural employment areas and employment allocations, subject to other policy requirements, large scale proposals typically more than 9,000 square metres floorspace per unit, serving a wider regional or national function will not be supported. The reason for this is that these large scale proposals generate relatively low numbers of low skilled jobs, whilst potentially increasing the pressure on transport networks and quickly reducing the availability of land to support local businesses and their needs.

Rural employment

- 4.5.27. The employment land review recognised the important role of smaller settlements and rural areas in accommodating and retaining businesses within local communities. The changing nature of work and the economy, in part in response to the global COVID-19 pandemic means there is a growing number of people working from home or in small and micro businesses whose

preference is a rural or local setting. The plan designates Park Farm in Fornham St Genevieve and Moseley Farm in Fornham All Saints as new rural employment areas and proposes extensions to both as site allocations. This will allow modern low-rise buildings for rural businesses, which are appropriate in scale, mix and use, to be developed at low density. This in turn will support the needs of a growing number of people who work in small and micro businesses and whose preference is a rural or local setting.

Local employment

- 4.5.28. The council will support local businesses to become established and grow, developing the district's skills base, supporting training and links to education, the development of growth sectors and infrastructure investment that will aid economic growth.
- 4.5.29. The employment land review, along with the Economic Impact of the Horseracing Industry Centred Upon Newmarket' study and the Deloitte report on the ['Local National and International Impact of the Horseracing Industry in Newmarket'](#) recognise the major contribution the horse racing industry makes to the economy of Newmarket and the surrounding area, as a cluster. In terms of employment, it is directly responsible for about 3,200 jobs, as well as additional 8,500 jobs created indirectly. The expertise built up over several hundred years has created a business sector worth more than 200 million pounds to the local economy and continues to present new opportunities for entrepreneurs. Newmarket's position as the home of horse racing means there are more racehorses, trainers, stable staff, stud farms and racing organisations based in and around the town than anywhere else in the world. The horse racing industry has an impact on the demand for employment space through supply chain effects. The sector includes not only Newmarket Racecourse itself, but also the associated horse training services, stud farms, bio-science institutions and suppliers of equine equipment. The industry also contributes to the local economy through the recreation and leisure expenditure generated by visitors to the racecourse.
- 4.5.30. This policy supports the continued growth and expansion of the industry as a cluster. It is recognised that not all of these uses fall neatly within employment uses covered by this policy, therefore there are also local policies LP46 to LP49 which make special provision for the horse racing industry. Reports undertaken by Deloitte and SQW assessed the economic needs of the horse racing industry, and the associated employment uses within the cluster. A strategic mixed use site allocation AP19 has been identified north of Newmarket, at Hatchfield Farm to provide five hectares of employment land, identified to meet local and sub regional needs including those of the horse racing industry cluster, such as research and development, life sciences uses and mid-tech.
- 4.5.31. The two United States Air Force in Europe airbases at Mildenhall and Lakenheath have historically provided significant employment in the area, both directly and indirectly. These are identified in the policies map and covered by policy SP16 of this plan.
- 4.5.32. The British Sugar factory is a major employer in Bury St Edmunds 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.

- 4.5.33. The council recognises British Sugar’s continued operation and the importance of the factory site to the district and the wider area and will support its continued operation and future growth. The British Sugar operation extends to the north-east and the north-west of the A134 Compiegne Way, comprising the soakaway and soil conditioning areas which form a critical and integral part of the factory’s operation. In order to safeguard the factory’s on-going operation and future growth, policy SP12h affords protection of the sites. Development arising from changes in the factory’s operational requirements or future growth will be supported, subject to an assessment and mitigation of any potential effects.

Lorry parking, driver services and facilities

- 4.5.34. The policy addresses the needs of lorry parking by supporting new provision where it accords with national and local plan policies in this local plan. Proposals for new or expanded storage and distribution should make provision for sufficient lorry parking, driver services and facilities to cater for their anticipated need.

Safeguarding employment

- 4.5.35. The purpose of this policy is to protect and safeguard employment land and existing businesses across the district.

Policy LP36 Safeguarding employment

In order to meet our overall employment needs over the plan period this policy seeks to protect and safeguard all employment land and existing businesses, across the district which include:

- a. Land designated as a general employment areas and rural employment areas.
- b. Sites allocated for employment purposes (including employment land as part of a mixed-use allocation).
- c. Land and existing businesses which are not specifically identified in the local plan.

Policy SP12 sets out the uses permitted in each general employment area and rural employment area.

Individual site allocations in this plan set out uses that will be permitted in each allocation.

It is recognised that there are a number of existing businesses and employment uses across the district that are not designated on the policies map that lie outside of the defined general employment areas, rural employment areas and employment allocations as detailed above (category c). These businesses make an important economic contribution within West Suffolk and the council will support and work with businesses across the district to enable them to grow, expand and diversify and find suitable accommodation to meet their needs.

Proposals resulting in the loss of employment land or an existing business falling within categories a and c to an employment use which generates jobs but do not neatly fall within the employment uses set out in policy SP12, will only be permitted where the proposal complies with the following criteria d to i, as appropriate:

As a minimum, evidence of 12-month marketing of the site and premises in accordance with guidance in appendix I, demonstrating that genuine attempts have been made to sell and/or let the site and premises in its current use (or last use) and no alternative business use has been found.

- d. Evidence is provided demonstrating there is sufficient supply of alternative and suitable employment land available.
- e. The existing use has created over-riding environmental problems (such as noise, odours or traffic) and permitting an alternative use would be a substantial environmental benefit that would outweigh the loss of an employment site.
- f. An alternative use would assist in urban regeneration and offer greater benefits to the community in meeting local business and employment needs

and would provide other sustainability benefits that would outweigh the loss of the existing employment use.

- g. Is for an employment related support facility such as employment training and/or education.
- h. It is demonstrated to support business operations and diversifications such as on-site renewable energy development.

To ensure the long-term protection of employment land across the district, proposals for non-employment uses on strategic sites allocated on the policies maps for employment purposes (category b) will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.

Explanation

- 4.5.36. The Government advises that policies should be flexible enough to accommodate needs not anticipated in the plan and to enable a rapid response to changes in economic circumstances.
- 4.5.37. The loss of employment land, whether in existing employment use, within a general or rural employment area or proposed as an allocation, could adversely affect the council's ability to achieve its employment objectives, and to meet its identified employment needs. Carefully managed control is therefore necessary within the context of this policy.
- 4.5.38. For the purpose of applying this policy employment uses are defined as:
 - Offices
 - research and development
 - light industrial
 - general industrial
 - storage and distribution and
 - strategic logistics provision.
- 4.5.39. These uses are described in full in the glossary to this local plan.
- 4.5.40. The policy provides flexibility for existing businesses whose use does not neatly fit into the employment uses set out above, such as veterinary practices, car showrooms, builders merchants. These uses will be supported where the criteria in the policy are met.

Farm diversification

- 4.5.41. The purpose of this policy is to permit appropriate proposals for farm diversification, in order to support the viability of existing farm businesses.

Policy LP37 Farm diversification

Proposals for farm diversification will be permitted providing they meet the following criteria:

- a. The proposal is a subsidiary component of the main agricultural business, which contributes to the continuing economic viability of the farming business as a whole, retaining existing or providing new employment opportunities and services for the local community and does not compromise the position of the agricultural business as a primarily agricultural enterprise.
- b. The scale and nature of the proposed use must be appropriate within its rural location and where it is likely to create significant vehicular movements to and from the site it should be well located in relation to sustainable settlements with cycling and walking connectivity.
- c. The proposal should re-use or adapt any existing farm buildings which are suitable and where appropriate include the removal of any redundant buildings which are derelict, or evidence is submitted to demonstrate the building is not required to meet the long term needs of the agricultural business and offers no opportunity for beneficial use.
- d. If a new building can be justified, it should:
 - Be sited in or adjacent to an existing group of buildings.
 - Be compatible in scale, design, siting and materials.
 - Must relate satisfactorily to the surrounding landscape and character.
 - Not have an adverse impact on public rights of way.
 - Must avoid where possible the loss of the best and most versatile agricultural land.
- e. There would be no significant detriment to the amenity of nearby residents, the surrounding landscape, and no unacceptable effect on water quality or flooding on any watercourse in the vicinity of the site.
- f. Proposals for renewable energy infrastructure must also include provision to reinstate the land for agricultural purposes when the infrastructure has been decommissioned or is no longer in use.
- g. The proposal should have regard to the local road network and the associated traffic movement and must not compromise highway safety or the free flow of traffic.
- h. Where a retail use is proposed it must be evidenced that the goods to be sold are directly related to the farm unit.

Explanation

- 4.5.42. The agriculture industry has continued to play a vital role in the local economy of West Suffolk. However, farming businesses are subject to pressure in order to adapt to economic changes within the industry. The local authority recognises this need to adapt and seeks to enable the development and diversification of agricultural businesses to ensure the long-term viability of farming businesses and support rural employment opportunities.
- 4.5.43. Farm diversification has become an increasingly popular method to offset the continuing long-term falling prices for agricultural goods and reduced farm incomes and can include a range of types of development including farm shops, leisure and recreation, tourism related development, sporting activities, equestrian uses and farm-based food processing or packaging with associated storage.
- 4.5.44. However, the agricultural industry inherently operates within rural locations and often forms an integral component to the character of the countryside. Therefore, attempts to diversify farming businesses must respect the intrinsic character of the rural location and conserve or enhance the landscape of the surrounding countryside. Where possible, existing buildings should be re-used in the first instance to provide any required accommodation associated with alternative uses.
- 4.5.45. As the farm diversification is intended to supplement the existing agricultural business, the scale of the diversified activities must be subservient to the main agricultural business and sensitive to the character of the existing setting. Existing buildings should be re-used where possible, and all opportunities should be taken to deliver environmental improvements to the appearance of the holding as a whole through appropriate diversification schemes.

Re-use or replacement of buildings in countryside

- 4.5.46. The purpose of this policy is to allow the conversion and re-use of buildings in the countryside for specific uses, subject to satisfying appropriate criteria.

Policy LP38 Re-use or replacement of buildings in countryside

Proposals for the re-use, conversion and alteration or extension of buildings in the countryside will be permitted where they comply with other policies in this local plan for the following uses only:

- a. Office, light industrial and general industrial uses that are of an appropriate scale and where it can be demonstrated that such uses would not create significant levels of traffic, particularly lorries, on rural roads.
- b. Tourist accommodation.
- c. Recreational uses including riding stables, livery, and sports pavilions.
- d. Community facilities.

Proposals for the re-use, conversion and alteration or extension of buildings must also satisfy the following criteria, where appropriate:

- e. The existing building is structurally sound and capable of conversion without the need for significant extension or alteration or reconstruction.
- f. Any proposed alterations to the building, its proposed use, its associated operational area, the provision of any services, and/or any amenity space or outbuildings, would not harm its appearance or adversely affect the setting of the building in the rural locality and the nature and intensity of the proposed use would be compatible with its rural location.
- g. Proposals for employment uses will be required to provide a sustainability assessment (which may include a travel plan designed to maximise the opportunities to reduce the need to travel by private car).
- h. Where a proposal is likely to create a significant number of jobs, the building should be well located in relation to towns and villages such that it can be accessed by walking and cycling or be reasonably accessible by public transport.
- i. The proposal would not be expected to result in unacceptable levels or types of traffic or problems of road safety or amenity. Proposals that require highway improvements must not harm the character of rural roads in the area.
- j. Proposals for tourist accommodation would not result in the creation or installation of private curtilages and domestic paraphernalia which would have a harmful effect on the character of the site or the surrounding area.
- k. Any extension must be subservient in scale, footprint and design to the host building.

Buildings which have become so derelict, that they have been abandoned or are otherwise incapable of adaptation or reuse will only be considered suitable for replacement in exceptional circumstances. Proposals may be appropriate to permit the replacement of a building where:

- l. The replacement building will result in a more acceptable and sustainable development than might be achieved through conversion.
- m. The replacement building would restore the visual, architectural or historical coherence of a group of buildings where this would otherwise be lost.

Some buildings in the countryside may be in unsustainable locations and unsuitable or unable to be adapted to a new use. It may be appropriate to impose planning conditions to secure the proposed use and protect the building against unsustainable development within the countryside.

Explanation

- 4.5.47. The sustainable growth and expansion of all types of business in rural areas is supported subject to other policies within the development plan, both through conversion of existing buildings and well-designed new buildings. This policy sets out criteria to consider the suitability of proposals for the re-use or redundant buildings within the countryside to ensure the sustainable growth of businesses in West Suffolk.
- 4.5.48. The countryside forms an integral part of the predominantly rural character of West Suffolk. The conversion of structurally sound buildings must respect this rural character and proposals should seek to conserve or enhance the landscape of the surrounding countryside. Not all buildings are suitable for conversion or adaptation into new uses as they may be of poor design, materials or inappropriate scale for particular uses.
- 4.5.49. Proposals for the conversion of redundant buildings within the countryside which are located in isolated areas will be generally resisted unless it can be demonstrated that the proposal can meet the sustainable development objectives in line with the National Planning Policy Framework or successor legislation and other policies within this development plan.
- 4.5.50. The replacement of suitably located, existing buildings in the countryside for employment, tourism, recreation and communal needs where it can be demonstrated that such uses would not create significant levels of traffic, (particularly lorries, on rural roads) will be supported where this would result in a more acceptable and sustainable development than might be achieved through conversion. For example, the replacement building would bring about an environmental improvement in terms of the impact of the development on its surroundings and the landscape. Where no such improvement is made, then proposals for the replacement of the building in question will be resisted. Proposals will be judged on their own merits to determine whether or not the building for replacement is suitably located, taking into account the nature of the proposed economic re-use, the level of activity associated with the proposed use and its potential impact on the character and appearance of the countryside.

Tourism development

- 4.5.51. The purpose of this policy is to support appropriate proposals for tourism development and sets out how they will be considered.

Policy LP39 Tourism development

Proposals for new tourism facilities, including overnight visitor accommodation such as hotels, bed and breakfast, self-catering, holiday lodges, static and touring caravans and tenting fields, or improvements and extension to existing facilities, will be permitted provided that:

- a. The site has good transport connections to existing facilities or the site is well related to the main urban areas of a defined settlement.
- b. The site is accessible by adequate public transport, cycling and walking links.
- c. It would not adversely affect the character, appearance or amenities of the area and the design is to the satisfaction of the local authority.
- d. Vehicle access, on-site vehicle parking and secure cycle storage would be provided to an appropriate standard.
- e. Where an essential worker is proposed, evidence has been submitted demonstrating the need for a 24-hour presence on site.

The larger urban areas (towns and key service centres) will be the focus for larger scale tourism activities and overnight accommodation in accordance with the requirement to concentrate development at the most sustainable locations.

Proposals for tourism development and activities within local service centres, type A villages, type B villages and the countryside must, in addition to the criteria above, have good access to existing local community services and facilities, and:

- f. Have no significant adverse impact on the intrinsic character or appearance of the landscape and countryside.
- g. Be of an appropriate scale when compared to existing development in the surrounding area or comprise of the conversion of suitable existing rural buildings or limited extension to existing visitor accommodation.

The occupation of any new tourist accommodation will be restricted through condition or legal agreement to ensure proposals remain in tourism use and do not result in permanent residential occupation where it may not otherwise be appropriate.

Explanation

- 4.5.52. The tourism industry continues to become an increasingly important sector of the economy both locally and nationally. The local authority seeks to encourage the sustainable growth and expansion of all types of business in rural areas including sustainable rural tourism and leisure developments which respect the character of the countryside.

4.5.53. In line with policy SP13 of this plan, tourism development is a town centre use and should be focussed within the town centres. However, the council also recognises the role of supporting rural tourism and leisure within the countryside. Therefore, to ensure the sustainable growth in both urban and rural locations, a balance needs to be attained to ensure that such development minimises impact on the character of the built and natural environment and the quality of life of local residents.

Retail and other complimentary town centre uses policies

- 4.5.54. This section sets out the strategic and local policies related to town centres, local centres and proposals outside these areas. It sets out the approach to supporting the enhancement of the town and local centre environment and managing their change and adaptation.

Retail and complimentary town centre uses

- 4.5.55. The purpose of the policy is to set the framework for supporting the important role and function of town centres and local centres in West Suffolk in providing services and facilities for our local communities. The policy supports a positive approach to their growth, management and adaptation. It sets out how proposals outside the town and local centres will be considered.

Policy SP13 Retail and other complimentary town centre uses

This policy supports the role and function of town centres and local centres in providing services and facilities to local communities and promotes their long-term vitality and viability.

The network and hierarchy include six town centres, 23 existing local centres and eight proposed local centres.

Town centres and primary shopping areas

There are six settlements in West Suffolk with defined town centres, Brandon, Bury St Edmunds, Clare, Haverhill, Mildenhall and Newmarket. The extent of the town centre and primary shopping area boundaries are defined on the policies map. The town centres are the focus for shopping, leisure, business and cultural activities, serving the towns themselves, surrounding villages, with the larger towns meeting the needs outside the district.

Local policy LP40 makes clear the role of the town centres and primary shopping areas and range of uses permitted in these locations. The primary shopping areas will be expected to provide active street frontages to create attractive and safe street environments.

Within defined town centres the council will support the retention, enhancement and provision of existing and new markets. It will support makers markets in the towns to attract new traders, creative industries, and local start-ups, including young entrepreneurs. It will support flexible shared workspaces and new business and start-up opportunities in town centres such as bringing forward temporary shops.

Proposals for the enhancement and improvements in the quality of the district's town centre environments and improvements to their accessibility will be supported including frontages, streetscapes, buildings, car parking and public realm – to create more attractive, accessible, safe, healthy and greener environments and protect their historic heritage assets. Existing urban green spaces contribute towards health and wellbeing and economic growth and will be protected and enhanced under local policy LP35.

Local centres

There are 23 existing local centres in West Suffolk and eight new local centres proposed within the strategic housing and mixed-use allocations and commitments. These are defined on the policies map and listed in local policy LP41. New local centres will be defined on the policies map, in a local plan review after their implementation. The role of the local centres is to serve local community needs. Local policy LP41 sets out the range of uses permitted in these locations.

Areas outside town centres and local centres

Proposals for main town centre uses, as defined in the glossary which are not in a defined town centre or local centre and are not in accordance with an up-to-date development plan must apply a sequential test to demonstrate that there are no suitable, viable and available sites in defined town centres or on the edge of town centre locations. The sequential test must be undertaken in accordance with the considerations in the National Planning Policy Framework (or successor document).

Where main town centre uses are proposed, and suitable and viable town centre sites are not available, appropriate edge of centre sites that are well connected to the town centre can be considered. If edge of centre sites cannot be identified, proposals should be in accessible locations that are well connected to the town centre.

This sequential approach should not be applied to applications for small scale rural offices or other small scale rural development.

Outside a defined town centre or local centre, proposals for retail and leisure uses for 280 gross square metres of floorspace or more, which are not in accordance with an up-to-date development plan will require the applicant to undertake an impact assessment to demonstrate it will not have a significant adverse impact in accordance with the National Planning Policy Framework (or successor document).

Where a planning application fails to satisfy the sequential test or is likely to have significant adverse impact, it should be refused planning permission.

Local policies LP37 and LP38 set out how small rural retail proposals, farm diversification, re-use and replacement of buildings in the countryside will be assessed.

Local policy LP31 supports the retention of existing shops, community services and facilities in local centres recognition of their important role in serving their communities.

Explanation

- 4.5.56. The National Planning Policy Framework states that planning policies and decisions should support the role that town centres play 'at the heart of local communities' and should promote the long-term vitality and viability of

centres, 'by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters'.

- 4.5.57. The council recognises the important role of the town centres in providing a wide range of service and facilities to our communities, as places to meet, work, shop and play. Towns such as Bury St Edmunds act as popular visitor destinations due to their heritage assets, street markets, and thriving town centre. The strategic and local policies of this plan promote the long-term vitality and viability of town centres and local centres, allowing them to grow and diversify.

Retail and main town centre uses study

- 4.5.58. The [West Suffolk Retail and Main Town Centre Uses Study](#) (May 2022), is referred to as the study in this section. It assessed the existing retail and main town centre use provision and future quantitative and qualitative need for new retail and commercial leisure floorspace in the district to 2040.
- 4.5.59. The study has defined the retail hierarchy, from the largest our town centres to the smallest our local centres which serve the local communities. The extent of town centre in the six towns in the district, is shown on the policies map. The primary shopping area is defined for the five larger towns of Brandon, Bury St Edmunds, Haverhill, Mildenhall and Newmarket where retail uses are concentrated and will be expected to provide active street frontages to create attractive and safe street environments.
- 4.5.60. Town centre and local centre boundaries are defined in the study and on the policies map. In addition, new local centres are proposed for each of the strategic housing and mixed-use sites and allocations in Bury St Edmunds, Haverhill and Mildenhall, once implemented they will be identified in the next local plan.
- 4.5.61. The small market town of Clare is defined as a key service centre in the settlement hierarchy due to its range of services and access to sustainable modes of travel to link to other higher order settlements to access their services, facilities, and employment. Given its range of uses on offer and attraction to visitors, Clare's centre serves a much wider area than other key service centres, offering a range of town centre uses including clothing, homeware and interior shops, haberdashery, antique shops, picture gallery and a bookshop. It also hosts a monthly street market. For these reasons, it is the only key service centre to have a defined town centre boundary while others have a defined local centre in recognition of their role serving the immediate local residents. Clare has a small concentration of retail uses, it therefore does not warrant the designation of a primary shopping area.
- 4.5.62. In all other key service centres, excluding Clare, these villages perform the role of a local centre. The services and facilities for some of the key service centres instead of being concentrated in a central location are more dispersed across the village. In order to apply the sequential test the greatest concentration of these uses have been defined by the local centre designation. In Barrow and Kedington, each has two concentrations of local centre uses, as shown on the policies map.

- 4.5.63. The study's forecast retail capacity assessment considered the need for new retail (convenience and comparison) floorspace in West Suffolk. The headline figures show no quantitative need to plan for new convenience or comparison retail floorspace over the plan period to 2040 for the district. At centre level, no comparison goods floorspace capacity was identified for any of the district's town or local centres and only a limited quantum of convenience goods floorspace capacity was identified for Mildenhall, Newmarket and Brandon.
- 4.5.64. The study assessed the existing provision and capacity for new commercial leisure uses in the district. It advised any potential need and market demand for new cafés, restaurants, bars, gyms, cinemas and other leisure uses over the plan period should be directed to Bury St Edmunds and Newmarket as a priority. Where available this should be accommodated in vacant, repurposed and redeveloped space and buildings in the town centre. Further investment including support for start-up town centre businesses should be supported in towns particularly in the three smaller town centres of Haverhill, Mildenhall and Brandon.
- 4.5.65. Office uses fall within the definition of main town centre uses and play an important role in town centres. Office uses will be supported in town centre locations and on upper floors within primary shopping areas to ensure active frontages are predominantly retail. Start-up town centre businesses will be supported in particular in Mildenhall and Brandon to help diversify the town centre offer.
- 4.5.66. The council recognises the important role of markets in our towns and supports their continued provision, enhancement and the creation of new markets, along with markets to attract new traders, creative industries, and local start-ups, including young entrepreneurs. The trend to homeworking since the COVID 19 pandemic has resulted in businesses adapting their office and workspace needs. The council will support flexible shared workspaces and new business and start-up opportunities such as bringing forward temporary shops.

Uses permitted in primary shopping areas, town centres and local centres

- 4.5.67. Following the reforms to the Use Classes Order (which came into effect from 1 September 2020) a number of use classes under the previous Use Classes Order were revoked and replaced by much broader use classes. For the purpose of defining use and development types in the local plan, reference will be made to the descriptions of the uses as set out in the glossary rather than the use classes.
- 4.5.68. Alongside these reforms the Government announced that the regulations will give 'greater freedom for buildings and land in our town centres to change use without planning permission and create new homes from the regeneration of vacant and redundant buildings'. The council's policy responds to this by allowing greater flexibility within town centres where the uses accord with those supported in this location.
- 4.5.69. The main town centre uses as defined in the glossary to the National Planning Policy Framework and repeated in this plan these include the following complimentary uses; retail development, leisure, entertainment and more intensive sport and recreation uses; offices; and arts, culture and tourism development.
- 4.5.70. Retail uses, main town centre uses, residential uses including those meeting the needs of older persons and medical, health services and creche uses have different policy requirements which are set out in the policy. They seek to direct retail uses to primary shopping areas. Other main town centre uses and a wider range of complimentary uses are directed to the town centre and may also be permitted in primary shopping areas where the predominant retail use is maintained. Residential and office uses are directed to the town centres, and restricted to upper floors only in primary shopping areas to ensure continuous active street frontages. Residential development in town centres, is recognised in the national planning guidance as playing an important role in ensuring the vitality of town centres, giving communities easier access to a range of services. Given their close proximity to transport networks and local shops and services, [specialist housing for different groups including older people](#) will be supported within the town centres. Medical and health, creche and day care uses are also supported in town centres and local centres.
- 4.5.71. Retail uses will be directed to the primary shopping area where there is a concentration of these uses. A range of complimentary uses including main town centre uses as defined in the National Planning Policy Framework, medical and health, creche and day care uses will only be supported in primary shopping areas where a predominance of retail uses is maintained. The exception to this is housing and offices which will only be permitted on upper floors in primary shopping areas.
- 4.5.72. A wider range of complimentary uses including main town centre uses as defined in the National Planning Policy Framework (which includes retail, commercial leisure, entertainment and more intensive sport and recreation uses, offices; arts, culture and tourism) and medical and health, creche and day care uses will be directed to the town centre in locations outside the primary shopping area.

- 4.5.73. To ensure appropriate development takes place in suitable locations appropriate conditions will be applied limiting uses to certain subgroups of a use class, such as use class Eg(i).
- 4.5.74. In defined local centres the following uses will be permitted: retail uses (up to 280 square metres floorspace), services, facilities and meeting places to serve the local community.

Town centre boundaries and primary shopping areas

- 4.5.75. Proposed town centres and primary shopping areas are defined in the policy LP40 of this plan and on the policies map, in accordance with the National Planning Policy Framework and the study's advice to define appropriate and robust boundaries for the district's main centres. A review of Clare's town centre boundary has been undertaken by the council which has determined the boundaries shown in this local plan.

Proposals outside town centres and local centres

- 4.5.76. Where planning applications are submitted for main town centre uses, as defined in the glossary, which are neither in an existing town centre or local centre nor in accordance with an up-to-date development plan, policy SP13 and the National Planning Policy Framework (NPPF) sets out the requirements for undertaking a sequential test. It also set out when an impact assessment will be required.
- 4.5.77. Town centre uses includes all the uses defined as complementary town centre uses but excludes medical and health, creche and day care uses and residential.
- 4.5.78. In accordance with national planning policy the main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available within a reasonable period should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre.
- 4.5.79. In accordance with the NPPF and the study an impact assessment will be required to be undertaken for any new 'retail and leisure development outside of town centres, which are not in accordance with an up-to-date local plan'. The impact assessment should consider, the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).
- 4.5.80. A threshold of 280 square metres gross will be applied to all proposals for new retail and leisure floorspace that are located outside the defined town centre boundary. This will ensure both the individual ('solus') and cumulative impacts of any smaller commercial floorspace (including convenience stores) proposed outside of existing centres are assessed. As they could compete 'like-against-

like' with existing, planned and proposed investment in the district's town and local centres.

- 4.5.81. Where a planning application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in the National Planning Policy Framework (or successor document), planning permission should be refused.
- 4.5.82. In order to ensure that the nature of any approved developments does not subsequently alter unacceptably the type of goods sold in stores outside defined centres, such as retail warehouses, they will be controlled by planning conditions.

Town centre environment

- 4.5.83. The policy supports improvements to the town centre environment and its accessibility including frontages, streetscapes, buildings, car parking and public realm – to create more attractive, accessible, safe, healthy, greener environments whilst protecting their historic heritage assets. These can bring positive improvements to the environment and improve health and well-being by reducing pollution, improving accessibility to all and protecting existing urban greenspaces and the introducing more planting and green spaces into centres, where opportunities exist. This is particularly the case for some of the district's town centres where investment in public realm is more critical, in particular in Mildenhall.

Rural retail uses

- 4.5.84. Local policies LP37 and LP38 set out circumstances where small rural retail uses, farm diversification, re-use and replacement of buildings in the countryside may be appropriate to support rural communities.

Town centres

- 4.5.85. The purpose of this policy is to protect and enhance the local planning authority's town centres as defined on the policies map, in order to create vibrant areas to support the local economy, with the ability to adapt and respond to change.

Policy LP40 Town centres

Town centres

The following town centres and primary shopping areas are defined on the policies map.

Policy references

- LP40a Brandon Town Centre Boundary
- SP13a Brandon Primary Shopping Area
- LP40b Bury St Edmunds Town Centre Boundary
- SP13b Bury St Edmunds Primary Shopping Area
- LP40c Clare Town Centre Boundary
- LP40d Haverhill Town Centre Boundary
- SP13c Haverhill Primary Shopping Area
- LP40e Mildenhall Town Centre Boundary
- SP13d Mildenhall Primary Shopping Area
- LP40f Newmarket Town Centre Boundary
- SP13e Newmarket Primary Shopping Area

Within the town centre boundary, but outside the primary shopping area support will be given to proposals for retail and a range of complimentary town centre uses, as defined below:

- Financial and professional services.
- Food and drink establishments.
- Leisure, culture, arts and tourism.
- Intensive sport and recreation uses such as gyms, bowling centres and cinemas.
- Offices.
- Visitor accommodation.
- Medical and health services.
- Creche, day nursery or day centre.
- Residential uses, including older person's accommodation.
-

Proposals will be expected to enhance the vitality, viability and overall attractiveness of the centre.

Proposals for residential uses, including those meeting the needs of older persons will be supported in appropriate locations in the defined town centres or edge of town centre locations provided it will not be adversely impacted by the existing town centre uses.

Within defined town centres the council will support the retention, enhancement and provision of existing and new markets. It will support

makers markets in the towns to attract new traders, creative industries, and local start-ups, including young entrepreneurs. It will support flexible shared workspaces and new business and start-up opportunities in town centres such as bringing forward temporary shops.

Primary shopping areas

Within the primary shopping area boundary, as defined on the policies map support will be given to proposals for retail and a range of complimentary town centre uses, provided a predominance of retail uses is maintained. Residential and office uses will be supported on upper floors only, to promote active retail frontages in the primary shopping area and to protect the vitality and viability of our town centres.

Start-ups, pop-up shops and making use of empty shops will be supported.

A balance between retail and complimentary town centre uses will be maintained to secure the vitality and viability of the primary shopping areas, albeit with a predominance of retail uses maintained.

A change of use of ground floor units within a defined primary shopping area or within Clare's town centre, to a complimentary town centre use will only be permitted if the retail vitality and viability is not likely to be harmed and the proposal complies with the following:

- a. The proposal will not result in three or more complimentary town centre uses, in adjoining premises within a defined primary shopping area, unless allowed by permitted development.
- b. The proposal will retain or provide a shop front with a display function and entrances which relate well to the design of the host building and the street scene and its setting.
- c. To retain servicing to the rear of the premises, so the site can revert back to a retail use.
- d. The proposal will not remove existing or potential beneficial use of upper floors.
- e. The proposal will not adversely affect the amenity of the surrounding area by virtue of noise, litter, congestion on pavements, or disturbance arising from late night opening.

Explanation

- 4.5.86. The town centres provide a focus for shopping, leisure, business and cultural activities for the towns themselves and the surrounding smaller settlements, as well as meeting the needs of residents outside the authority area. They serve as more than just a destination for shopping trips. They contain a rich and diverse number of uses which together give the centres their own local distinctiveness. The council wishes to maintain and improve the vitality of the town and local centres and will encourage a mix of uses which satisfy this aim.
- 4.5.87. In taking steps to manage their growth and adaption the local plan policies seek to direct appropriate uses to town centres, whilst allowing for flexibility to

grow, diversify and respond to changes in the retail and leisure industries, allowing suitable mix of uses (including housing) and reflective of their distinctive characters.'

- 4.5.88. It is for this reason that local policy LP40 promotes, and seeks to carefully manage, primary shopping areas which, by definition, are where 'retail development is concentrated', with a wider range of uses acceptable within the town centres but outside of the primary shopping areas.
- 4.5.89. Although it is recognised that some uses can promote high levels of footfall, several consecutive non-retail uses can also lead to the creation of lengths of dead frontage which can discourage pedestrian footfall towards retail uses. It is for this reason that a restriction on the extent of complementary town centre uses is proposed within the primary shopping areas.
- 4.5.90. The use of upper floors can provide accommodation for people who want to live in a town centre but not necessarily at ground floor level. Furthermore, the occupation of upper floors can significantly improve the vitality of a town centre through increasing diversity. Offices are an alternative use for ground floors in town centres and upper floors in the primary shopping areas.
- 4.5.91. Clare is a smaller town centre which is geared towards the visitor as well as meeting the day to day needs of the local community. In order to protect against any loss of shops and/or community uses proposals for residential use will need to be carefully considered, so as not to create dead frontages and loss of shop fronts. Where appropriate proposals will need to be considered against criteria a. to e. in policy LP40 which seek to ensure an appropriate mix of uses are maintained.
- 4.5.92. Proposals resulting in the loss of valued community uses in the town centre will also need to be considered against policy LP31 of this plan.
- 4.5.93. Proposals resulting in the loss of office uses in the town centre will also need to be considered against policy LP36 Safeguarding employment of this plan.

Local centres

- 4.5.94. The purpose of this policy is to protect new and existing local centres defined in policy LP41 of this plan and on the policies map. Local centres comprise a variety of uses which include community centres, shops, takeaway facilities, post offices, pubs and early years provision, leisure and health services and facilities.

Policy LP41 Local centres

There are 23 existing local centres in West Suffolk and eight new local centres proposed within the strategic housing and mixed-use allocations and commitments. These are defined on the policies map and listed in the policy. New local centres will be defined on the policies map, in a local plan review after their implementation. The role of the local centres is to serve local community needs.

Existing local centres:

- LP41(a) Barton Road, Bury St Edmunds
- LP41(b) Cadogan Road, Bury St Edmunds
- LP41(c) Glastonbury Road, Bury St Edmunds
- LP41(d) Hardwick Precinct, Bury St Edmunds
- LP41(e) Lake Avenue Parade, Bury St Edmunds
- LP41(f) Moreton Hall, Bury St Edmunds
- LP41(g) The Parade, Ridley Road, Bury St Edmunds
- LP41(h) St Olaves Precinct, Bury St Edmunds
- LP41(i) Stamford Court, Bury St Edmunds
- LP41(j) Hales Barn, Haverhill
- LP41(k) Strasbourg Square, Haverhill
- LP41(l) Leiston Road, Haverhill
- LP41(m) Blair Parade, Haverhill
- LP41(n) Hanchett End, Haverhill
- LP41(o) Valley Way, Newmarket
- LP41(p) Elizabeth Avenue, Newmarket
- LP41(q) St Johns Close, Mildenhall
- LP41(r) Barrow
- LP41(s) Ixworth
- LP41(t) Kedington
- LP41(u) Lakenheath
- LP41(v) Red Lodge
- LP41(w) Stanton

Proposed new local centres within strategic sites

- Marham Park, (north-west Bury St Edmunds strategic site)
- Lark Grange, (Moreton Hall strategic site)
- North-east Bury St Edmunds strategic site
- South-east Bury St Edmunds strategic site
- North-west Haverhill strategic site
- Two local centres at north-east Haverhill strategic site
- Land west of Mildenhall strategic site

Within the local centres as defined on the policies map, support will be given to proposals for retail and community services and facilities as defined below:

- a. Small scale retail development, to meet local needs (not exceeding 280 square metres in gross floor area unless a larger area is required to meet a demonstrated local need).
- b. Leisure and recreation uses.
- c. Health and community facilities.
- d. Early years setting including creche and day nursery.

In local centres the loss or change of use of shops or services and facilities (or premises last used for such purposes) will not be permitted unless it has been demonstrated the following criteria have been met:

- The use is no longer viable or that the change of use will not have a detrimental impact on the vitality and viability of the centre.
- Suitable alternative provision is available which will meet the day to day needs of people in the local area.
- The premises have been realistically, and unsuccessfully, marketed for a minimum period of 12 months in accordance with guidance in appendix I.

Proposals for new or extended shops or services within local centres will be permitted provided that there is no adverse effect on residential amenity, highways and environmental quality.

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

Green infrastructure in local centres contributes towards environmental quality, amenity, health and wellbeing and will be retained, restored, protected and enhanced.

Proposals for the provision, enhancement or loss of community facilities and services, leisure and recreation, health and education uses will be subject to compliance with other policies within this development plan.

Explanation

- 4.5.95. Local centres fulfil much more than just a retailing function for communities. The principles of the sustainable hierarchy of settlements recognise the important role that key service centres, including Barrow, Ixworth, Kedington, Lakenheath, Red Lodge and Stanton have in providing a wide range of facilities for their areas, performing the role as a local centre. Other smaller settlements in the hierarchy provide a more limited or dispersed provision of key services and facilities, and these are protected and supported through policy LP31. Clare is the only key service centre to have a town centre designation, as it fulfils a wider role, providing services and facilities to the local community as well as visitors.
- 4.5.96. Within the towns there are neighbourhoods which are often served by local centres which may have a community centre, shop, takeaway facility and post

- offices. They provide meeting points, enable communities to flourish and provide local services
- 4.5.97. to meet day-to-day needs negating the need to travel elsewhere. A number of existing local centres have been identified around the towns and it is considered that they should be safeguarded to ensure the long-term provision of facilities in local neighbourhoods.
- 4.5.98. The development of new housing will be expected, where appropriate, to provide safe and attractive links to the nearby local centres and/or provide new local centres such as in strategic housing and mixed-use sites.
- 4.5.99. The local authority will protect local centres in order to provide an adequate mix of facilities to meet day-to-day needs. Proposals for the loss of shops in local centres will be resisted, unless it can be demonstrated the criteria in the policy have been met.

Proposals

- 4.5.100. The local authority will continue to support and encourage the maintenance, improvement and attractiveness of local centres by encouraging new services and facilities and retail uses, appropriate in scale and character to reflect the role and function of the local centre and the catchment it is serving. Proposals outside defined local centre boundaries will be considered against the requirements of policy SP13 Retail and other complimentary town centre uses.
- 4.5.101. Retail uses should be of a scale suitable to meet local needs, and a threshold is included in the policy to achieve this. This threshold is evidenced in the Retail and Main Town Centre Uses study published in May 2022, Retail and main town centre uses study May 2022 (inconsult.uk) .It is in line with the new use Class F2 (local community uses) which defined shops as not more than 280 square metres mostly selling essential goods, including food, and at least one kilometre from another similar shop.

Street trading and street cafes

- 4.5.102. The purpose of this policy is to support proposals for street trading and street cafes in designated primary shopping areas and town centres, as defined on the policies map.

Policy LP42 Street trading and street cafes

Proposals for street trading and street cafés in defined primary shopping areas and town centre boundaries will be permitted unless there would be unacceptable adverse impact on amenity and/or the movement and safety of pedestrians, prams, wheelchairs, emergency, and other vehicles would be obstructed.

Explanation

- 4.5.103. Increasing the area available for pedestrians in town centres and primary shopping areas has led to an increased demand for on-street trading and street cafés. These uses can add considerably to the vitality and viability of a centre however at the same time they can increase clutter and obstruct the flow of pedestrians and other users of the centres.
- 4.5.104. Most uses will require a street trading licence from the local authority and permission from the highway authority. Local byelaws exist also which restrict trading in certain streets. The regulatory procedure will be the primary means of restricting the hours and days of street trading and specifying the operator of that use.

Public realm improvements

- 4.5.105. The purpose of this policy is to create an attractive and welcoming public realm to benefit residents, encourage visitors, the use of sustainable transport and areas that can be used for a range of community events and purposes.

Policy LP43 Public realm improvements

Proposals for major development or redevelopment will, where reasonable and necessary to the acceptability of the development, be required to provide or contribute towards public realm improvements appropriate to the scale and nature of the proposal.

In the primary shopping areas proposals should provide active street frontages to create attractive, safe, and accessible street environments.

Proposals should provide connected and high-quality public spaces, to improve the legibility of a townscape and provide a high-quality environment in our historic towns and villages. They should prioritise pedestrian and cycle movement and create places for public life and interaction.

Where appropriate the local planning authority will secure public realm improvements through the use of conditions and/or planning obligations.

Explanation

- 4.5.106. The environment of a settlement can affect the choice of destination for both economic investment and shopping or leisure trips. When considering proposals for new development, redevelopment or new shop fronts, local authorities have an important role to play in ensuring that good overall design is achieved.
- 4.5.107. Streets are important public spaces that should be designed to suit people of all ages and degrees of mobility. Safe, people friendly streets will encourage more walking, cycling, recreation and local shopping. To achieve this, we should continue to improve the street environment and/or public realm and all major proposals for development (or redevelopment), where justified, will be required to contribute towards improvements. Some of the ways in which improvements to the public realm can be achieved is through the provision of, or contributions towards, the following:
- High quality pavements and well-coordinated street furniture
 - improvements to footpaths and cycle routes
 - street trees and other soft landscaping
 - clear and minimal signage
 - traffic management schemes
 - shared spaces
 - cycle paths
 - crime deterrence and safety measures, including lighting and CCTV
 - public art, heritage and culture.

Shop fronts and advertisements

- 4.5.108. The purpose of this policy is to require proposals for works to shop fronts or new advertisements to preserve or enhance the premises or location they relate to.

Policy LP44 Shop fronts and advertisements

Proposals to alter an existing shop front or create a new shop front, including the installation of external security measures, advertisements or canopies, or advertisements proposed in any other location, must preserve or enhance the character and appearance of the building or location of which it forms a part, and the street scene in which the proposal is located.

In addition, the proposal must not adversely affect the amenity, public safety, or the character and appearance of a conservation area.

Explanation

- 4.5.109. Shop fronts, advertisements, awnings, canopies, hoardings and poster panels can all have a significant impact on the environment of a centre. In particular, where they are located in or are visible from a conservation area. It is important to ensure that proposals make a positive contribution to the building on which they are located and to the surrounding area. The quality and details of shop design are of significance in improving the attractiveness and maintaining the prosperity of town centres, and key service centres within the district.
- 4.5.110. All too often the attractiveness of a street can be undermined by unsympathetic designs and garish signage. Particular care and regard will be necessary in the primary shopping areas which contain listed buildings and are located either partly or wholly within conservation areas. Where an advertisement is situated in a conservation area it will need to have regard to policy LP53.
- 4.5.111. The council will require well designed shop fronts which will enhance the area and local distinctiveness, in accordance with the [West Suffolk Shopfront and Advertisement Design Guide \(2015\)](#)) or any subsequent supplementary planning advice, guidance or best practise publications available.
- 4.5.112. Advertisements unrelated to the site on which they are displayed can be intrusive in a street scene and may be inappropriate, such as hoarding located in residential areas and will be strictly controlled to ensure no adverse impact on amenity and/or public safety.

Ancillary retail uses

- 4.5.113. The purpose of this policy is to allow an appropriate scale of ancillary retail uses associated to non-retail businesses.

Policy LP45 Ancillary retail uses

Proposals for extensions and/or change of use to provide ancillary retail sales facilities attached to petrol filling stations or garages, farms, market gardening, horticultural centres, craft workshops, light and general industrial uses, and similar establishments will be considered against the following criteria:

- a. The sale of goods should be small in scale in relation to the primary use or activity.
- b. In the case of light and general industrial uses and craft workshops, the sale of goods should relate to products manufactured on site.

Explanation

- 4.5.114. There is a growing demand for retail uses to be attached to existing non-retail businesses, which include petrol filling stations, farms, industrial premises, horticultural centres and craft workshops. Such ancillary retail uses may include the sale of grocery and/or convenience goods which in rural communities, poorly served by existing shops can be helpful in promoting sustainability.
- 4.5.115. The local authority recognises the need for businesses to diversify in this way, providing that the sale of such goods remains related and subsidiary to the main activity.
- 4.5.116. Planning permission is not always required for ancillary retail sales. However, it may be necessary, particularly if a new building or extension is proposed for such use.

4.6. **Horse racing industry**

Introduction

- 4.6.1. Newmarket is recognised as the international home of horse racing. This arises from the unique assembly of horse racing interests within and around the town that cover all aspects of the horse racing industry (HRI). It is the only place in the country offering such facilities.
- 4.6.2. The town is the historic headquarters of The Jockey Club and is the location of the Tattersall's Sales Paddocks and a wide variety of closely related specialist bloodstock services, including veterinary health and research units, commercial and financial services, and specialist suppliers. Newmarket is also home of the National Stud and the National Horseracing Museum. This presence of training yards, studs, two racecourses, training grounds and sales facilities and other organisations for trainers and breeders gives Newmarket a unique character and status.
- 4.6.3. Horse racing plays a significant role in the area in terms of its economic importance, social and cultural influence, and the character of the built and natural environment and will therefore be supported and safeguarded. Newmarket's training yards, training grounds and related facilities contribute to the heritage of the town, and this is reflected in the character and appearance of the conservation area and its wider setting. There are also a number of historic training yards that play a similar role and contribute to the character of Exning.
- 4.6.4. The plan seeks to ensure the continued preservation of the HRI in a manner that allows it to be safeguarded whilst also ensuring that sustainable growth, and the changing needs of the HRI can be met. The importance of the industry and range of supporting activities that now locally contribute to the holistic success of Newmarket and its surrounding area as the International Home of Horseracing are recognised.
- 4.6.5. The following policies seek to support the industry to improve and provide facilities and infrastructure to sustain and enhance its activities and operations, and enable continuing improvement of industry best practices, sustainability, and the economic viability of the sport.
- 4.6.6. It should be noted that Policies LP46 to LP49 apply only to equestrian development at thoroughbred training yards, stud farms or to other equine businesses development associated with the horse racing industry and should be read in conjunction with policy LP18 Development in the countryside and other relevant local plan policies. Proposals for or relating to general businesses and domestic equine related activities are addressed by other policies in this plan, in particular policy LP19.

Horse racing industry policies

Horse racing industry development

- 4.6.7. This policy aims to support sustainable growth, expansion and diversification of the horse racing industry in and around Newmarket.

Policy LP46 Horse racing industry development

Proposals for development relating to the horse racing industry will be permitted provided that:

- a. There is satisfactory evidence proportionate to the scale and type of use, of the business viability, functional need for and scale of the proposal as appropriate.
- b. The development is designed to make a positive contribution to local character and distinctiveness and will not have an unacceptable impact on the historic environment or local amenity.
- c. The occupation of any residential accommodation is restricted by condition or legal agreement to key workers essential to the day-to-day operation and management of the horse racing establishment.
- d. Proposals for development in the countryside:
 - Do not result in the irreversible loss of best and most versatile agricultural land.
 - The scale of development is sensitively integrated into the surrounding area and does not have a significant detrimental impact on visual amenity of the landscape, or nature conservation interests.
- e. Proposals include detailed consideration of the movement of horses to and from training, highway safety, network capacity and accessibility for all modes of transport, opportunities for more sustainable travel links, including active travel, and measures to reduce any transport impacts of the proposal to an acceptable level to the local highway authority. Proposals that create additional travel, of both people and horses must submit a sustainable transport statement or a workplace travel plan appropriate to the scale and impacts of development in accordance with current Suffolk County Council travel plan guidance.

Explanation

- 4.6.8. The policy aims to support the horse racing industry (HRI) and enhance the unique character that the sport of horse racing has created both in Newmarket and on the surrounding landscape. Proposals for new development relating to the HRI will need to demonstrate that they are essential for the function of a viable commercial equine use and there is no adverse impact on local character, particularly in terms of the loss of open space and scale of development. The unique assembly of horse racing interests within and around the town are a finite resource which is vulnerable to development pressure, and once developed paddocks and other open space in horse racing and related uses would be lost forever. As with many specialist industries the HRI is

a cyclical activity reflecting the strength of the national economy and the trends and economic fortunes of the industry itself. There needs to be a balance where the industry is supported, whilst at the same time safeguarded from short term trends which would compromise the long-term viability of a horse racing use and preservation of the character of the townscape and landscape.

- 4.6.9. The special character of Newmarket derives from the overlay of racehorse training and associated industry activities, such as breeding, upon a traditional market town. Paddocks and other equine open space, both within and outside settlement boundaries, contribute significantly to the intrinsic character and appearance of the area, and are vital to the viability of the industry. It is therefore important to safeguard these unique buildings, spaces and routes connecting them, that enable these activities and functions to thrive, and to protect the defining characteristics of the area. This historic pattern of development, landscape, local character and the economy could be eroded and weakened by unsympathetic or unsuitable development.
- 4.6.10. The need for 24-hour supervision is part of the licencing requirement for yards under the British Horseracing Authority's rules and animal welfare, security and the unsocial hours worked mean that residential accommodation is often required close to yards, studs and other uses accommodating racehorses. The loss of such accommodation would have an adverse impact on the operation of horse racing industry (HRI) businesses, and where it is included in any development proposal the use of such residential accommodation will be restricted to those directly employed in the day-to-day operation and management of the establishment.
- 4.6.11. Horse racing industry land uses are integrated into the fabric of the town and inevitably development related to the HRI has implications in terms of traffic impacts. The local planning authority and local highway authority will work with the HRI to promote the safety of horses, riders, pedestrians, and all other road users. Where appropriate, proposals for development relating to the HRI should include detailed consideration of issues such as highway safety, network capacity for all relevant modes of transport, accessibility by all modes, and measures to reduce any transport impacts including considering the likely modal split to and from the site by employees, residents, visitors and deliveries. All development should support a framework travel plan to increase sustainable travel within the horse racing industry in Suffolk. Guidance can be found in [Suffolk Design: Streets Guide](#) and [Travel Plan Guidance](#)

Development affecting the horse racing industry

- 4.6.12. The purpose of this policy is to protect existing horse racing industry (HRI) uses from the adverse impacts of development proposals.

Policy LP47 Development affecting the horse racing industry

Any development within or around Newmarket which is likely to have a material adverse impact on the operational use of an existing site within the horse racing industry (such as noise, air quality, volume of traffic, loss of paddocks or other open space, horse movements, access and/or servicing requirements), or which would threaten the long term viability of the horse racing industry as a whole, will only be permitted in exceptional circumstances and where it is demonstrated the benefits would significantly outweigh the harm to the horse racing industry.

Explanation

- 4.6.13. The association of Newmarket and its surrounding area with sport and horse racing stretches back nearly 400 years. Throughout this time the needs and requirements of the industry have been constantly evolving, with cycles of growth and stagnation leading to the overall consolidation of Newmarket as the headquarters of horse racing. Long established planning policies have sought to safeguard the unique heritage of Newmarket, its landscape setting, and the economic importance of the HRI.
- 4.6.14. One of the features of Newmarket is the presence in and around the town of training yards, studs and HRI related services and facilities. Training yards are enclosed areas containing stable boxes to accommodate racehorses, they are associated with paddocks, horse walkers and other buildings such as a trainer's house, ancillary accommodation for stable lads and other staff and ancillary buildings for storage and other ancillary uses required for the operation of the yard. Wherever possible these training yards, studs, and other services and facilities will be protected and preserved.
- 4.6.15. Development in Newmarket and its hinterland must recognise the importance of horse movements within the town which are related to training and racing activities. Proposals for development should demonstrate how equestrians will be given priority over vehicles, as appropriate to their status in the highway code, within the design of schemes and transport mitigation packages. Horse movement and safety should not be unacceptably inhibited.
- 4.6.16. Any proposed development that will adversely affect the economic, social and environmental role of the HRI will not be permitted unless the benefits would significantly outweigh any adverse impact.

Change of use and development of horse racing industry sites

- 4.6.17. The purpose of this policy is to support changes of use to alternative horse racing industry (HRI) uses which sustain the industry and protect against the unplanned loss of horse racing industry sites in the key economic cluster.

Policy LP48 Change of use and development of horse racing industry sites

The change of use of racehorse training yards, stud farms, racecourses and horse training grounds, including associated residential accommodation (and buildings and/or land last lawfully used for such purposes) to alternative uses directly related to the horse racing industry, will only be permitted in exceptional circumstances and where it is demonstrated the benefit to the horse racing industry outweighs the loss of the existing use.

The change of use of racehorse training yards, stud farms, racecourses, and horse training grounds, including associated residential accommodation or other uses directly related to the horse racing industry (and buildings and/or land last lawfully used for such purposes) to uses not directly related to the horse racing industry, will only be permitted if allocated as a proposal in an adopted local plan.

Permission will only be granted for schemes that conserve and/or enhance the character and appearance of the area and, where relevant and necessary, conditions will be imposed removing permitted development rights to prevent further changes of use.

Explanation

- 4.6.18. Given the historical association of Newmarket and its surrounding area with horse racing, it is crucial that irreversible decisions are not made that threaten the town's long-term sustainability. The presumption in favour of safeguarding land in horse racing industry use will only be relaxed as part of the planned provision of alternative uses required to meet the needs of the town's population, for housing, employment, recreational or community uses through proposal in an adopted local plan.
- 4.6.19. Horse racing industry land and/or premises within and adjoining Newmarket are a finite resource. It is not considered that current vacancy of HRI land and/or premises, even for considerable periods of time, is necessarily a reflection that these sites are no longer required, or indeed that they cannot play an important role in the horse racing industry in the future.
- 4.6.20. Demand for site subdivision has been identified as an increasing threat to the historic training yards and to studs, given that their associated houses are often desirable in terms of their location, style and size. Changes of ownership also have the potential to give rise to conflict and nuisance. The operation of a yard separate from the occupation of a related home may cause noise and disturbance to new occupiers or place unwelcome pressure on those operating the establishment.

- 4.6.21. The importance of the integrity of the town's training yards in terms of their physical and functional links has been recognised and proposals for their change of use are normally resisted. However, some of the town's training yards and horse related premises are subject to pressure for commercial and, in particular, residential development, and some of them experience problems of conflicting movements of horses and traffic, particularly where there is no direct access from the premises to the specially provided horse walks.
- 4.6.22. The National Planning Policy Framework (NPPF) recognises that often new and viable uses may be the key to the preservation of a building or area, especially where this would enable a historic building or area to be given a new lease of life. Whilst being mindful of this, it is also important to recognise that one of the keys to the success of the horse racing industry (HRI) is the number and diversity in size and tenure of training establishments. By creating some flexibility in the existing policy framework it is felt that such diversity could still be retained and significant adverse implications for the industry and the town's character prevented, whilst creating the ability to respond positively to the inevitable cyclical nature and flux of the horse racing industry over time.
- 4.6.23. This policy seeks to respond to the NPPF whilst protecting the underlying importance of the HRI to the economy and unique character of the town and surrounding area. The change of use of a vacant training yard, stud or other industry-related use, including land and buildings, may in exceptional circumstances, be acceptable in accordance with this policy.

Horse walks and crossings

- 4.6.24. The purpose of this policy is to support the retention and improvement of the existing horse walk network in Newmarket and the extension or the provision of new horse walks in Newmarket and the surrounding area.

Policy LP49: Safeguarding horse walks and crossings

The council will prioritise the retention and improvement of existing horse walks and crossings, as shown on the policies map, to safeguard horse movements in Newmarket. The extension or the provision of new facilities by traffic management proposals will be supported through:

- Parking restrictions
- signage
- reserving land as part of new development proposals
- Direct provision by horse racing interests or by developers through a legal agreement under Section 106 of the 1990 Planning Act (or successor legislation) where necessary to the acceptability of the development.

Any proposal shall be of an appropriate design and make a positive contribution to the area's local character and distinctiveness and will not have an unacceptable impact on the historic environment or local amenity.

Proposals shall include detailed consideration of the movement of horses to and from training, highway safety, network capacity and accessibility for all modes of transport, and measures to reduce any transport impacts of the proposal to an acceptable level to the local highway authority.

Explanation

- 4.6.25. Newmarket has a unique number of horse walks and horse crossings that provide a safe passage for horses. These routes are defining features of Newmarket's urban fabric and the majority of training yards in Newmarket rely on this infrastructure for daily operations as the primary routes to the training grounds.
- 4.6.26. The horse walks provide segregated cross-town links between the stable yards and training grounds to the east and west of the town. There is the potential for conflict between racehorses and vehicular traffic particularly at crossings and there is public concern regarding the danger that this presents. It is important to ensure the protection of the existing horse movement along these routes as well as support improvements to them and the provision of new facilities to ensure safety for horses and other road users within the town.
- 4.6.27. There are a small number of training yards which require localised movements of racehorses to the training grounds that share small sections of public highways along short distances. In these areas where horse walks cannot reasonably be accommodated in the public highway, this policy also addresses the measures taken to ensure the safety of these movements.

4.7. **Historic environment**

Introduction

- 4.7.1. This section sets out the strategic and local policies relating to the historic environment of West Suffolk. The purpose of the following policies is to set out a positive approach to the conservation and enjoyment of the historic environment.

Historic environment policies

Historic environment

- 4.7.2. The historic environment is central to West Suffolk's cultural heritage and contributes significantly to the local economy and identity of the district, adding to the quality of life and well-being of residents and visitors.

Policy SP14 Historic environment

The council will balance the need for development with the proper conservation, enhancement and enjoyment of the historic environment through a positive strategy to ensure that:

- a. Heritage assets are sustained in viable uses which are compatible with their significance.
- b. The wider social, economic, cultural and environmental benefits of conserving the historic environment are recognised and promoted.
- c. The positive contribution made by the historic environment to local character and distinctiveness is understood and used to inform the design of new development so it respects its surroundings.

Explanation

- 4.7.3. One of the key principles of national policy is that planning should conserve heritage assets in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations. West Suffolk comprises a diverse range of both designated and non-designated heritage assets. These include a high number of nationally listed buildings, conservation areas, registered park and gardens, scheduled monuments, and other archaeological sites.
- 4.7.4. These heritage assets play an important part in the local character and identity of the district and it is important that both designated and non-designated heritage assets are recognised, protected and wherever practical enhanced by development.
- 4.7.5. There is a database which includes archaeological sites, listed buildings, historic landscapes and areas of archaeological interest in West Suffolk that is maintained by Suffolk County Council. It should be consulted in order to inform and establish whether development proposals are likely to affect the historic environment.

Listed buildings

- 4.7.6. Buildings are listed in recognition of their special architectural or historic interest (significance) and any works which affect the character of a listed building require listed building consent. Significance is the value of a heritage asset to this and future generations because of its heritage interest which may be from its archaeological, architectural, artistic or historic qualities.
- 4.7.7. The purpose of this policy is to set out how proposals to alter, extend or change the use of listed buildings, or developments that affect their setting will be assessed.

Policy LP50 Listed buildings

Proposals to alter, extend or change the use of a listed building, or development affecting its setting, will be permitted where they:

- a. Demonstrate a clear understanding of the significance of the building including the contribution made by its setting.
- b. Contribute to the preservation of the building.
- c. Are not detrimental to the building's character or any architectural, archaeological, artistic or historic features that contribute towards its significance.
- d. Are of an appropriate scale, form, height, massing, and design which respects the existing building and its setting.
- e. Use appropriate architectural details, materials and methods of construction which respect the character of the building.
- f. Respect the historic internal layout (which may include later remodelling) and other internal features of importance.
- g. Respect the setting of the listed building, including inward and outward views and how it is experienced and understood.
- h. Respect the character, appearance and setting of a park, garden or training yard of historic or design interest, particularly where the grounds have been laid out to complement the design or function of the building. A curtilage and/or setting which is appropriate to the listed building, and which maintains its relationship with its surroundings should be retained.
- i. Have regard to the present and future viability or function of the listed building.

Proposals to demolish all or part of a listed building will only be permitted in very exceptional circumstances. Applicants must demonstrate that all reasonable efforts have been made to ensure the ongoing appropriate repair of the building; sustain existing uses or find viable new ones, and that they have addressed the considerations set out in national legislation and guidance. Where appropriate, the recording of the building to a specified standard will be required prior to the commencement of demolition.

All development proposals should provide a clear justification for the works, especially if these works would harm the listed building or its setting, so that the harm can be weighed against any public benefits. Where a proposal would result in harm to the significance of the asset the relevant tests of the National Planning Policy Framework (or successor document) will be applied.

The level of detail of any supporting information should be sufficient to understand the potential impact of the proposal on its significance and/or setting.

Energy efficiency measures that do not harm the building's significance, setting, fabric or ongoing preservation, as informed by an assessment of the building's fabric and by robust technical detailing, and which take a holistic whole building approach to energy efficiency will be supported.

Explanation

- 4.7.8. Within West Suffolk there are more than 3500 listed buildings and structures. One of the principal aims of listing is to prevent alterations that are detrimental to the special character of the building, which includes works to both its interior and exterior. Listed buildings are a finite, non-renewable resource, which in many cases are highly fragile and vulnerable to damage and destruction, as once historic fabric is removed or altered it is lost forever. It is therefore important that they are protected through the planning system. The setting of a listed building is also important and proposals that detract from the setting will be resisted.
- 4.7.9. It is a statutory requirement for local planning authorities to have special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest which it possesses. Consent will not be granted for the demolition of a listed building other than in the most exceptional circumstances and applicants will need to demonstrate that every effort has been made to keep the building.

Built non-designated heritage assets

- 4.7.10. Local heritage plays an essential role in building and reinforcing a sense of local identity and distinctiveness in the historic environment. The purpose of this policy is to set out how proposals to extend, alter or demolish, non-designated heritage assets, including buildings protected by article 4 directions, will be assessed.

Policy LP51 Built non-designated heritage assets

Proposals for the alteration, extension or demolition of buildings, or structures identified (at application stage or otherwise) as being non-designated heritage assets, including those protected by an article 4 direction or subsequent legislation, will be permitted where they:

- a. Demonstrate a clear understanding of the significance of the building or structure and/or its setting.
- b. Respect the historic fabric, design, materials, elevational treatment and ornamentation of the original building or structure.
- c. Will not entail an unacceptable level of loss, damage or covering of original features.
- d. Have regard to the setting, plot layout and boundary features.

The level of detail of any supporting information should be proportionate to the importance of the asset, the works proposed and sufficient to understand the potential impact of the proposal on its significance and/or setting.

The effect of an application on significance will be taken into account in determining applications having regard to the scale of the harm and loss of significance.

Explanation

- 4.7.11. Some historic buildings and structures make an important contribution to the character and appearance of the settlements and countryside of West Suffolk but are not considered to be of sufficient quality in a national context to be listed. These are known as non-designated heritage assets. The importance of such heritage assets can be due to their location, their appearance, their significance as part of a wider group, or their role in the social or economic development of the settlement or area in which they are located.
- 4.7.12. Significance is the value of a heritage asset to this and future generations because of its heritage interest which may be from its archaeological, architectural, artistic or historic qualities. Given the role that they play in reinforcing a sense of local identity and distinctiveness, and the embodied carbon emissions that would result from demolition and redevelopment compared to retention and refurbishment, the unsympathetic alteration or demolition of such locally important buildings and structures will only be acceptable where it is demonstrated the public benefits of the proposed development would outweigh any adverse impact on the heritage asset or adverse carbon consequences.

- 4.7.13. Current legislation gives general permission for specified minor development and uses of land, including limited alterations and extensions affecting property in residential use (referred to as 'permitted development'). Although permitted development is more restricted in conservation areas, in cases where buildings have qualities likely to be prejudiced by unsympathetic or uncoordinated change, and the appearance of the conservation area might be adversely affected, the local planning authority has the power to withdraw some specific permitted development rights entirely. This is through serving a direction under Article 4 of the General Permitted Development Order. The effect of this is to require owners and occupiers to make individual applications for these specified forms of development so that the local planning authority can support sympathetic alterations and has the right to refuse permission for unsympathetic proposals.
- 4.7.14. Currently over 1500 properties in six conservation areas have article 4 directions imposed on them to protect the character and visual qualities of the local area from unsympathetic changes.

New uses for historic buildings

- 4.7.15. The purpose of this policy is to set out how proposals to alter the use of a historic building will be assessed. Historic buildings are heritage assets, both designated and undesignated, which are identified as having a degree of significance meriting consideration in planning decisions, because of their heritage interest.

LP52 New uses for historic buildings

Proposals for the adaptation of a historic building (including designated and non-designated heritage assets) to sustain a new use will only be permitted where the proposal will protect the significance of the building, and would not have a detrimental impact on:

- a. The character, appearance and setting of the building or significant elements of the buildings historic fabric.
- b. The scale, height, massing, alignment, style and materials of the building.
- c. The form, function and manner of construction of the building.
- d. The present and future viability of the building.

The level of detail of any supporting information should be proportionate to the importance of the building, the work proposed and sufficient to understand the potential impact of the proposal on its significance and/or setting.

Development proposals which result in harm to or loss of the significance of a designated heritage asset should provide clear and convincing justification for the works.

Where a proposal would result in harm to the significance of a designated heritage asset, the relevant tests of the National Planning Policy Framework, or successor document, will be applied.

The effect of an application on significance of a non-designated heritage asset will be taken into account in determining applications having regard to the scale of the harm and loss of significance.

Explanation

- 4.7.16. Many heritage assets are no longer in their original use and have been adapted over time to new uses. It is particularly the case with buildings that their survival will frequently depend upon finding a viable new use. Keeping heritage assets in use avoids the consumption of new building materials and energy and the generation of waste from the construction of replacement buildings.
- 4.7.17. The council will encourage new uses and/or modification and/or adaptation schemes for heritage assets that are in accordance with other policies contained within this plan and which are designed to reduce carbon emissions and secure sustainable development. However, local evidence has shown that conversion schemes can have a detrimental impact on the historic fabric and character of such buildings. The alterations necessary to continue the use of a building must be balanced against any impact on the historic fabric and

character of the building and the council will ensure that new uses or works respect the existing features of the building.

- 4.7.18. New uses must adapt to the building, not the other way around. The best alternative or new use for a listed building will be one that involves the least amount of intervention and preserves as much of the fabric and character of the building as possible.

Conservation areas

The purpose of this policy is to set out how proposals for development within or in the setting of a conservation area will be assessed.

Policy LP53 Conservation areas

Proposals for development within, adjacent to or visible from a conservation area should:

- a. Preserve or enhance the character or appearance of the conservation area or its setting, and views into, within, and out of the area.
- b. Be of an appropriate scale, form, height, massing, alignment and detailed design which respect the area's character and its setting.
- c. Retain important natural features such as open spaces, plot divisions, boundary treatments, and trees and hedges, which contribute to the special character of the area.
- d. Retain important traditional features that contribute to the area's character such as original doors, windows, shop fronts and boundary structures.
- e. Include fenestration which respects its setting.
- f. Use materials and building techniques which complement or harmonise with the character of the area.
- g. Demonstrate a clear understanding of the significance of the conservation area and/or its setting. The proposal should demonstrate how the key characteristics of the character area have been addressed.

New shop fronts, fascias, awnings, canopies, advertisements and other alterations to commercial premises must be of a high standard of design which respects the character of the conservation area and the building to which they relate, having close regard to the content of [West Suffolk Shop Front and Advertisement Design Guidance](#). Standardised shop fronts, unsympathetic 'house' signs, projecting box signs, internally illuminated signs and externally lit signs will not normally be granted consent. In rural locations with low levels of street lighting and where it can be demonstrated that premises rely principally on trading after dark, externally illuminated signs sympathetic to the character of the building and the surrounding area may be permissible.

Proposals to demolish buildings or structures that make a positive contribution to the special architectural or historic interest of a conservation area will only be permitted in very exceptional circumstances, in particular where it can be demonstrated that:

- The building or structure is structurally unsound and beyond reasonable repair, or the proper repair of the building would result in the loss of the qualities which give it architectural or historic interest.
- All possible measures to sustain an existing use or find an alternative use have been explored and failed, and redevelopment would bring substantial public benefits.
- In both cases planning permission has been granted for the redevelopment of the site and a contract for the carrying out of the works has been made.

The level of detail of any supporting information should be sufficient to understand the potential impact of the proposal on its significance and/or setting.

Development proposals which cause harm to the significance of a conservation area including its setting will require clear and convincing justification.

Where a proposal would result in harm to significance the relevant tests of the National Planning Policy Framework, or successor document, will apply.

Outline applications will only be accepted where sufficient information is provided to identify how the proposals will impact upon the elements which contribute to the significance of the conservation area.

Explanation

- 4.7.19. A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The special character and appearance of a conservation area can be derived from many different aspects including the scale, style and materials of the buildings, the historic street pattern, street frontages and building lines, boundary structures, street furniture, trees and open spaces.
- 4.7.20. There are 48 conservation areas in West Suffolk, and a great deal of material is available in adopted conservation area appraisals. These documents include an appraisal of the special character and appearance of the conservation areas and a summary of their key features and characteristics to help guide future development.
- 4.7.21. Outline planning applications for new buildings, alterations and extensions are rarely appropriate for development proposals within a conservation area unless accompanied by sufficient information to evaluate the impact of the proposals on the significance of the area.

Development affecting parks and gardens of special historic or design interest

- 4.7.22. The purpose of this policy aims to ensure that development proposals are not harmful to the character of any park or garden of historic or design interest, or its wider setting.

LP54 Development affecting parks and gardens of special historic or design interest

Proposals for development which affect the character, or views into, within and/or out of parks and gardens of special historic or design interest (both designated and non-designated) and their settings must not have a detrimental impact upon:

- a. The overall design and layout.
- b. Features, both built and natural, which form an integral part of the design and layout.
- c. Views into, within, or out of the park or garden, particularly those which are an integral part of the design.

The level of detail of any supporting information should be proportionate to the significance of the park or garden of special interest, importance of the area, the works proposed and sufficient to understand the potential impact of the proposal on its significance and/or setting.

Where a proposal would result in harm to significance the relevant tests of the National Planning Policy Framework, or successor document, will be applied.

Explanation

- 4.7.23. Historic England compiles a [Register of Parks and Gardens of Special Historic Interest](#). The historic interest can derive from a combination of the layout, the planting and the views into and out of the garden. The emphasis of the register is on 'designed' landscapes, rather than on planting or botanical importance. The council will ensure that any new development is not harmful to the character of any historic park or garden or to its setting. In addition to those currently on the register, there are many others of local interest. The council will also seek to protect these when considering proposals.

Archaeology

- 4.7.24. The purpose of this policy is to set out how proposals that may affect sites of known or potential archaeological importance or interest will be addressed.

LP55 Archaeology

Development will not be permitted where it is expected to have a material adverse effect on scheduled monuments or other sites of similar archaeological importance, or their settings.

On sites with known archaeological interest, or that have potential to contain heritage assets with archaeological interest, planning permission will be granted subject to other policies within the development plan and subject to one, or a combination, of the following being agreed before the development commences:

- a. An appropriate level of assessment to deliver understanding of the nature and significance of any heritage assets that may be impacted by development. This may include desk-based assessment and/or field evaluation.
- b. The preservation of archaeological remains in situ.
- c. An appropriate level of archaeological investigation and recording to achieve preservation by record, prior to the commencement of the development. This should include fieldwork, post-excavation analysis, dissemination of the results of the investigations and deposition of any archive generated with the appropriate repository.

Explanation

- 4.7.25. Archaeology provides a unique insight into our nation's heritage and allow us to uncover irreplaceable remains of past cultures, conflicts, settlements, burial grounds and other human activities. Government guidance recognises the value of sites of historic and archaeological interest and the need to protect these assets from being lost through development. Proposals affecting scheduled Monuments require scheduled monument consent in addition to planning permission. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, developers should submit an appropriate desk-based assessment and, where necessary, a field evaluation. The effect of a proposal on a non-designated heritage asset should be taken into account with balanced judgement required about the amount of harm or loss and the significance of the asset.
- 4.7.26. [The Suffolk Historic Environment Record](#) is a database which records all archaeological remains within Suffolk and provides information relating to the nature and location of these archaeological sites. However, the number of known archaeological sites only make up a small percentage of the total archaeological remains in West Suffolk. Therefore, this policy shall apply to all development on archaeological sites or sites of high archaeological potential.

Conserving the setting and views from the historic core of Bury St Edmunds

- 4.7.27. The purpose of this policy is to preserve or enhance the townscape and landscape setting of Bury St Edmunds Town Centre Conservation Area.

Policy LP56 Conserving the setting and views from the historic core of Bury St Edmunds

The character and appearance of Bury St Edmunds historic environment, its many historic assets and their setting as well as other buildings and areas within the town centre which celebrate the town's heritage and culture will be conserved and enhanced. The historic environment contributes to the tourism offer in the town which is vital to the visitor economy of the district. Development should seek to enhance the significance of the historic environment, heritage assets and their settings both designated and non-designated.

The high-quality public realm is enhanced by the green infrastructure which penetrates the town centre and provides links by active transport means to other areas of the town. Opportunities to safeguard and enhance the green and blue infrastructure through improvements in maintenance, connections and its expansion will be supported throughout the town and its hinterland.

The open spaces and civic spaces help support the vitality and viability of the wide range of town centre facilities and activities for residents and visitors. This environment contributes to the quality of life, health and well-being of the community. Key views of St Edmundsbury Cathedral and its setting including the Abbey precinct and the roofscape of the town's historic core are of significant local importance. These views will therefore be safeguarded and the creation of new vistas as part of new development will be encouraged.

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

Explanation

- 4.7.28. Conservation area management plans for the two conservation areas within Bury St Edmunds contain appraisals of the special character and appearance of the two conservation areas as well as summaries of key features and characteristics to guide future development in the conservation areas. The two conservation areas in Bury St Edmunds are shown on the policies map.
- 4.7.29. The Abbey of St Edmund lies at the heart of Bury St Edmunds, with the former Abbey precinct comprising some 24 hectares. The precinct encompasses a number of grade I and II listed buildings and scheduled monuments, as well as the Abbey Gardens and St Edmundsbury Cathedral. Any future development in the vicinity of the Abbey precinct must have regard to The Abbey of St Edmund

Heritage Partnership [Heritage Assessment](#) and [Conservation Plan](#) (2018). which brings together numerous local and regional organisations to care for the Abbey and explain its heritage.

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

4.8. **Infrastructure**

Introduction

4.8.1. Infrastructure can come in various forms and in this plan falls into three categories:

- Hard infrastructure such as pedestrian and cycle routes, energy and water supply, wastewater recycling (sewage treatment works), telecommunications and broadband.
- Green and blue infrastructure, including green spaces for parks and sport and recreation, access to the countryside, protecting and enhancing biodiversity and providing informal green and blue spaces, sustainable drainage systems.
- Social and community infrastructure such as education and early years, healthcare, police, sport and leisure and community and cultural infrastructure.

4.8.2. The delivery of resilient infrastructure is important to create connected communities and determine how places are shaped and how quality of life in existing communities can be maintained and improved.

4.8.3. The types of infrastructure required to support the growth and development proposed in this local plan can include, but is not limited to:

- Strategic and local transport improvements.
- Sustainable transport links between new developments and town centres and other destinations, including walking and cycle networks and bus routes to maximise uptake of sustainable transport.
- Public rights of way.
- Strategic enhancement of the energy supply network.
- Additional strategic wastewater treatment capacity and water supply infrastructure in accordance with the strategic flood risk assessment and water cycle study.
- Improvements and/or enhancements to green and blue infrastructure.
- Leisure, open space, sport and recreation needs throughout the district.
- Community and cultural facilities (including libraries, museums and built heritage).
- Health and social care facilities.
- Education, including early years, primary, secondary, sixth form, special educational needs and disability (SEND) provision, skills, and life-long learning requirements for the district.
- Police and emergency services facilities.
- Local fibre and other ultra-fast high-speed broadband.

Infrastructure policies

Infrastructure

- 4.8.4. The purpose of this policy is to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this.

Policy SP15 Infrastructure

It is important that the infrastructure needed to support new development and planned growth is delivered alongside development at the appropriate time, and for existing infrastructure to be protected and enhanced for the future. Proposals for development will be required to retain, enhance, and provide additional infrastructure, as appropriate to the scale and location of the proposal, to mitigate the impact of development. Proposals will need to demonstrate how they will:

- a. Deliver the necessary on-site infrastructure requirements and where appropriate off-site infrastructure requirements and/or a financial contribution which will be secured through a legal agreement.
- b. Provide a suitable mechanism, subject to approval by the district council, to ensure the appropriate and sustainable long-term governance, stewardship, maintenance and management of infrastructure including blue and green infrastructure, integrated water management infrastructure, the public realm, and community facilities, for example through a financial contribution and supporting statement or a management plan.
- c. Ensure the timely and phased delivery of infrastructure to serve development, especially where new development is dependent on this infrastructure.

Existing resources and infrastructure and, where necessary access to them, will be protected to ensure a flexible approach to future growth and infrastructure requirements.

The delivery or the capacity of essential infrastructure must be confirmed by the provider or acceptable mitigation provided. Where this is not possible, development may be phased by condition of a planning permission or by prior agreement with the developer to ensure the delivery of infrastructure at the appropriate time. On large strategic developments that are being delivered incrementally over the plan period, improvements to essential infrastructure and phasing should be addressed in masterplans. This requirement also applies to future phases of developments where either a full or reserved matters planning application is required.

The council will continue to work with statutory consultees and infrastructure providers, organisations and other authorities within and across administrative boundaries to take account of the impacts of cumulative and residual growth. It will seek to safeguard, protect and ensure provision, resilience and enhancement of infrastructure and services to meet the current and planned future needs of residents, businesses and communities in West Suffolk are delivered in a timely manner.

Proposals for development which are located adjacent to existing educational facilities will not be supported if they compromise the ability of the school to expand to an appropriate size to meet a future potential need.

Explanation

- 4.8.5. West Suffolk's relationship with relevant stakeholders and infrastructure providers is fundamental to the co-ordination, phasing and funding of development and infrastructure. This relationship is ongoing. Infrastructure is usually delivered as part of a development scheme through a condition on the planning permission, through a Section 106 (S106) legal agreement issued with the planning permission and/or a Community Infrastructure Levy. Suffolk local authorities use the [Developers Guide](#) to Infrastructure Contributions in Suffolk.
- 4.8.6. The developers guide (or its successor) provides guidance on a wide range of infrastructure issues that may be considered when determining planning applications. It includes public service provision by service providers and commissioners such as NHS providers, libraries and the police as well as key infrastructure needed to support planned growth. Examples of this key strategic infrastructure include contributions to sustainable transport schemes, G.P. and community health care, and provision of a new school.
- 4.8.7. In addition to public and community services, West Suffolk will seek on site provision or contributions for a range of infrastructure needs and requirements set out in the policies in this plan.
- 4.8.8. An infrastructure delivery plan (IDP) has been prepared to accompany this local plan. The role of the IDP is to ensure that all the infrastructure providers and service delivery organisations strategies and investment plans are developed alongside and align with the local plan to ensure the timely delivery of infrastructure.

Active and sustainable travel

- 4.8.9. The purpose of this policy is to ensure that high quality walking and cycle infrastructure is delivered by new development to significantly increase the number of trips that are carried out by sustainable modes of travel.

Policy LP57 Active and sustainable travel

Proposals for development must provide for active travel on and off site by:

- a. Maximising walking opportunities for all levels of personal mobility and contributing to a positive public realm. Proposals must maintain, improve and create new safe and attractive routes suitable for pedestrians, push chairs and wheelchairs including appropriate street furniture such as seating and lighting as necessary.
- b. Promoting opportunities for an accessible, safe, and segregated cycle network, including protecting existing routes, and providing appropriate facilities for the use of cyclists. Cycle infrastructure should be built to the requirements of [Gear Change and Cycle Infrastructure Design Local Transport Note 1/20](#) and related guidance or successor documents.
- c. All destinations, transport hubs and commercial, business and service premises are required to having facilities to allow people to cycle all year around including, but not limited to, workplace showers, covered cycle storage, changing rooms, drying rooms and lockers provided, with opportunities for the hire of bicycles, e-bikes and e-scooters as appropriate to the use and scale of the proposal.
- d. Provide sufficient, secure, convenient and accessible undercover cycle spaces for a range of bicycles and installing and maintaining secure, undercover cycle parking spaces in line with [Suffolk Guidance for Parking 2023](#) or successor document.
- e. Ensuring new or improved sustainable links both within the site and to local destinations are provided to enhance access within the settlement, between settlements and/or provide access to the countryside or green infrastructure sites, local facilities, services, and other destinations as appropriate.
- f. Improvements to public transport infrastructure through upgrading bus and/or rail links, providing well-designed facilities, passenger information infrastructure, protection and enhancement of public transport routes, bus stops, provision of shelters and by appropriate contributions as necessary.
- g. Safe and suitable access to public transport through direct provision of suitable infrastructure.

Financial contributions will be required, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure which includes facilitation or improvements to access for sustainable modes of transport.

Explanation

- 4.8.10. Sustainable transport is a key element of sustainable development and relates to any means of transport with a low impact on the environment. National planning policy promotes the idea of sustainable transport choices which reduce the climate change effects of travel, improve air quality and congestion and improve the public realm. The Government has set out its ambition that half of all journeys in towns and cities in England are being cycled or walked by 2030.
- 4.8.11. Active travel seeks to improve people's physical and mental health by using urban design principles to give pedestrians, cyclists, and users of other transport that involve physical activity, the highest priority when developing or maintaining streets and roads. This can mean reallocating road space to support walking and cycling, restricting motor vehicle access, introducing traffic-calming schemes, and creating safe routes to schools and childcare settings. Where appropriate routes should be appropriately signed with neurodiverse and dementia friendly signage.
- 4.8.12. The census and background evidence available during the plan making process tells us that compared to national figures a higher percentage of West Suffolk residents drive to work as their primary mode of transport. A lower percentage use public transport as their primary method of travel, reflecting significantly lower rail and bus usage compared to the national figures.
- 4.8.13. In relation to public transport, West Suffolk has varying levels of bus provision, with poorer frequency and access to bus services in rural areas compared with those serving the towns. The district has three railway stations in Bury St Edmunds, Lakenheath and Newmarket, with a further two stations in Brandon and Kennet being very close to the district's border. Investment in public transport services and facilities is vital to encourage a shift away from high car dependency.
- 4.8.14. New development should promote the use of sustainable modes of transport, be delivered in a way that is easily and safely accessible and navigable by foot and bike, where appropriate to improve existing cycling and walking provision and where possible enhance access to public transport.
- 4.8.15. Ensuring that development promotes and prioritises active travel will help tackle some of the most challenging issues we face in society. Benefits of greater levels of active travel would include:
- Reducing the burden on the NHS by improving health and wellbeing.
 - Managing congestion.
 - Combating climate change and air pollution.
 - Creating safer streets.
 - Addressing inequalities.
- 4.8.16. Suffolk County Council is the highway authority for the district and as such it is responsible for developing the transport plans for West Suffolk. West Suffolk will work in partnership with Suffolk County Council to develop and implement the objectives and strategies of these transport plans.

Rights of way

- 4.8.17. The purpose of this policy is to safeguard and enhance public rights of way for the use of pedestrians, cyclists, horse riders and other users.

Policy LP58 Rights of way

Development will be expected to improve or contribute to the improvement of public right of way on and off site to facilitate sustainable modes of access, connect communities together, promote access to the countryside for recreation, and improve health and wellbeing.

Public rights of way should be maintained on their original alignments wherever possible, within a wide green corridor, and should be enhanced. Development which would adversely affect the character or result in the loss of existing or proposed public rights of way will not be permitted unless alternative provision or diversions can be arranged which are at least as attractive, safe and convenient for public use. This will apply to public rights of way for pedestrian, cyclist, or horse rider use. The rights of way network should be seamlessly integrated with the site layout.

Improvements to the Suffolk Public Rights of Way Network through development should contribute to achieving the aims of the [Suffolk Green Access Strategy Rights of Way Improvement Plan 2020 – 2030 \(or its successor document\)](#)

Explanation

- 4.8.18. The ability to travel using sustainable forms of transport must be integrated into the design of new developments and connectivity by active travel links to and from the development and existing built-up area should be a key component of the layout of any development. Development must be fully accessible and designed to encourage walking and cycling by providing direct routes following future and existing desire lines.
- 4.8.19. There is a large, but in some cases fragmented, network of public rights of way across West Suffolk, providing important opportunities for access to the countryside for walkers, cyclists and horse riders, as well as links within and between the towns and villages and surrounding countryside providing opportunities for healthy exercise. It is vital that this network is protected, managed and where possible enhanced.
- 4.8.20. The [Suffolk Green Access Strategy Rights of Way Improvement Plan 2020 – 2030](#) sets out a range of aims and actions to provide a more accessible and better managed network. Studies undertaken by the authority have also identified a number of missing links in the rights of way network, whose provision would significantly enhance the network.
- 4.8.21. Proposals for development should aim to have a positive effect on the rights of way network. The green infrastructure policies specifically require developers to provide for and maintain good access to sites and areas of green infrastructure. This policy seeks to reinforce and ensure that any negative

impacts are adequately mitigated by alternative provision. Development should also contribute to proposals to provide for the missing links in the network, based on relevant studies the authorities have produced.

Transport assessments, transport statements and travel plans

- 4.8.22. The purpose of this policy is to ensure major development proposals or applications likely to have a significant transport implication, submit relevant documents considering the transport impacts alongside their planning applications.

Policy LP59 Transport assessments, transport statements and travel plans

For major development and/or where a proposal is likely to have significant or complex transport implications, the council requires the applicant to submit the following documents alongside their planning applications:

- a. A multi modal transport assessment or transport statement appropriate to the scale and impacts of development identifying the likely extent of transport implications and proposed mitigation measures.
- b. A travel plan that outlines physical and management measures necessary to mitigate impacts and deliver a sustainable transport solution for the development. The developer will be required to provide the necessary funding to deliver and monitor any required travel plan for at least 10 years from first occupation.

Where a transport assessment, transport statement and/or travel plan indicates that the cumulative and residual travel impacts on the road network and other routes arising from the development would be severe, or there would be an unacceptable impact on highway safety, then planning permission will not normally be granted.

Where it is necessary to mitigate and accommodate the transport impacts of development, developers will be required to make provision or a financial contribution, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure which includes facilitation or improvements to access for sustainable modes of transport.

Explanation

- 4.8.23. Travel plans, transport assessments and statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant numbers of movements.
- 4.8.24. Pre-application advice should be sought from the highway authority in conjunction with the local planning authority to determine necessity for transport assessments and travel plans. Indicative thresholds for travel plans are contained in [Suffolk County Council's Travel Plan Guidance third edition September 2022](#) and thereafter in successor documents.
- 4.8.25. The coverage and detail of the transport assessment should reflect the scale of development and the extent of transport implications of the proposal. For small schemes the transport assessment or statement should simply outline the transport aspects of the application with an emphasis on sustainable transport

to provide good quality links to local services. For major proposals the assessment should illustrate accessibility to the site by all modes and the likely modal split of journeys to and from the site. It should also give details of proposed measures to improve access by public transport, walking and cycling to reduce the need for parking associated with the proposal and to mitigate transport impacts. Where appropriate a travel plan should be included as a key component of transport assessment.

- 4.8.26. Transport mitigation measures should prioritise walking and cycling and consider other ways to encourage mode shift such as car clubs and provision of eCargo bikes.
- 4.8.27. Travel plans identify opportunities and set targets for minimising car use. They should include both the physical and management measures necessary to address the transport impacts arising from the new development. Travel plans are key to integrating all the different elements of a scheme and are separate from a transport assessment or statement.
- 4.8.28. A monitor and manage approach will be used for the sustainable transport mitigation measures identified in the Transport Mitigation Report (January 2024). If these sustainable measures are not considered effective enough to mitigate development impact, physical engineering mitigation measures will be required to allow developments to proceed.

Parking standards

- 4.8.30. The purpose of this policy is to make sufficient provision for parking.

Policy LP60 Parking standards

All proposals for development, including changes of use, will be required to provide appropriately designed and sited car parking and secure cycle storage and where necessary two-wheeler parking. Provision should be made for visitor, emergency, delivery, service, and disabled vehicle parking. All proposals must be in accordance with the adopted standards ([Suffolk Guidance for Parking 2023](#) and successor documents).

The council will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. Provision should have regard to the accessibility of the site to sustainable transport modes with consideration for the need to decarbonise.

In the town centres and other locations with good accessibility to facilities and services, and/or well served by public transport, a reduced level of car parking may be permitted in new development proposals where it is demonstrated there are appropriate sustainable transport measures and no cumulative harm to the highway network.

Explanation

- 4.8.31. The location and context of a proposed development should be considered when assessing the level of demand for parking. The demand will differ depending on the use (for example residential, workplace, shopping or leisure), from site to site, and from location to location (for example urban or rural), and even within locations (for example town centre locations and urban fringe and/or suburban locations with less opportunity for shared or public parking, and less well served by public transport).
- 4.8.32. In many rural areas of West Suffolk, and areas with poor public transport, it is currently difficult not to rely on the car as the main means of transport. In addition, many people are required to use a vehicle for work. All new residential areas should accommodate parking taking into account the levels of car ownership in the area. Over provision of car parking in residential areas can lead to unattractive car dominated environments whilst under provision leads to unsafe on-street parking.
- 4.8.33. Proposals for all types of town centre development and developments in locations with good accessibility to services and facilities and/or well served by public transport will be expected to minimise the number of car parking spaces provided and to demonstrate this in transport assessments and/or travel plans.
- 4.8.34. To discourage an over-reliance on cars and where there is a genuine choice for alternative means of transport, a reduction in parking provision should be explored for all developments, to encourage fewer car journeys and thereby lower carbon emissions. The availability of parking at a destination can significantly affect the choice of travel mode so sustainable travel options must

be considered early in the design process. Where it is proposed that parking provision be reduced, account must be taken of the risk of displaced parking overspill and the impact this may have on the surrounding area.

Digital infrastructure

- 4.8.35. The purpose of this policy is to support the delivery of new development which is connected to and compatible with local fibre and other ultra-fast high-speed broadband infrastructure.

Policy LP61 Digital infrastructure

Digital infrastructure

The improvement of the digital communications network in the district, including through the provision of mobile data networks and digital technology upgrades, will be supported, subject to compliance with relevant policies in this plan and national policy. Proposals for new residential, public and business premises will include gigabit-capable connections, or be constructed to be high-speed ready, with all associated physical infrastructure in accordance with building regulations (Approved Document R: Volumes 1 and 2 or subsequent documents).

Telecommunications

Telecommunications development shall be permitted in accordance with other policies within the development plan where it is demonstrated as appropriate:

- a. The selection of the location has applied the following order of preference:
 - Sharing existing telecommunications sites and installations, including masts, structures and buildings.
 - Using existing buildings and structures where there are no existing telecommunications installations.
 - Other locations.
- b. Street clutter is minimised including the number, size, and prominence of equipment cabins.
- c. The impacts on the surrounding area's visual amenity, character, and appearance through appropriate design and/or mitigation measures is demonstrated.
- d. Where on a building, the location and design does not have a detrimental impact to that building's appearance.
- e. The proposal has special regard to the natural and historic environment where the quality of the landscape or townscape may be particularly sensitive to the intrusion of communications infrastructure.
- f. No detrimental impact is caused on the movement of pedestrians and cyclists or on the safe and effective functioning of highways or cause severe harm to the highway.
- g. There is no interference with other electrical equipment, air traffic services or instrumentation operated in the national interest.

Explanation

- 4.8.36. This policy applies to all development for new residential, public and business premises. It does not apply to householder development such as extensions to existing dwellings.
- 4.8.37. Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. The introduction of new technology, in particular superfast broadband services, will allow more mobile and homeworking and the creation of small start-up businesses thereby reducing the need to travel. Further, improved communications infrastructure helps to improve the social well-being of residents and reduce loneliness, particularly for the elderly population. Slow broadband and inadequate and slow mobile phone coverage are constraints to economic development. Extending the reach of fibre broadband is key for the viability of rural businesses and will also benefit rural residents.
- 4.8.38. In December 2022 new building regulations relating to physical infrastructure for electronic communications were introduced as Approved Document R. These apply to new dwellings (Volume 1 - Physical infrastructure and network connection for new dwellings), other new buildings and changes to existing buildings (Volume 2: Physical infrastructure for high-speed electronic communications networks). These Approved Documents provide guidance on how and when high-speed-ready infrastructure and networks and gigabit-ready/gigabit-capable infrastructure connections or infrastructure is required and when the requirement may be modified or excluded.
- 4.8.39. Certain electronic communications developments do not require planning permission. However, where any form of development is subject to full planning control, such as a telecommunications mast, the council will have regard to Government guidance in the National Planning Policy Framework (or any subsequent guidance) and other relevant policies of this plan.

4.9. Existing special operational uses

Introduction

- 4.9.1. The purpose of the policy is to recognise the presence of existing operational crown land uses in the district. These are the military uses at RAF Mildenhall, RAF Lakenheath, RAF Honington, RAF Barnham Camp and prison uses at HMP Highpoint, Stradishall.

Existing special operational uses policy

- 4.9.2. The policy supports development required for operational defence and security purposes and ensures that operational sites are not affected adversely by the impact of other development proposed in the area.

Policy SP16 Existing special operational uses

RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp and HMP Highpoint, Stradishall are identified as land and assets for 'special operational uses' and are identified as such on the policies map.

RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp military air bases are recognised for their strategic military importance to the UK. The policy identifies the sites and supports their expansion to meet their operational needs including necessary related facilities, taking into account existing constraints and statutory guidelines. Proposals for development, including permitted development at RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp may require a project level habitat regulations assessment (HRA), the competent authority being the local planning authority or the Ministry of Defence. The applicant is required to submit information to inform the HRA. The information must address the impact of the proposals alone and in-combination with other relevant plans and projects within the whole special protection area and its relevant constraint zones where appropriate.

At HMP Highpoint, Stradishall the policy supports expansion to meet operational needs including necessary related facilities, taking into account existing constraints and statutory guidelines.

In order to protect and ensure the operational needs of RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp are met, where development is outside of the area of operational use applicants will be required to submit evidence demonstrating that there would be no detriment to operational use resulting from the development having regard to the following constraints which are identified on the council's on-line mapping system:

- The aircraft noise and vibration constraints associated with the airbase flight paths.
- Safeguarding zones.
- Areas where building height restrictions and restrictions on some methods of renewable energy generation for example wind turbine generators or

solar photo voltaic panels are not permitted on development due to their potential impact upon military aviation activities.

In the event 'special operation uses' of land and assets become available for redevelopment or change of use, or are known to shortly become surplus to requirements, whether for the whole or part of the landholding in that area, the council will consult with the Ministry of Defence and/or Ministry of Justice as appropriate. A feasibility assessment exploring potential future opportunities and uses appropriate to the site, having regard to the site's opportunities and constraints and wider impacts of the proposal will be carried out. This evidence would then inform the next local plan review, and/or a masterplan, for the site to be prepared in accordance with policy LP11 in this local plan.

Explanation

- 4.9.3. The National Planning Policy Framework states 'Planning policies and decisions should promote public safety and take into account wider security and defence requirements.... Recognising and supporting development required for operational defence and security purposes and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area'.
- 4.9.4. [Planning Practice Guidance: Crown Development](#) (July 2017) identifies Operational Crown land as 'land owned or managed by Crown bodies which is used or held for operational purposes.' This includes 'the Ministry of Defence – responsible for a wide range of military bases, training and research facilities; and the Ministry of Justice – responsible for Custodial (prison) estate, Courts and Approved Premises (otherwise known as Probation Hostels)'. These uses are covered 'by certain provisions and arrangements in place to help facilitate critical development and restrict access to sensitive information, mainly in the interests of national security and defence'.
- 4.9.5. Within the district there are nationally important operational Ministry of Defence sites, at RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp.
- 4.9.6. RAF Mildenhall and RAF Lakenheath are both active military bases currently occupied by the United States Air Forces. The bases provide housing accommodation, employment, services and facilities. In addition to on-site provision a significant number of service personnel and their families live off base where they access local services and facilities. The military bases of RAF Mildenhall and Lakenheath are not proposed as part of this local plan sustainable settlement hierarchy due to their special regulatory provisions, which exclude them from consideration for local plan site allocation. However, given the important function they provide a separate special operational uses policy has been developed.
- 4.9.7. RAF Lakenheath has become the first permanent international site for US Air Force F-35s in Europe. RAF Barnham camp was referenced as surplus to requirements within the published '[A Better Defence Estate](#)' (2016) and forms part of the Ministry of Defence (MOD) disposal programme, being available in 2022. The current programme suggests the site will not be available until

2027. The council is working with the MOD in relation to the future use of this site. The policy sets out the approach to planning for the future operational needs of these sites and what might happen to land in the event MOD land and assets become available for redevelopment or change of use, or are known to shortly become surplus to MOD requirements, whether for the whole or part of the MOD landholding during the plan period.

- 4.9.8. RAF Honington and RAF Barnham Camp are occupied by the MOD and defined in the policy as areas of special operational use. The housing quarters associated with RAF Honington which lies outside 'the wire' (area of operational use) is identified as a type B village, given the level of services and facilities available. As the settlement lies outside of the wire it does not require operational use protection.
- 4.9.9. Proposals for development at RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp may require a project level habitat regulations assessment (HRA). The applicant is required to submit information to inform the HRA. The information must address the impact of the proposals alone and in-combination with other relevant plans and projects within the Breckland Special Protection Area and Special Area of Conservation and its relevant constraint zones where appropriate.
- 4.9.10. To protect the operational needs of RAF Mildenhall, RAF Lakenheath, RAF Honington and RAF Barnham Camp, aircraft noise and vibration constraints associated with the airbase flight paths and safeguarding zones have been identified and areas have been defined where building height restrictions and some methods of renewable energy generation for example wind turbine generators or solar photo voltaic panels are not permitted due to their potential impact upon military aviation activities. Applicants would be required to submit evidence to demonstrate that there would be no detriment to operational use resulting from the development having regard of these constraints.
- 4.9.11. The district is also home to a Ministry of Justice site HMP Highpoint, Stradishall. This use will be protected and afforded the opportunity to expand to meet their operational needs due to the special circumstance under which it operates.

5. Site allocations

Introduction

This section of the West Suffolk Local Plan sets out the council's site allocations in accordance with the spatial strategy in policy SP9, for housing, employment, mixed-use and other types of uses.

The site allocations are identified as strategic or non-strategic and make provision for residential, employment, school expansion and other land uses. The strategic allocations are important in addressing the council's strategic priorities for the area and the non-strategic allocations provide the detail on sites smaller in scale.

Many of the residential, mixed-use and employment site allocations originate from the former St Edmundsbury and Forest Heath area Local Plans. A table of existing residential, mixed use and employment allocations to be carried forward and new allocations, along with their strategic or non-strategic status, can be seen at appendix B.

Mapping

All of the allocated sites can be viewed in this plan, on '[Find my nearest](#)' on the council's website and on the policies map.

Towns

5.1. **Brandon**

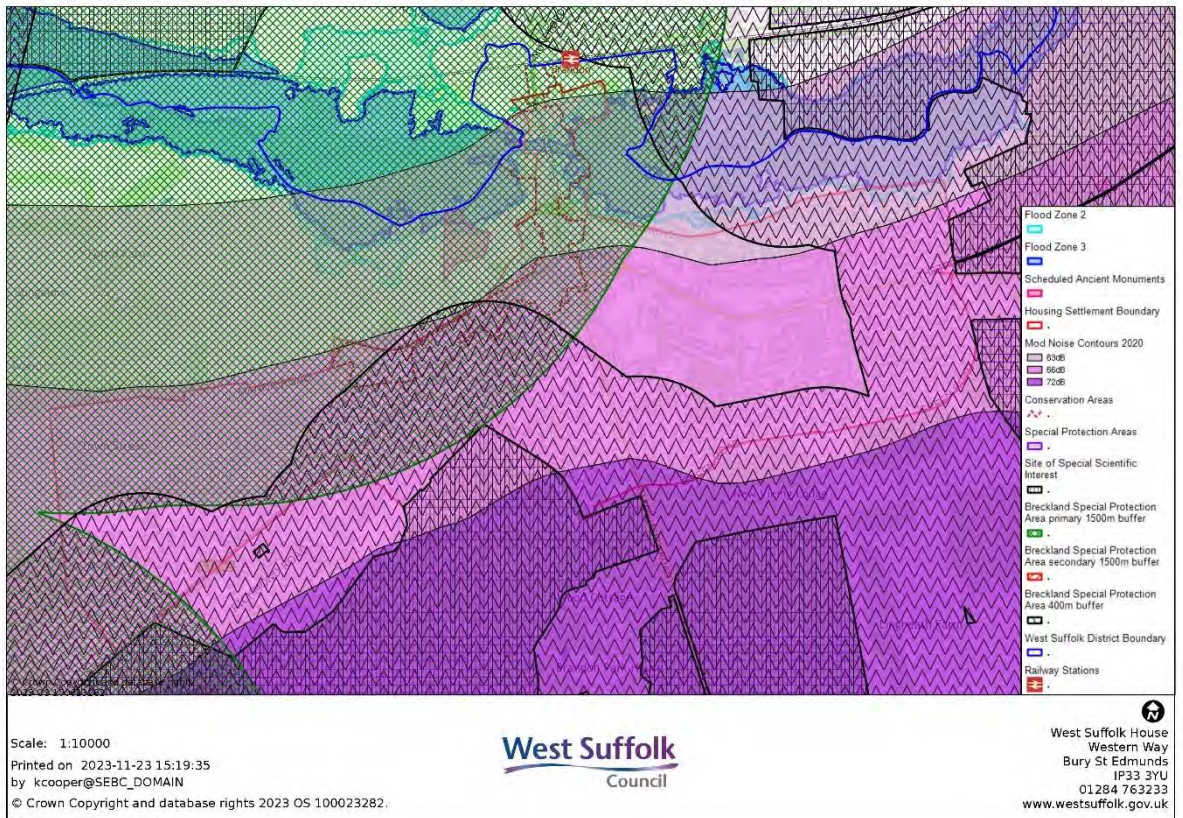
- 5.1.1. Brandon is a market town located to the north of West Suffolk on the border with Breckland district and has a population of approximately 9,042 (Census 2021, using settlement boundaries). The town hosts a weekly provisions market and has a range of local convenience stores and comparison shops which include national and independent retailers.
- 5.1.2. The Little Ouse river and extensive forest areas create an attractive setting for the town. There are a good range of services and amenities available including GP surgeries, a police and fire station, library, open spaces, Brandon Country Park and sports provision including a leisure centre. The town has two primary schools and a free school (age 11 to 16 years). Brandon railway station is situated in the north of the settlement off Bridge Street and is on the Greater Anglia Breckland line which provides links to Thetford, Ely, Norwich and Cambridge.
- 5.1.3. Brandon is located immediately adjacent to Breckland Special Protection Area which is designated because during the bird breeding season it supports populations of Nightjar, Woodlark and Stone Curlew which are of European importance.

Allocations

- 5.1.4. Brandon continues to function as a market town serving the retail and leisure needs of the local catchment area.
- 5.1.5. Brandon is a sustainable higher tier settlement where development in the region of 50 homes per annum should normally be permitted and should ordinarily be supported and expected to deliver a larger proportion of West Suffolk's growth commensurate of a higher tier settlement.
- 5.1.6. The designation of the special protection area and its associated buffers have constrained the council's ability to allocate in this local plan.
- 5.1.7. The council will use its best endeavours to achieve a solution and is committed to successfully deliver sustainable growth in Brandon whilst working within the current constraints and within the prevailing legislation.
- 5.1.8. The council will use its best endeavours to work towards an 'imperative reasons of overriding public interest' case alongside any other opportunities to resolve outstanding issues.
- 5.1.9. Given the ecological constraints, one site has been allocated for residential development in the town providing an indicative capacity of 20 homes. The level of development proposed in Brandon is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth. Further information on how housing numbers have been distributed can be seen in the spatial strategy.

- 5.1.10. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.1.11. Existing established general employment areas have been identified for Brandon. Further details can be seen in the economy section. Each site is identified on the [policies map](#).
- 5.1.12. Information on infrastructure can be seen in the infrastructure delivery plan (2023) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Brandon settlement constraints map



Brandon allocations map

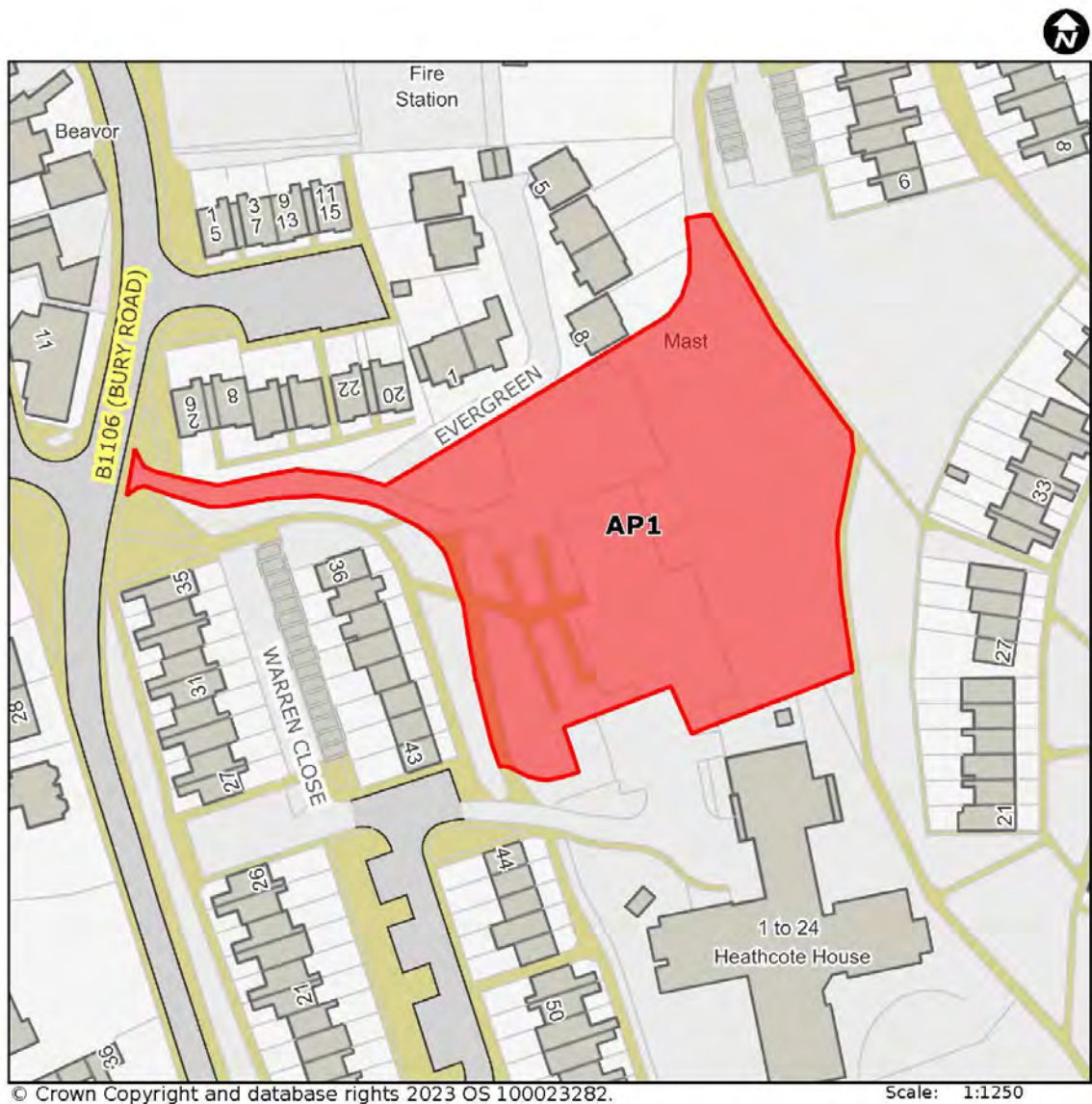


Non-strategic allocations

Policy AP1 Land at Warren Close, Brandon

- 5.1.13. This site lies within the settlement and is previously developed land comprising the now demolished former library (which has relocated to the Brandon Centre) and pre-school. The site is accessed off Warren Close. There are mature protected beech trees on this site which should be retained.

Policy AP1 Land at Warren Close, Brandon



A site of 0.67 hectares at Warren Close, as shown on the policies map, is allocated for 20 homes. The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and open space to the south.
- c. Existing pedestrian connectivity should be maintained and enhanced with an east-west route through the site.

- d. Fully accessible informal and formal open space and play space.
- e. Green and blue infrastructure that will include:
 - Strategic landscaping
 - Sustainable drainage systems features.
 - Existing woodland and mature trees which should be retained and enhanced.

Noise mitigation

Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Archaeology

Any planning application should be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. Geophysical survey in the first instance would inform on the scope and timing of intrusive trial trenched evaluation.

Other non-strategic allocations

Policy AP2 Brandon Cemetery

- 5.1.14. Land is required for a new cemetery in the town as the existing one is at capacity. A site of approximately 1.6 hectares off Manor Road has been identified on the policies map for this purpose. The site is located in an area of high archaeological importance, recorded in the county historic environment record. Planning permission for the new cemetery, vehicular access and road crossing was granted in April 2019 (DC/18/2490/FUL).

Policy AP2 Brandon Cemetery

A site of 1.6 hectares is allocated for a cemetery at Manor Road, Brandon, as shown on the policies map. The following specific requirements should be met:

- A programme of archaeological work is required to be implemented prior to any development taking place on the site to safeguard archaeological assets within the site.
- A new access, boundary treatment, gates and landscaping.

If the current planning permission is not implemented or is varied, proposals should include measures for the management on site of any protected and/or priority species and any priority habitats present.

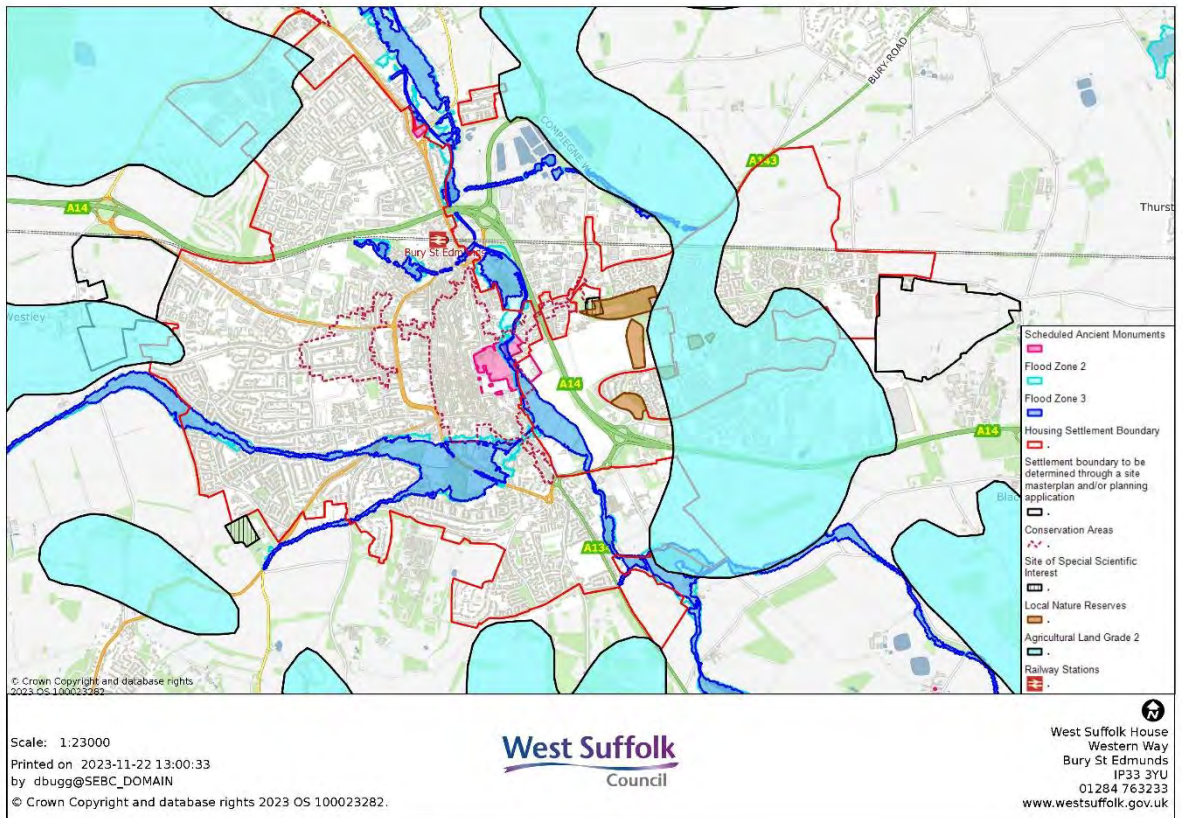
5.2. Bury St Edmunds

- 5.2.1. Bury St Edmunds is the largest town in West Suffolk with a population of 41,855 (Census 2021, using settlement boundaries), located in the centre of the district. Bury St Edmunds is a market town, hosting a twice weekly provisions market and regular farmers' and makers' markets, with a range of convenience and comparison shops represented by both national and independent retailers.
- 5.2.2. The town has a wealth of listed buildings, world class heritage core, including the Abbey ruins, cathedral and the nationally recognised Abbey Gardens, and it is increasingly a tourist destination.
- 5.2.3. The proximity of Bury St Edmunds to the A14 makes it an attractive commuter location and there is both a rail station and bus station which serve the wider area.
- 5.2.4. There are a good range of services with a number of GP surgeries, sport, leisure and cultural facilities, police, ambulance and fire stations, and a hospital with outpatient services. The town is well served with primary and secondary schools, as well as further and higher education facilities. There are also a number of established employment areas and sites for expansion of employment uses.

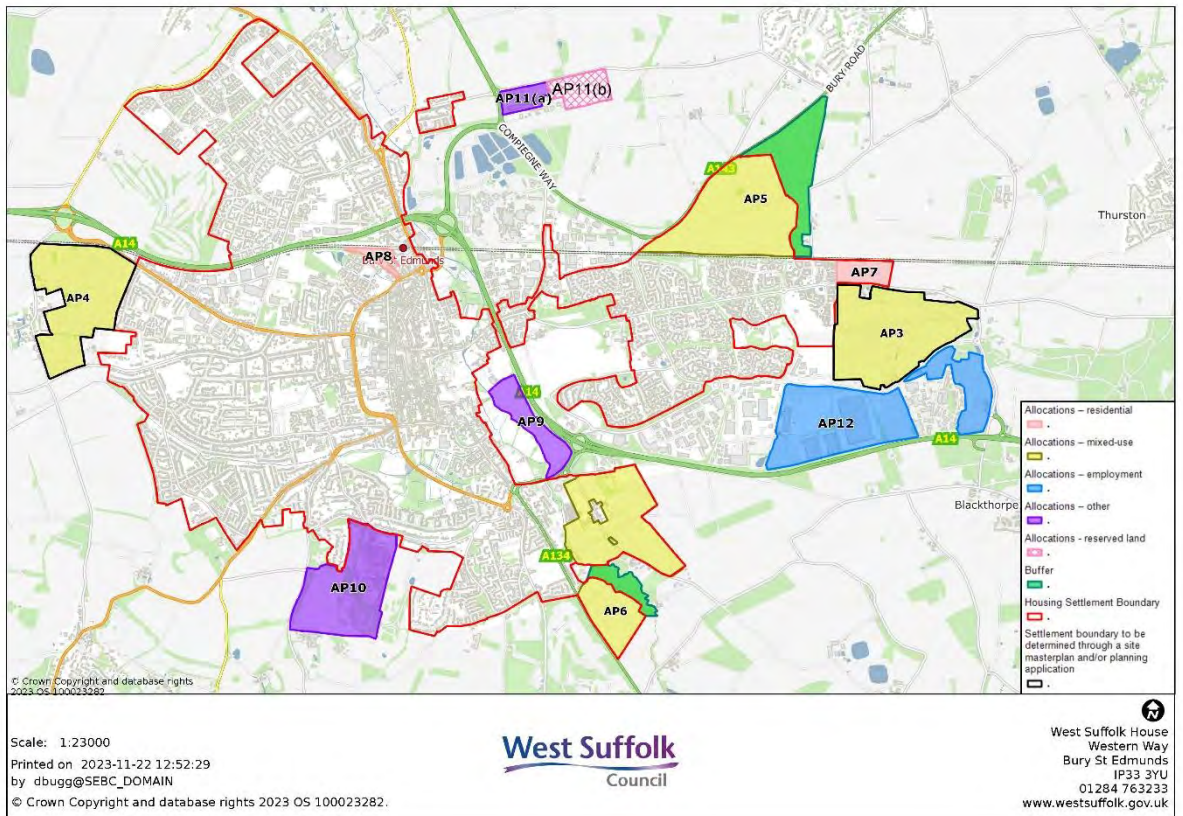
Allocations

- 5.2.5. The level of development proposed in Bury St Edmunds is influenced by the need to meet the overall housing requirement and the spatial strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been distributed can be seen in the spatial strategy.
- 5.2.6. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.2.7. New and existing strategic and non-strategic employment sites, mixed-use sites, as well as existing established employment areas and town and local centres and primary shopping areas have been identified for Bury St Edmunds. Further details can be seen in the economy section. Each site and allocation is shown on the policies map.
- 5.2.8. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policies.

Bury St Edmunds settlement constraints map



Bury St Edmunds allocations map



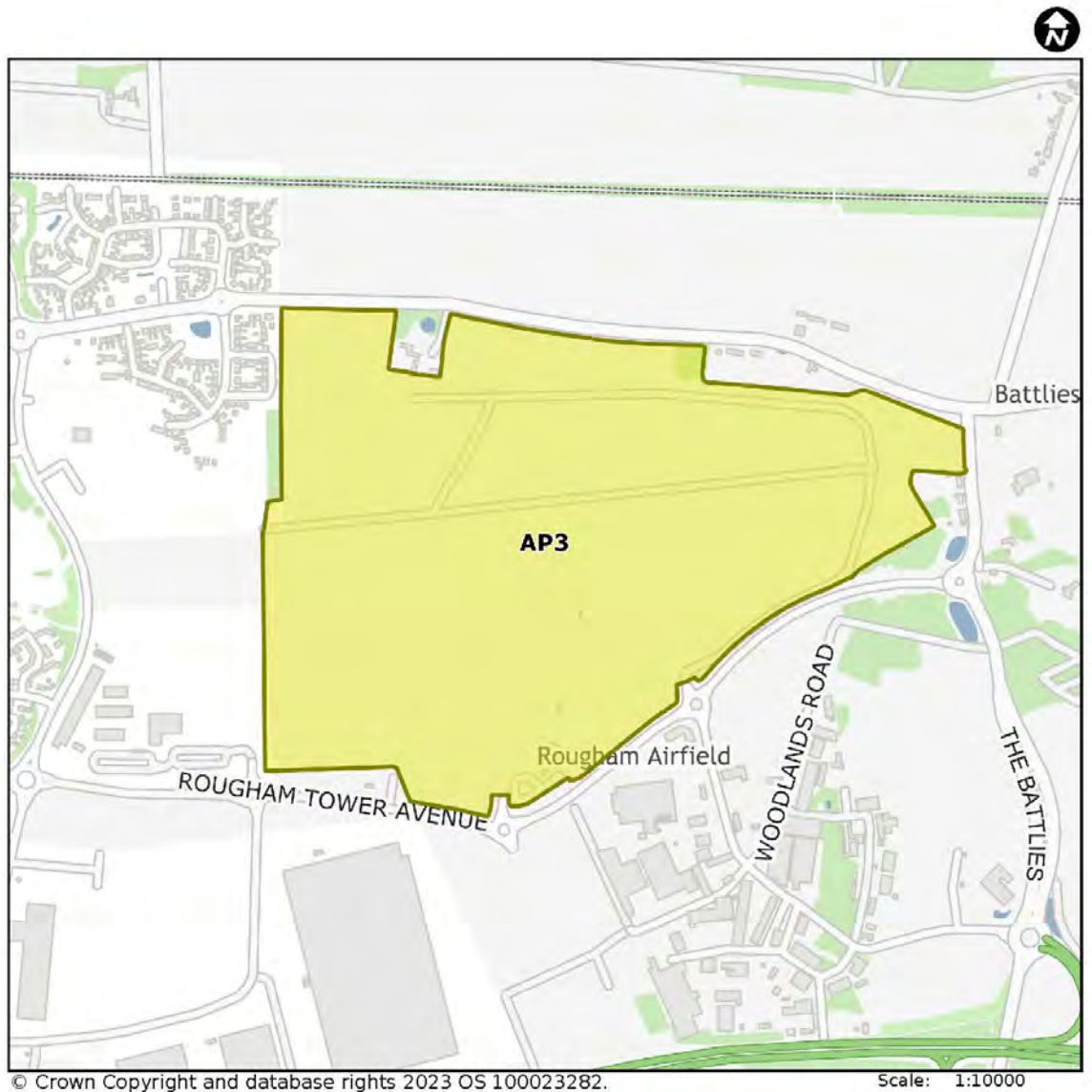
Strategic allocations

- 5.2.9. In this local plan, it is important that growth is distributed to the most sustainable places in accordance with the National Planning Policy Framework. This means that the majority of new growth is being directed to four of the **district's largest** towns.
- 5.2.10. A variety of factors have helped determine the most appropriate locations for **new strategic growth in Bury St Edmunds, including the town's infrastructure** and environmental capacity, available sites, the need to balance employment and housing needs, as well as levels of growth taken place in recent years.
- 5.2.11. Five strategic sites allocated around Bury St Edmunds in the former St Edmundsbury Core Strategy (2010) to deliver approximately 4,400 new homes and associated infrastructure are carried forward in this plan. These sites are at varying stages in the planning process and as of April 2023 development had commenced on two sites (Marham Park at north-west Bury St Edmunds and Lark Grange at Moreton Hall), with two other sites having obtained planning permission (north-east Bury St Edmunds and south-east Bury St Edmunds) and one site currently the subject of a planning application not yet determined (West Bury St Edmunds).
- 5.2.12. Taking into account all of the above, one new location for future strategic growth has been identified in Bury St Edmunds at Rougham Tower Avenue to contribute to meeting both future employment and housing needs in the district to 2040.
- 5.2.13. In addition, three of the existing allocations at north-east Bury St Edmunds, south-east Bury St Edmunds, and West Bury St Edmunds are reallocated in this plan to ensure that development is delivered in accordance with policy requirements and in particular to reflect the proposed change in location of a new health campus.

Policy AP3 Land north of Rougham Tower Avenue, Bury St Edmunds

- 5.2.14. This is a large site of 63 hectares situated to the north of Suffolk Business Park and Rougham Tower Avenue, on the eastern edge of Bury St Edmunds. The site is allocated for employment led growth in this plan, to include 20 hectares of employment land, around 500 homes and associated community facilities.
- 5.2.15. The site comprises the remaining part of an airfield which was occupied by the United States Airforce from 1942 until the end of the Second World War in 1945 and has most recently been used as a light aircraft flight training school.
- 5.2.16. The runway comprises regularly short mown grassland, and this is surrounded by arable fields.
- 5.2.17. After the war, the land was returned to agricultural use, and the approximate line of the main east-west runway is still identifiable, with the wider setting contributing to the significance of the two listed buildings on the southern boundary of the site:
- Rougham Tower, former control tower to RAF Rougham (grade II listed building and on-site).
 - RAF Rougham radar building (grade II listed building and on-site).
- 5.2.18. Beyond the boundary of the site to the east is The Battlies House, a grade II listed building which is contained within its immediate setting by existing trees and vegetation.
- 5.2.19. The heritage impact assessment for this site acknowledges that development would cause some harm in terms of views to and from the listed buildings, but that this harm can be reduced through mitigation as detailed in the policy below.
- 5.2.20. Before development can commence and a planning application is approved, a site masterplan will need to be prepared and adopted taking into account current and emerging national and local planning policies and local environmental and infrastructure constraints. Any planning application should be in general accordance with the masterplan.
- 5.2.21. While the extent of the whole allocation is shown on the map, the housing settlement boundary has not been defined. The housing settlement boundary and extent of the employment area will be established through the masterplan process and engagement with the local community and key stakeholders.

Policy AP3 Land north of Rougham Tower Avenue, Bury St Edmunds



A site of 63 hectares north of Rougham Tower Avenue, as shown on the policies map, is allocated for 20 hectares of employment land and around 500 homes.

The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.

The additional specific requirements should be met:

- a. Land sufficient for a primary school and early years setting.
- b. Provision for older person accommodation, including housing-with-care (including extra care) and/or a care home to be established through the preparation of the site masterplan.

- c. Community uses that might include a health facility, library, community building, to serve local needs.
- d. Provide at least 10 per cent of the total homes as custom and/or self-build plots (see policy LP25).
- e. Fully accessible informal and formal open space and play space.
- f. Green and blue infrastructure that will include:
 - Strategic landscaping which could include suitable alternative natural greenspace.
 - Provision of buffers between areas of employment and residential use.
 - Retention of existing woodland and hedgerows.
 - Sustainable drainage systems features.
- g. Protection of the designated on-site heritage assets and their context through the provision of an appropriate safeguarding buffer for the setting of the listed control tower, radar rooms and other notable historic and associated landscape features (see below).
- h. Sustainable travel connections both within the site and to existing local destinations should be provided, including to Bury St Edmunds Town Centre, Moreton Hall Local Centre and primary and secondary schools to the east, non-strategic allocation policy AP7 (Mount Road) to the north, nearby public rights of way and the countryside. This should include active travel infrastructure improvements to connect to and enhance surrounding local cycling walking infrastructure plan network.

Employment

There should be a range of employment uses, and the mix and scale should be defined through the site masterplan. Suitable uses include:

- Offices
- research and development
- light industrial
- education and skills development to assist with providing employers access to a skilled workforce
- storage and distribution.

The storage and distribution uses shall be no more than 9,000 square metres floorspace per unit, to ensure it meets the identified local employment needs as identified in the employment land review.

General industrial and strategic logistics provision will not be supported at this location due to the potential for their detrimental impact on adjacent existing and proposed residential development.

In order to ensure the allocation brings forward 20 hectares of employment land to meet identified employment needs over the plan period, proposals for non-employment uses, will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.

Well-connected walking and cycling routes should be located throughout the employment site forming a network of accessible and safe routes to surrounding residential areas and public rights of way networks.

A landmark building at the gateway to Suffolk Business Park extension to north-east corner of the site should be delivered.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

A cycle and foot link between cycle path 51 and Rougham Tower Avenue should be provided.

Biodiversity

An east-west green corridor should be provided to facilitate movement of bats and other species continuing the green wedge through Moreton Hall out to the countryside beyond the site.

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Heritage and archaeology

Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the **council's** heritage impact assessment or any subsequent fieldwork assessment, have been avoided or mitigated through design.

Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:

- i. Retention of meaningful and focussed views of the control tower and radar building within the layout.
- j. Retention of some degree of open space around the control tower and radar building to provide an open setting and provide a buffer between them and the new development.
- k. Retention and enhancement of existing planting to maintain the enclosed setting at their points of access.
- l. Ensure low scale development at closest points to the listed buildings.
- m. Restrict the tallest development to the north-east corner of the site.
- n. An east west green corridor should be provided to reflect the historic context of the former runway.

Prior to the determination of any planning application, a further detailed heritage impact assessment should be submitted. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Minerals

This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself, should be assessed in consultation with Suffolk County Council as Minerals and Waste Authority, prior to any planning application being approved.

Policy AP4 West Bury St Edmunds

- 5.2.22. This 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 site is allocated in this plan for a relief road linking Westley Road to Newmarket Road and around 600 homes.
- 5.2.23. The majority of the land to the east is in arable production, whereas the smaller fields in the north-west were last used for soft fruit production. The land rises to the south-west with the highest land adjacent to Westley village. Further south, horse paddocks are located on land that falls steeply towards the River Linnet at Westley Bottom. This part of the site is visible from the Horringer Farmland and Parks Locally Valued Landscape.
- 5.2.24. This site was previously allocated in the former St Edmundsbury Core Strategy (2010) and Bury St Edmunds Vision 2031 Local Plan (2014) for 450 homes and a sub-regional health campus. An alternative site at Hardwick Manor was identified by the West Suffolk NHS Foundation Trust for a new general district hospital and outline planning permission was approved in 2022. These changes mean there is a need to reconsider the uses and site capacity on this strategic allocation.
- 5.2.25. Before development can commence and a planning application is approved, a site masterplan will need to be prepared and adopted taking into account current and emerging national and local planning policies and local environmental and infrastructure constraints. Any planning application should be in general accordance with the masterplan.
- 5.2.26. While the extent of the whole allocation is shown on the map, the housing settlement boundary has not been defined. The housing settlement boundary, route of the distributor road and the buffers to the Westley village, Fornham Road and the railway line will be established through the masterplan process and engagement with the local community and key stakeholders. The housing settlement boundary will then be confirmed during the next review of the local plan.



A site of 54.2 hectares at West Bury, as shown on the policies map, is allocated for around 600 homes and a distributor road linking Westley Road to Newmarket Road.

The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been adopted by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.

The additional specific requirements should be met:

- a. An appropriate buffer to Westley village which could include suitable alternative natural greenspace, retained and new habitats.

- b. A minimum 25 metre landscape buffer for residential amenity should be provided to the Cambridge to Ipswich railway line to the north to protect resident amenity and mitigate against any noise and vibration issues.
- c. A footway and cycleway underpass that will create an attractive, unimpeded route that will eliminate the scope for conflict between pedestrians, cyclists and vehicles across the distributor road.
- d. Provide at least 10 per cent of the total homes as custom and/or self-build plots (see policy LP25).
- e. Provision for older person accommodation, including housing-with-care (including extra care) and/or a care home to be established through the preparation of the site masterplan.
- f. Provide sufficient land to accommodate an early years setting.
- g. A two-hectare burial site adjacent to Westley Church and associated infrastructure to be explored through the preparation of the site masterplan.
- h. Fully accessible informal and formal open space and play space integrated within residential parcels on both sides of the distributor road.
- i. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften the development edge and reduce the visual impacts when viewed from the surrounding countryside.
 - Sustainable drainage systems features.
- j. Improve and create sustainable travel connections to existing local destinations, including Bury St Edmunds Town Centre, the local centre at Ridley Road, primary school, nearby public rights of way and the countryside. This should include active travel infrastructure improvements to connect to and enhance surrounding local cycling walking infrastructure plan network.

Distributor road

The distributor road will connect Newmarket Road to the north with Westley Lane to the south and will provide direct access to the development. The road must accommodate heavy goods vehicles.

The masterplan will need to address the full nature and route of the distributor road, together with its delivery and appropriate traffic mitigation measures in Westley, ranging from traffic calming to an outright ban on through traffic by the closure of Fornham Lane at one point.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

The public footpath which runs from Westley Church eastwards towards Bury St Edmunds should be maintained and improved.

An off-site contribution is required for improved walking and cycling infrastructure to the town centre, local schools, West Suffolk Hospital and the wider countryside.

Landscape and biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Retention of existing habitat features on-site including the tree belt across the high point of the site, and the boundary woodland to the north.

Built development within the southern section of the site which is highly visible from the Horringer Farmland and Parks Locally Valued Landscape will be strictly limited to the distributor road and associated infrastructure. Strategic landscaping will be required to soften the visual impacts.

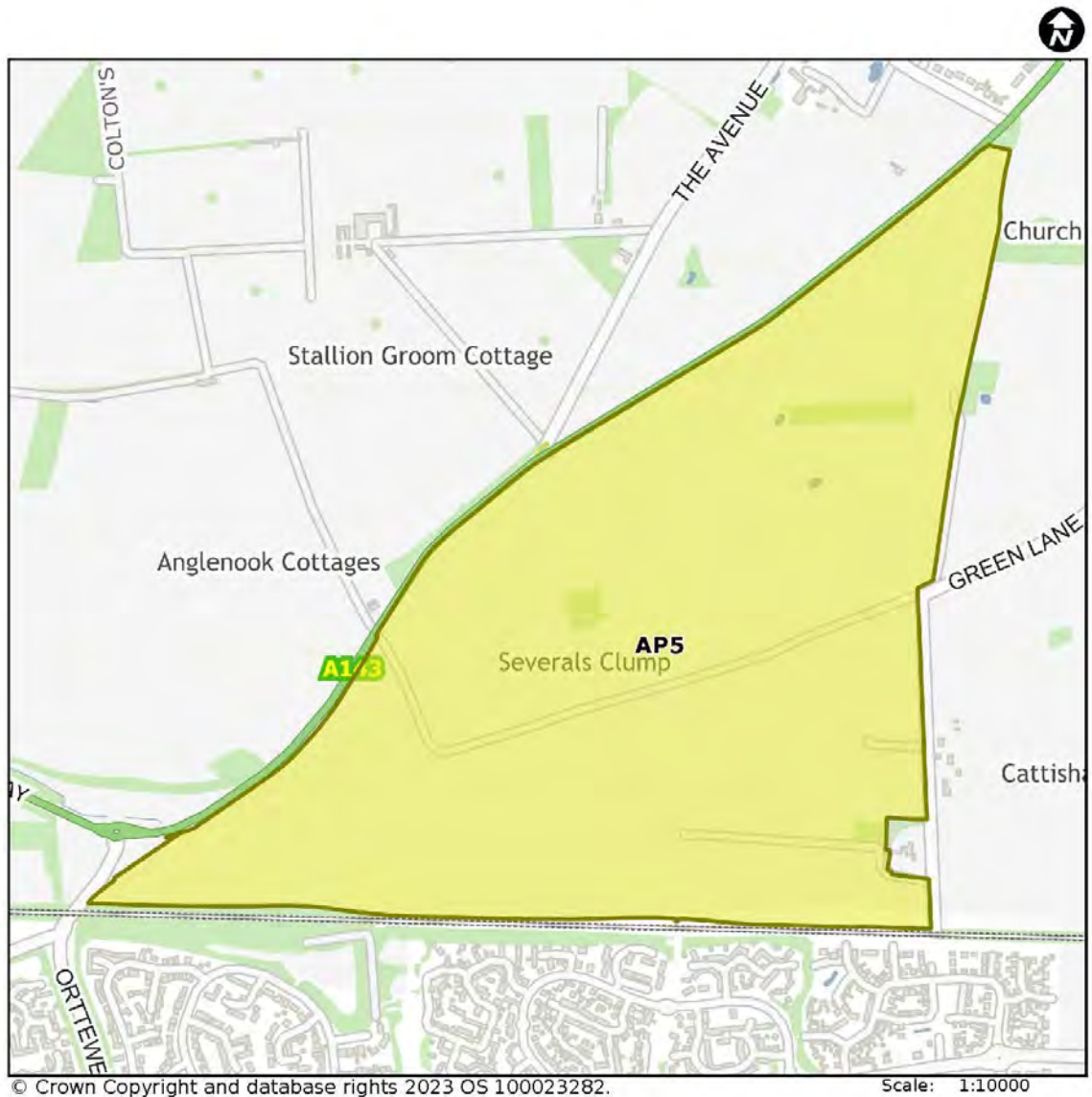
Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Policy AP5 North-east Bury St Edmunds

- 5.2.27. This site is situated approximately two kilometres north-east of Bury St Edmunds town centre, bounded to the north-west by the A143, and to the south by the Ipswich to Cambridge railway line. The land is under arable use comprising field parcels separated by hedgerows.
- 5.2.28. A concept statement (2013) and masterplan (2014) have been adopted for the site and a hybrid planning application DC/19/2456/HYB was granted on appeal in October 2022 for up to 1,375 homes, access, public open space, local centre, primary school and associated infrastructure.

Policy AP5 North-east Bury St Edmunds



A site of 89.5 hectares north-east of Bury St Edmunds, as shown on the policies map, is allocated for up to 1375 homes. The site should provide as a minimum the following:

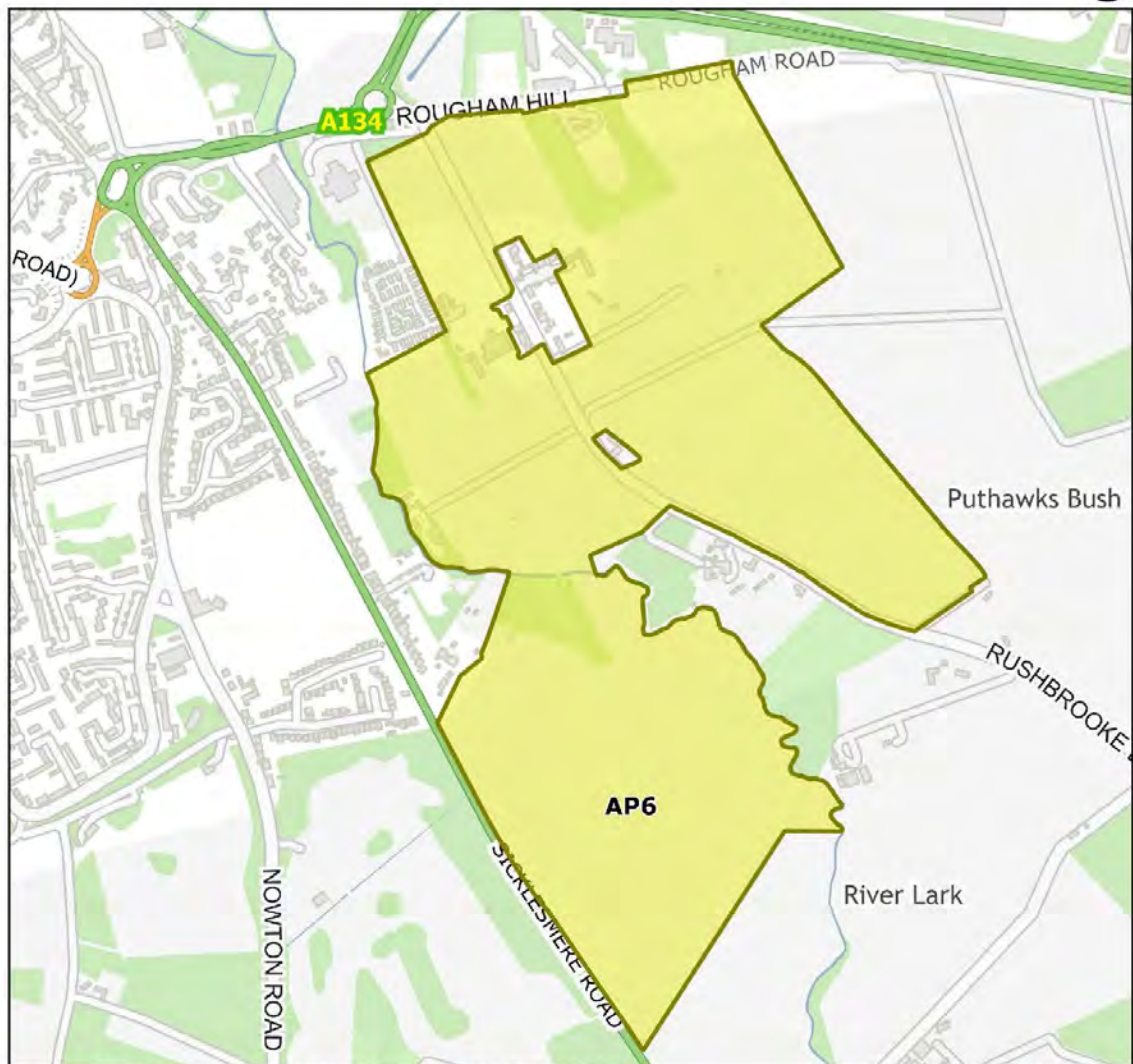
- a. At least two points of access onto the A143 and creation of new foot and cycleway links into the site.
- b. New cycle and pedestrian crossings of the A143, a cycle and pedestrian link through the existing railway underpass and a new footbridge at the Cattishall crossing.
- c. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside including but not limited to:
 - Link to Great Barton.
 - Link to Fornham Business Park.
 - Upgrading of Suffolk County Council Footpath 21.
 - Improved walking and cycling links to the town centre (including bus and rail stations).
 - Improvements to the Orttewell Road crossing.

- Upgrading of Suffolk County Council Bridleway 5 and Bridleway 6.
- d. Public open space and play equipment, allotments.
- e. Provide a buffer to Cattishall and Great Barton.
- f. Green and blue infrastructure across the site that will include strategic landscaping and sustainable drainages systems features.
- g. A new local centre of sufficient size to meet the needs of the development.
- h. Land sufficient to accommodate a primary school.
- i. Highway improvements within Bury St Edmunds to include, but not limited to:
 - Contribution towards junction improvements and/or the promotion of methods of sustainable transport.
 - Improvements to the A143 and Fordham Road junction.
 - Improvements between A14 J43 and Northgate roundabout.
 - Traffic calming on East Barton Road.
 - Improvements to A143 and A134 roundabout (south) approach.
- j. Improvements to public transport linking the site to the town centre and bus and rail stations.
- k. Delivery of a community building for use by future residents.
- l. Retain and enhance the existing woodland, hedgerows, trees including veteran trees and boundary features and provide appropriate buffers.
- m. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Any proposal should not prejudice the future delivery of an A143 Great Barton Bypass.

Policy AP6 South-east Bury St Edmunds

- 5.2.29. This site is located approximately 1.5 kilometres to the south-east of Bury St Edmunds town centre. The site is bounded to the north by Rougham Hill and will deliver a relief road between Sicklesmere Road and Rougham Hill roundabout.
- 5.2.30. A concept statement (2013) and masterplan (2015) have been adopted for the site and an outline planning application DC/15/2483/OUT was approved in March 2020 for up to 1250 homes, relief road, local centre, community hub, primary school and associated infrastructure.



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Scale: 1:10000

A site of 75 hectares south-east of Bury St Edmunds, as shown on the policies map, is allocated for up to 1250 homes. The site should provide as a minimum the following:

- a. A relief road between Rougham Hill roundabout and Sicklesmere Road and associated highways works including a River Lark crossing.
- b. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside, including a route into Nowton Park.
- c. A new local centre of sufficient size to meet the needs of the development and community facilities (in the form of a community building or centre or equivalent).
- d. Land sufficient to accommodate:
 - A primary school
 - Sports playing fields
 - allotments
 - open space and play equipment.

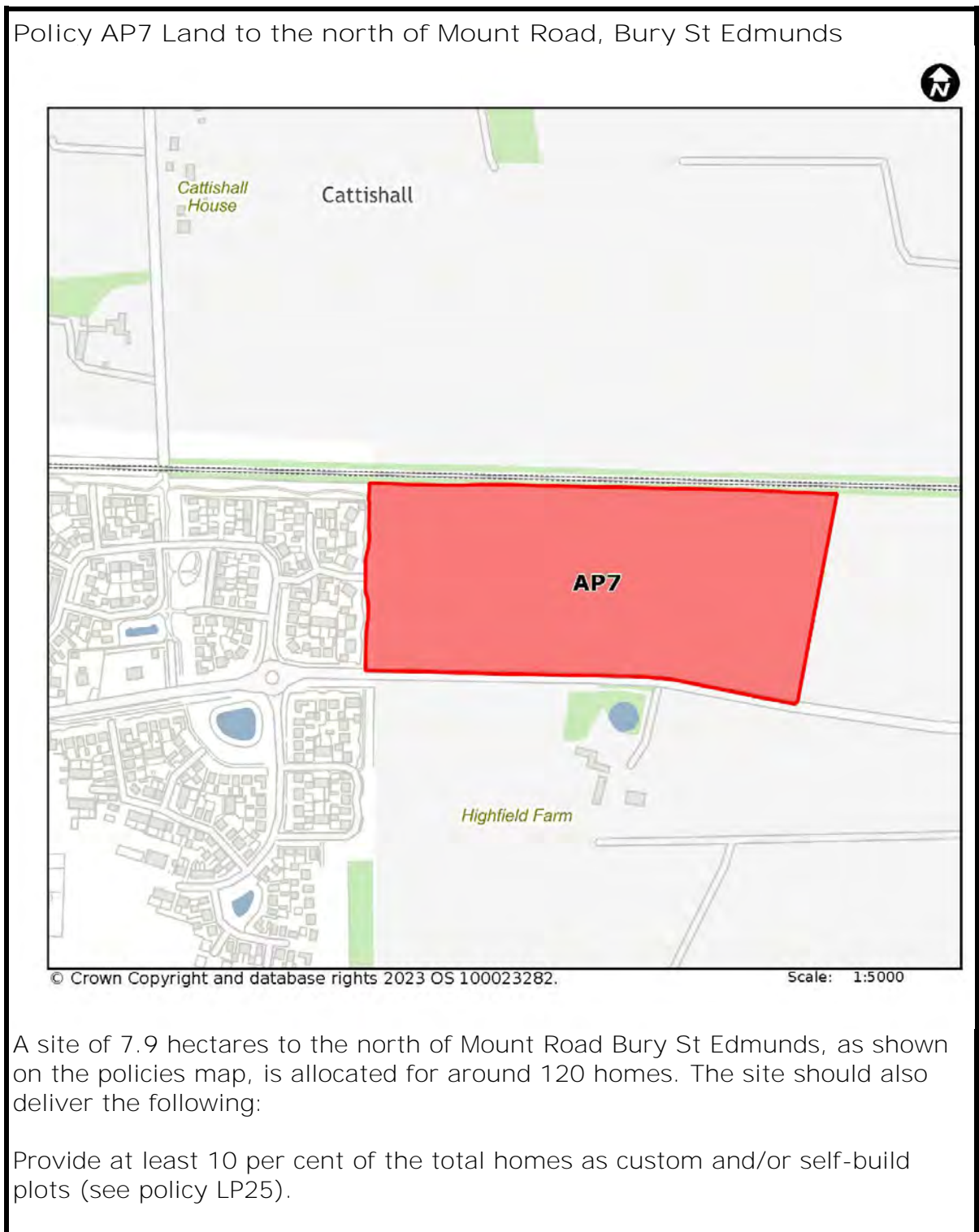
- e. Green and blue infrastructure that will include:
- Strategic landscaping which will include measures to minimise the visual impacts of the new development on the Horringer Farmland and Parks Locally Valued Landscape, to the south-east boundary.
 - Sustainable drainage systems features.
 - Retention of existing woodland, mature trees and hedgerows within the site.
 - Twenty-five metre dark corridor linking the River Lark to Nowton Park.
 - Thirty metre buffer to either side of the River Lark within the site.
- f. Design of the landscape planting and streets to minimise the impact of the existing retained power lines within the site.
- g. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.
- h. Any proposal should positively use the framework for new development provided by the existing natural environment and character of the area including the maintenance of significantly important open spaces that provide views towards the cathedral tower.

Proposals should also make a positive contribution to reducing the potential for flooding both in the area and downstream in the Lark Valley.

Non-strategic allocations

Policy AP7 Land to the north of Mount Road, Bury St Edmunds

- 5.2.31. The site is located to the south of the Ipswich to Bury St Edmunds railway line and north of Mount Road, with existing residential development lying immediately to the west.
- 5.2.32. The land comprises an arable field, bounded by hedgerows to the east and west.



A minimum 25 metre landscape buffer for residential and ecological amenity should be provided between the site and the railway to the north. Existing boundary hedgerows and trees should be retained and enhanced, and new hedgerows to the southern boundary. Fully accessible informal and formal open space and play space. Green and blue infrastructure that will include strategic landscaping including a buffer of at least 15 metres on the eastern boundary to further reduce the visual impact of the development from the countryside beyond and sustainable drainage systems features. Sustainable travel connections both within the site and to existing local destinations should be provided, including to Moreton Hall to the west and strategic allocation policy AP3 (Land north of Rougham Tower Avenue, Bury St Edmunds) to the south. Connections should also be provided to primary and secondary schools, the local centre to the south and nearby public rights of way and the countryside. This should include active travel infrastructure improvements to connect to and enhance surrounding local cycling walking infrastructure plan network.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable travel

A transport assessment and travel plan will be required as part of any planning application for development on the site.

Archaeology

Any planning application should be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. Geophysical survey in the first instance would inform on the scope and timing of intrusive trial trenched evaluation.

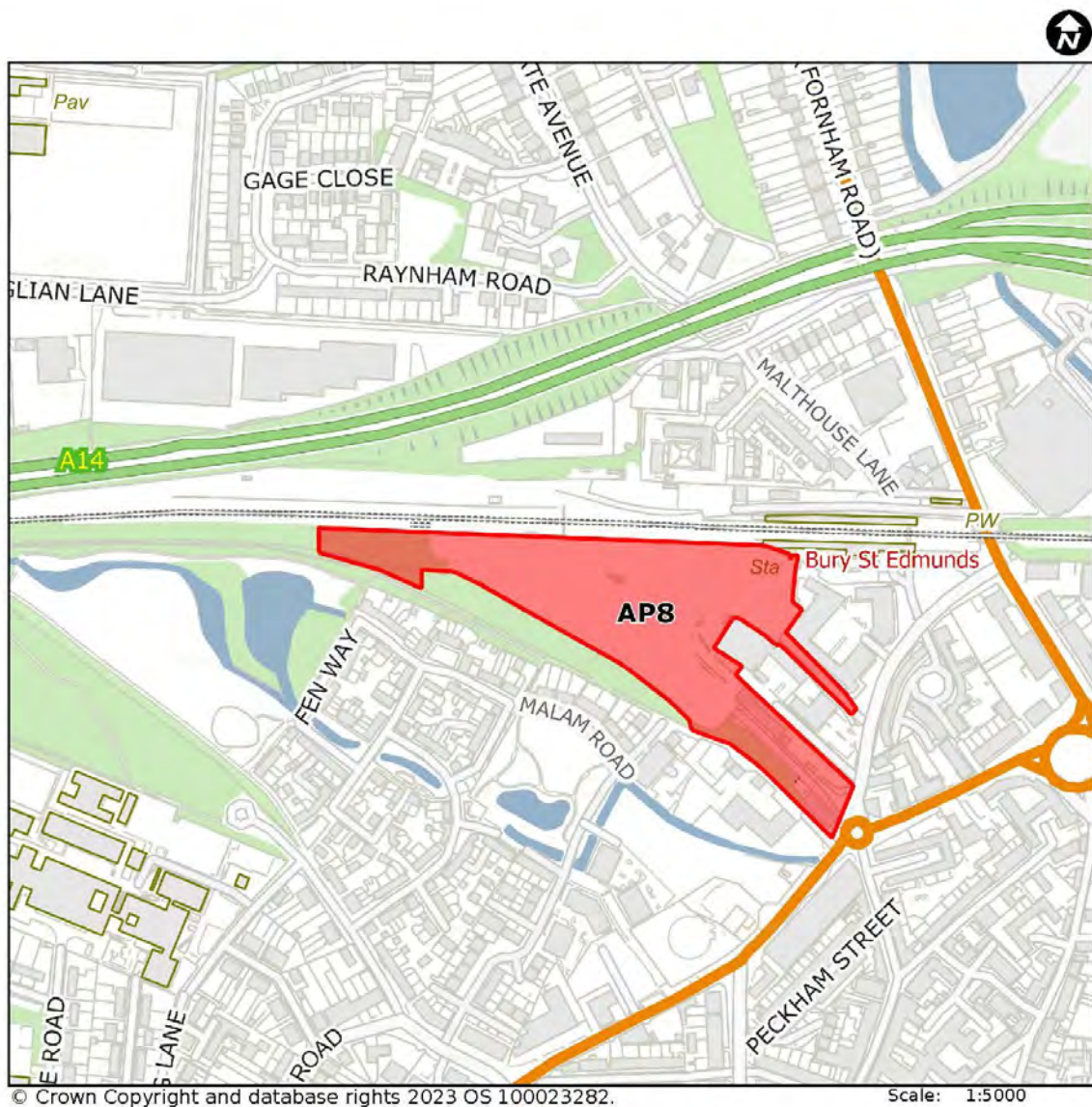
Minerals

This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself, should be assessed in consultation with Suffolk County Council as Minerals and Waste Authority, prior to any planning application being approved.

Policy AP8 Former railway sidings, Bury St Edmunds

- 5.2.33. The former railway sidings is an area of brownfield land bounded by Station Hill, land off Tayfen Road and the Ipswich-Cambridge railway line. The site is located within the Station Hill development area and has been allocated for mixed-use development in two former St Edmundsbury Local Plans, the most recent being the Vision 2031 Local Plan (2014). Phase one of the development, comprising 135 homes, has been delivered and bringing forward this allocation will complete the site.
- 5.2.34. The land was historically used as sidings for railway use that are no longer operational and more recently as an aggregate depot. The land is largely vacant. Development that would have limited the use of the rail sidings element of the whole site was not permitted until such time as a satisfactory alternative provision could be made, or it had been demonstrated that there was no demand for rail sidings. It has been confirmed that there is no longer any active use of the sidings element, with the previous operator re-located to an alternative location.
- 5.2.35. Before development can commence and a planning application is approved, a site masterplan will need to be prepared and adopted. The content of the masterplan will need to demonstrate opportunities to improve transport connections, provide high density residential led development, with some mixed-use potential, and public realm improvements, particularly to the Station Hill Road frontage. This may include landmark buildings to frame key vistas and important urban views and features. Any planning application should be in general accord with the masterplan.

Policy AP8 Former railway sidings, Bury St Edmunds



A site of 3.3 hectares at the former railway sidings in Bury St Edmunds, as shown on the policies map, is allocated for around 200 homes.

The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.

The additional following specific requirements should be met:

- a. A suitable buffer to the Cambridge to Ipswich railway line to the north to protect resident amenity and mitigate against any noise and vibration issues.
- b. Vehicular access and on-site parking provision to meet the satisfaction of the highways authority.

- c. Sustainable travel connections both within the site and to existing local destinations, including the railway station, neighbouring developments at Tayfen Road, phase one of the Station Hill development area and Bury St Edmunds Town Centre.
- d. Provide at least 10 per cent of the total homes as custom build (see policy LP25).
- e. Strategic landscaping, sustainable drainage systems features, open space and public realm improvements to meet **the site's requirements**.
- f. Protection of the setting of Bury St Edmunds Railway Station and Yard Signal Box (off-site and both grade II listed) and Burlington Mill (off-site undesignated heritage asset).
- g. Appropriate cycle and bin storage should be provided within each residential block.

All residential parking spaces should be provided with an operational electric vehicle charging point.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site. This should address the requirement to utilise connections to the nearby residential developments, including Tayfen Meadows and Station Hill, and demonstrate measures will be undertaken to expand the car club that has been established on the Tayfen Meadows site as well as introducing other new and innovative initiatives.

Flood risk

Any planning application submitted should be accompanied by a flood risk assessment which addresses flood risk from and to the proposals from surface water, including a surface water drainage strategy.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Any planning application must be accompanied by a full suite of ecological surveys.

Heritage

Any planning application must be supported by a heritage impact assessment of structures on and adjacent to the site, including the station buildings, signal control box and Burlington Mill, and should demonstrate the impacts of development on the significance of structures and proposals for managing those impacts.

Archaeology

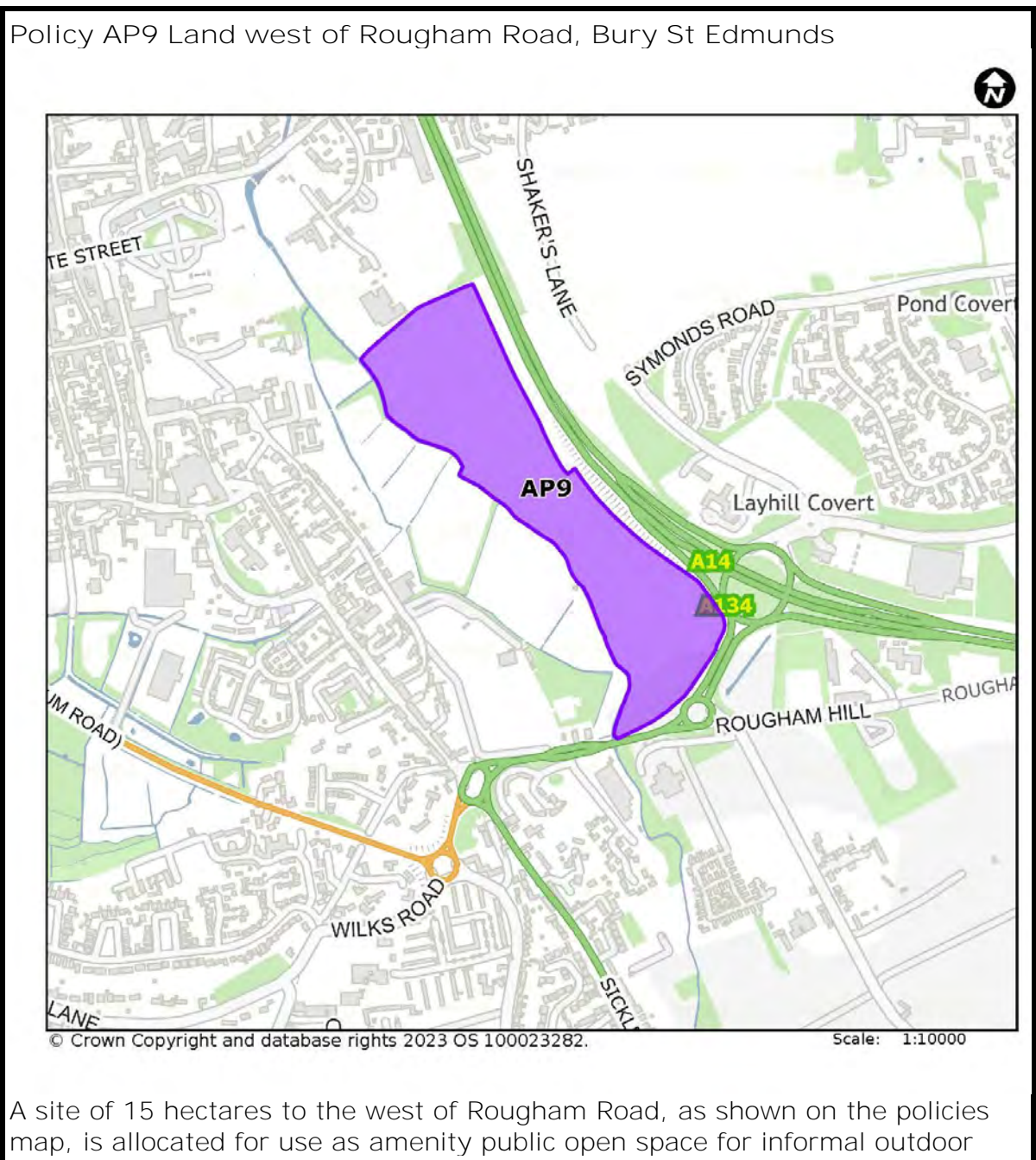
Any planning application should be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should

demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. Geophysical survey in the first instance would inform on the scope and timing of intrusive trial trenched evaluation.

Other strategic allocations

Policy AP9 Land west of Rougham Road, Bury St Edmunds

- 5.2.36. 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 safeguarded from inappropriate development in accordance with policy LP56.
- 5.2.37. It also forms part of the Lark Valley which is identified in the West Suffolk Green Infrastructure Study (2022) as an important corridor for both biodiversity and recreational access. The area has potential to cater for informal recreation and habitat improvement, securing its future as publicly accessible open space for the benefit of the town as a whole.



recreation.

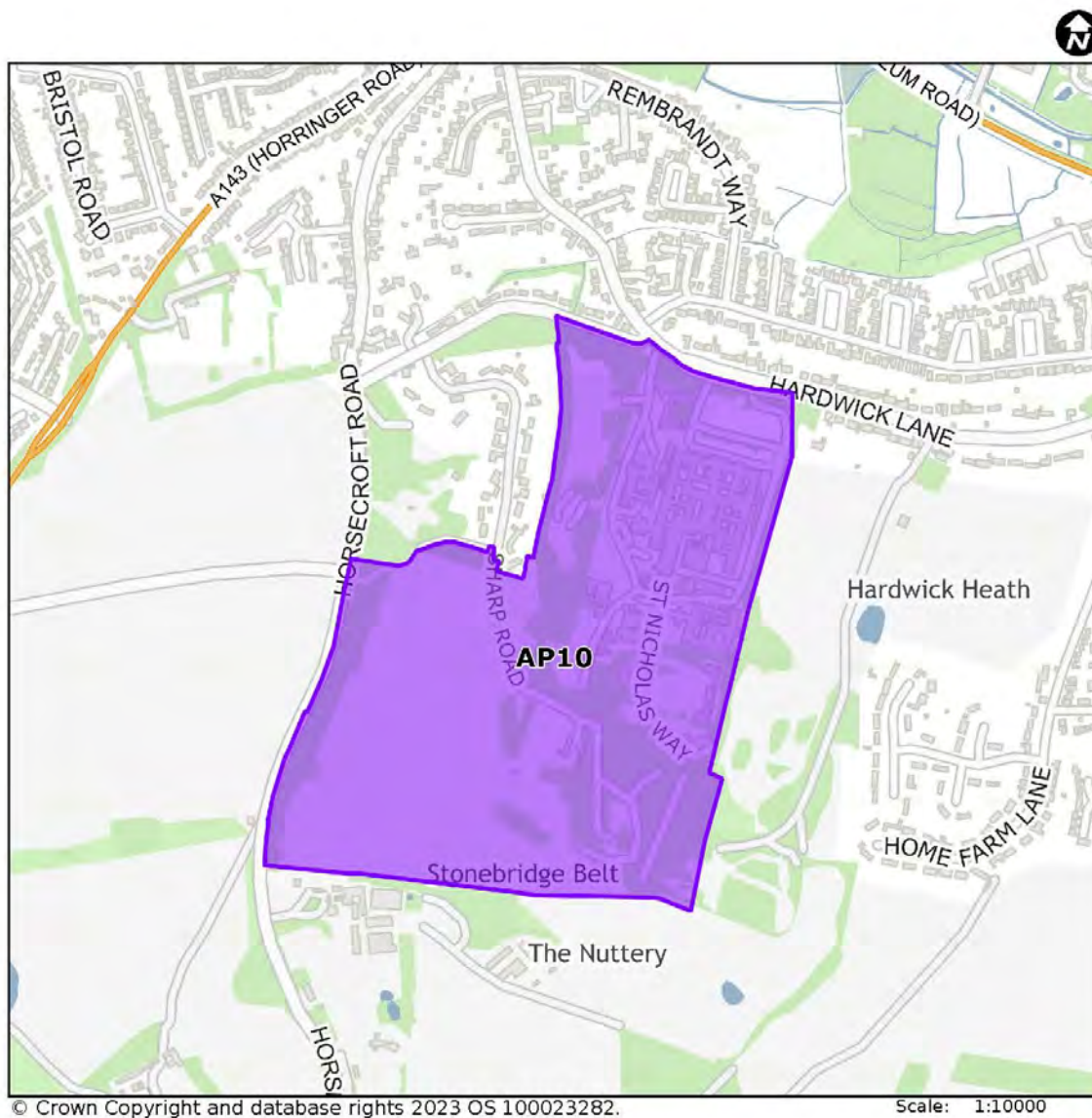
Any development on the land will be limited to that which is directly related to that use and must not have a detrimental impact on the setting of the Bury St Edmunds Town Centre Conservation Area in accordance with policy LP56.

Initiatives will be supported that promote:

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

Policy AP10 West Suffolk Hospital

- 5.2.38. West Suffolk Hospital provides accident and emergency and other health services for West Suffolk and beyond. The West Suffolk NHS Foundation Trust gained planning permission for a new district general hospital on land adjoining their current health campus in 2022.
- 5.2.39. The planning permission sets out the layout of the wider campus, how car parking and internal access roads will be changed and how the vehicular access on Hardwick Lane will be altered to accommodate the new facility. The new hospital is expected to be delivered by 2030. It is acknowledged that the West Suffolk NHS Foundation Trust may have other development proposals arise before and during the construction phase of the new hospital. Such proposals will need to have regard to the consented layout and the constraints on and around the site.
- 5.2.40. The current and future health campus is defined on the policies map. It contains areas of irreplaceable habitat and other important ecological and landscape features. These areas should not be subject to harm or lost through development or uncontrolled access by the general public and should be conserved for biodiversity. Future development should avoid impacts on important ecological and landscape features.
- 5.2.41. Any further major development proposals at the hospital site will require a masterplan to be prepared which will need to take account of the consented permission for the new hospital, increased demand for parking, traffic generation and any 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 must be mitigated.



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

- a. Efficient use of land is maximised.
- b. Adequate car parking is provided.
- c. Measures to promote sustainable modes of transport are incorporated into the development.
- d. Any development mitigates against any unacceptable impact on residential amenity and that of the surrounding area.
- e. Impact on the landscape is adequately mitigated and on-site landscape features including woodland, mature and veteran trees, parkland and grassland are retained, conserved and enhanced.
- f. The areas of irreplaceable habitat (as shown on the policies map) are safeguarded and are not negatively impacted on, either directly or indirectly.

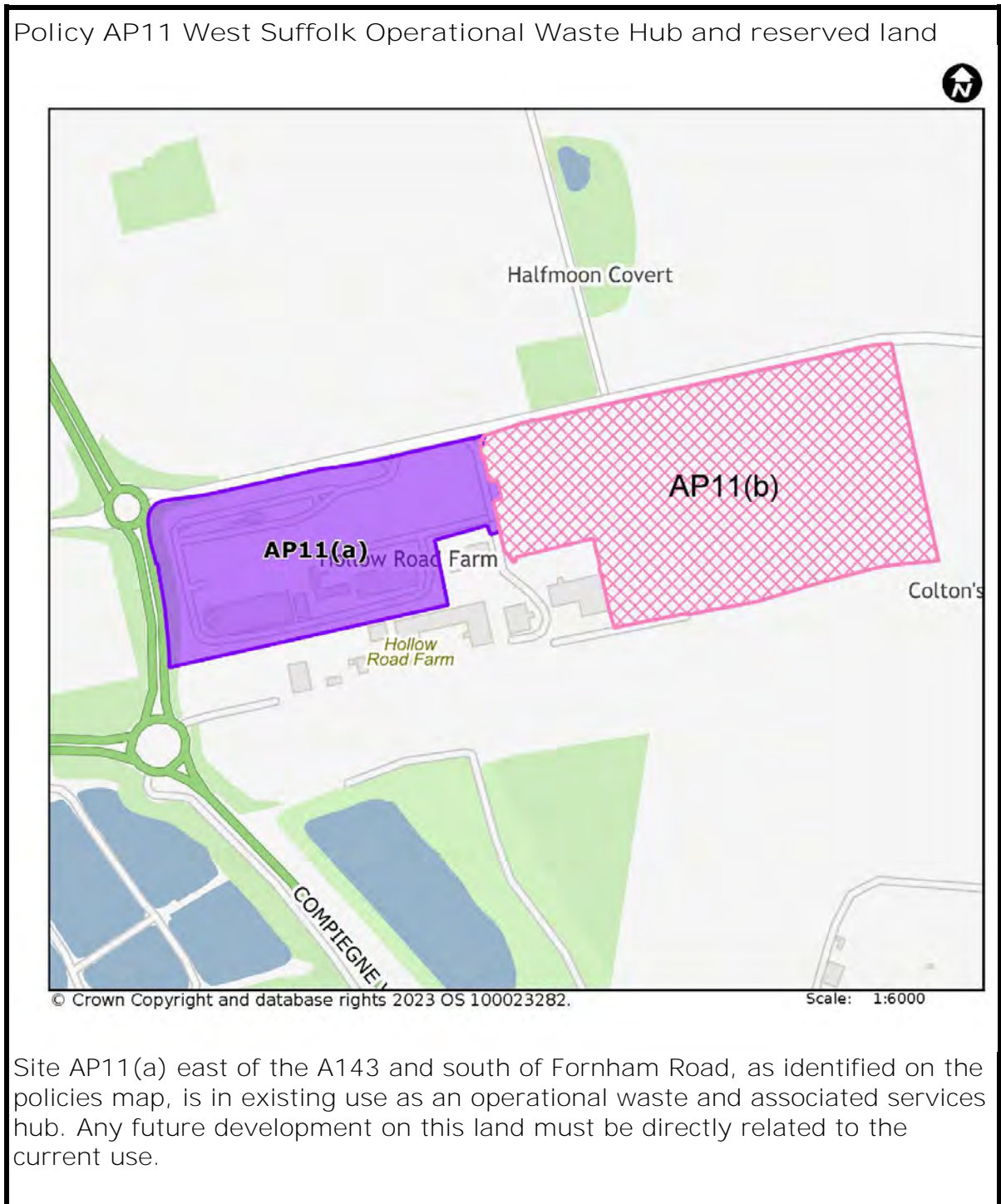
In addition, should major development be proposed above and beyond the new hospital planning permission (DC/22/0593/HYB), a site wide masterplan must be

prepared which will need to take account of on-site constraints, increased demand for parking, traffic generation, sustainable modes of transport and environmental impacts on the site.

The future management, design and development of the site should be sympathetic to sensitive environmental and heritage features and any potential adverse effects must be mitigated.

Policy AP11 West Suffolk operational Waste Hub and reserved land

- 5.2.42. A municipal waste hub is located to the north-east of Bury St Edmunds, east of the A134. The facility includes a waste transfer station, household recycling centre, fleet depot and other supporting facilities.
- 5.2.43. Any future changes to waste collection and disposal as a result of central government legislation could mean that the current site is insufficient to meet waste and recycling needs and so a site immediately to the east of the operational hub is reserved to meet any future waste and recycling needs.



Site AP11(b) to the east of the operational waste hub is identified on the policies map as land reserved to meet any future expansion of the operational hub.

Should the reserved land be required in the plan period, the amount of land required for development, location of uses, access arrangements and design and landscaping, will be determined through discussions with West Suffolk Council and/or Suffolk County Council.

Any application for development on this reserved land, which is wholly or mainly for the storage and/or processing of waste or associated activities, must be made to West Suffolk Council and Suffolk County Council as Minerals and Waste Authority.

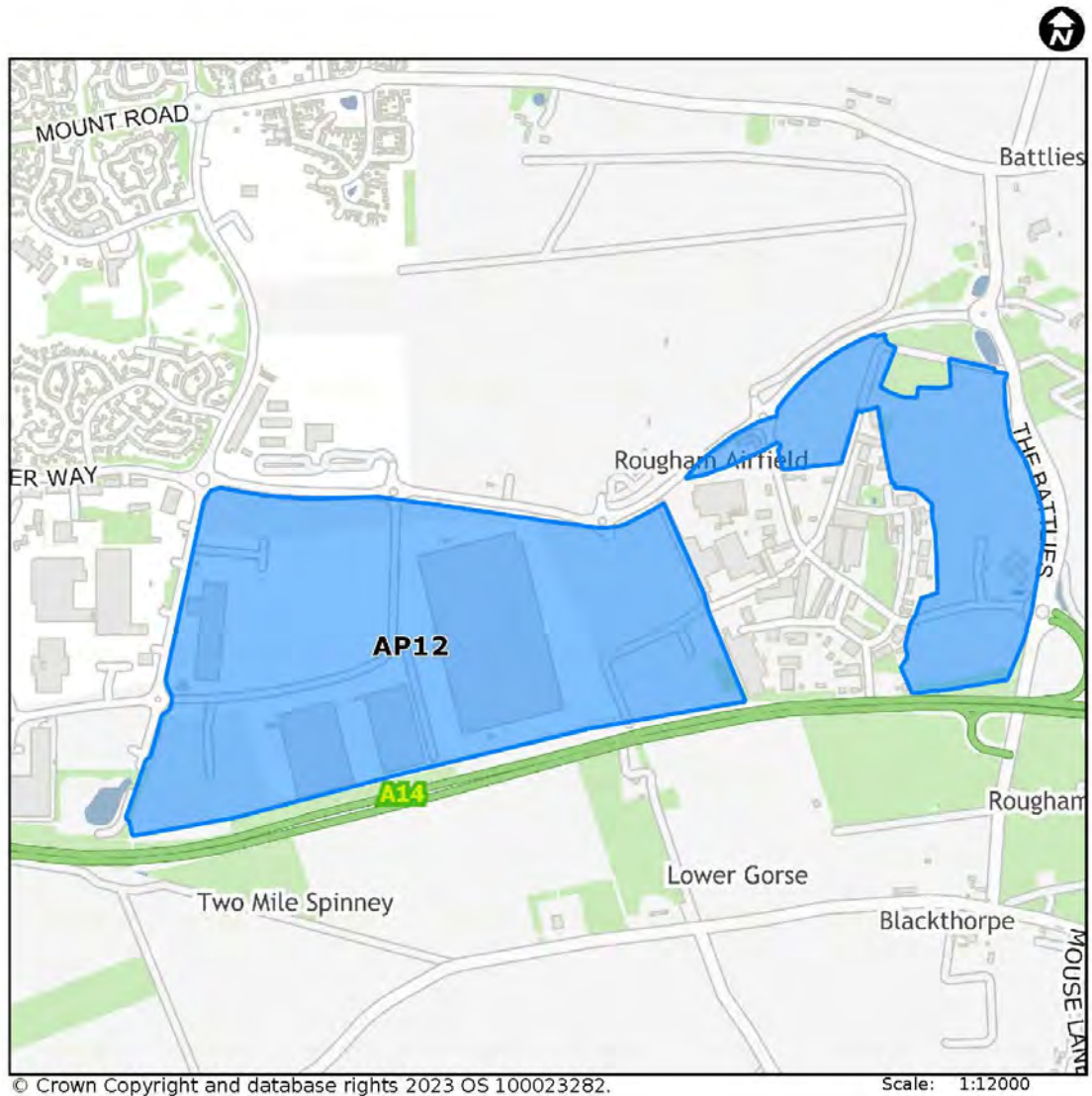
A transport assessment and travel plan will be required as part of any application for development on the site.

Employment allocation

Policy AP12 Suffolk Business Park extension

- 5.2.44. This is a large site of some 72 hectares situated to the east of Suffolk Business Park but excluding the Rougham Industrial Estate General Employment Area. It lies on the eastern edge of Bury St Edmunds. The site is allocated for employment use and carries forward an existing allocation in the adopted development plan for the district.
- 5.2.45. While a red line boundary defines the extent of the whole allocation, much of this has either been built out or development committed with planning permission. The site is re-allocated as there are remaining undeveloped parcels of some 10 hectares still to come forward and it will ensure the site is developed in accordance with the adopted masterplan (June 2010).
- 5.2.46. The Suffolk Business Park extension was first allocated to provide 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 use classes). The former allocation supported use classes B1 and B8. However, this did not preclude the potential for development of the remaining employment sites for general industrial businesses where appropriate (B2).
- 5.2.47. The take up of parcels for employment uses on the park has accelerated in the past few years, following the completion of Rougham Tower Avenue, linking Moreton Hall with the A14 trunk road. Some 90 per cent of the overall developed floorspace has been built out for warehousing and storage including large distribution centres meeting wider demand, including 'big sheds' ranging in size from 13,500 square metres to 80,800 square metres. In recognition of this and the identified needs in the employment land review to meet local **business needs, the council's policy supports** a diverse mix of uses across the site, including light industrial, research and development, offices, high technology and related activities and storage and distribution.
- 5.2.48. Strategic logistics, typically 9,000 square metres of floorspace or more, will not be supported on the remaining 10 hectares of the site, as the developed part of the allocation has been dominated by storage and distribution uses.
- 5.2.49. The design and development of employment sites should be sympathetic to sensitive environmental features and any potential adverse effects mitigated. In accordance with the masterplan, it should consider the types of uses, scale including height of buildings, layout, access to the site and landscaping. Any necessary water quality or water availability mitigation measures should be undertaken in advance of the development taking place.

Policy AP12 Suffolk Business Park extension, Bury St Edmunds



A site of some 72 hectares known as Suffolk Business Park extension, as shown on the policies map, is allocated for employment uses. As of 1 April 2023, about 10 hectares of land remained available for development for employment uses.

The employment uses, mix and scale of development should be in accordance with the adopted site masterplan (2010). Suitable uses include:

- Offices
- research and development
- light industrial
- units for new and small firms involved in high technology and related activities
- storage and distribution.

Strategic logistics provision more than 9,000 square metres floorspace per unit will not be supported on this site, as there is already a predominance of these uses. This is to ensure the remaining 10 hectares of the land available on this site meets the identified local employment needs as identified in the

employment land review and supports the creation of skilled jobs in high and mid tech industries.

In order to ensure the employment allocation meets the long-term employment needs over the plan period, proposals for non-employment uses will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.

Sustainable travel

Well-connected walking and cycling routes should be located throughout the employment site, forming a network of accessible and safe routes.

Green and blue infrastructure

Green and blue infrastructure within the site should include:

- Strategic landscaping including to reduce the impact of proposals from the surrounding countryside to the south and east, to form a landscape framework and setting for the new development, and to soften the impact of new development on adjacent users and the business park environment.
- A minimum 30 metre buffer along the A14 corridor.
- Sustainable drainage systems features.
- Existing hedgerows, trees and landscape features are to be retained and enhanced with appropriate buffers.

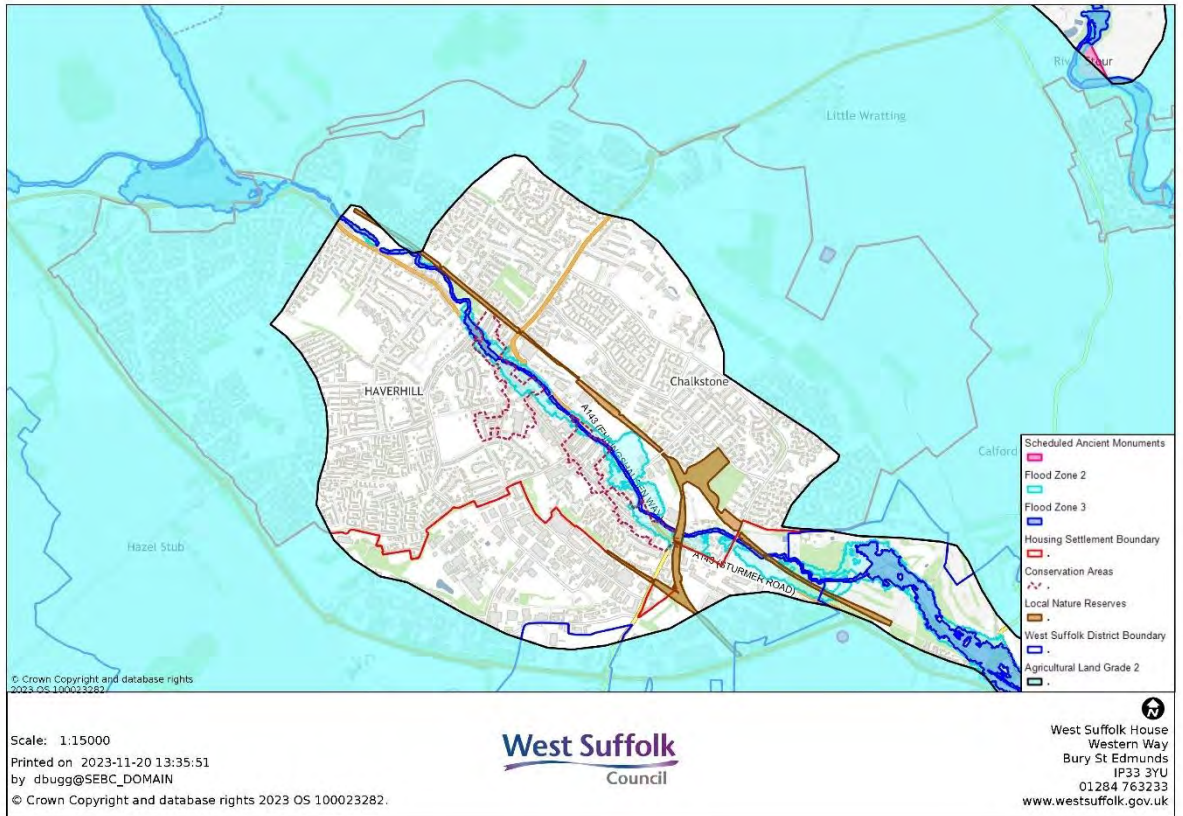
5.3. Haverhill

- 5.3.1. Haverhill is the second largest town in West Suffolk with a population of 26,801 (Census 2021, using settlement boundaries), located at the south-west edge of the district adjoining the county boundary of both Essex and Cambridgeshire some 29 kilometres south-west of Bury St Edmunds and 26 kilometres south-east of Cambridge.
- 5.3.2. Haverhill is a sustainable settlement with access to a wide range of services and facilities to serve the town and wider district, including employment uses, secondary schools, primary schools, sports, leisure and cultural facilities and a number of established employment areas mostly clustered around the south-east of the town. The market town hosts a twice weekly provisions market, four large food retailers, and a range of convenience and comparison shops represented by both national and independent retailers.
- 5.3.3. Proximity of Haverhill to the Cambridge sub-region, particularly Addenbrookes Hospital and its Biomedical Campuses, makes it an attractive commuter location.

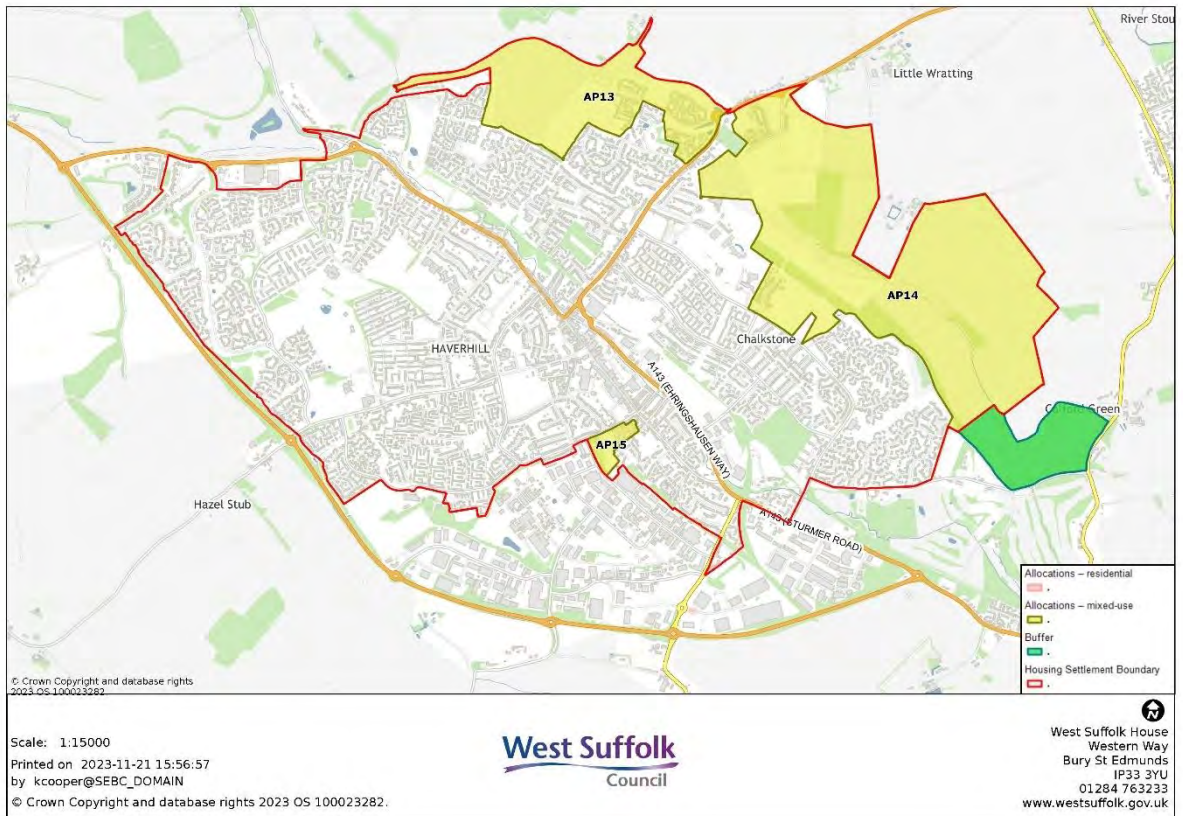
Allocations

- 5.3.4. The level of development proposed in Haverhill is influenced by the need to meet the overall housing requirement and the spatial strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been determined can be seen in the spatial strategy.
- 5.3.5. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.3.6. New and existing strategic and non-strategic employment sites, mixed-use sites, as well as existing established employment areas and town and local centres, primary shopping area have been identified for Haverhill. Further details can be seen in the economy section. Each site and allocation is shown on the policies map.
- 5.3.7. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Haverhill settlement constraints map



Haverhill allocations map



Strategic allocations

- 5.3.8. In this local plan, it is important that growth is distributed to the most sustainable places in accordance with the National Planning Policy Framework. This means that the majority of new growth is being directed to four of the **district's largest towns**.
- 5.3.9. A variety of factors have helped determine the most appropriate locations for **new strategic growth in Haverhill, including the town's infrastructure and** environmental capacity, available sites, the need to balance employment and housing needs, as well as levels of growth taking place in recent years.
- 5.3.10. In the former St Edmundsbury Local Plan, two strategic sites are already allocated around Haverhill which will deliver approximately 3,650 new homes. These sites are at varying stages in the planning process and development has commenced on both.
- 5.3.11. As a result of the level of growth planned for in Haverhill in the previous local plan, no additional locations for future strategic growth have been identified.
- 5.3.12. The two existing strategic allocations are reallocated in this plan to ensure that development is delivered in accordance with policy requirements.

Policy AP13 North-west Haverhill

- 5.3.13. The site is located to the north-west of Haverhill and accessed off the A143 and the new relief road, currently under construction. This site is situated approximately 1.2 kilometres from Haverhill town centre.
- 5.3.14. A concept statement (2007) and masterplan (2009 and 2011) have been adopted for the site and a hybrid planning application (SE/09/1283) was granted in March 2015.
- 5.3.15. A number of reserved matters applications have subsequently been submitted and approved on site, and various phases are being developed. Further evidence work has identified that the site will not achieve delivery of the 1150 homes previously anticipated in the Haverhill Vision 2031 Local Plan (2014), which has resulted in a reduced indicative capacity to 980 homes.

Policy AP13 North-west Haverhill



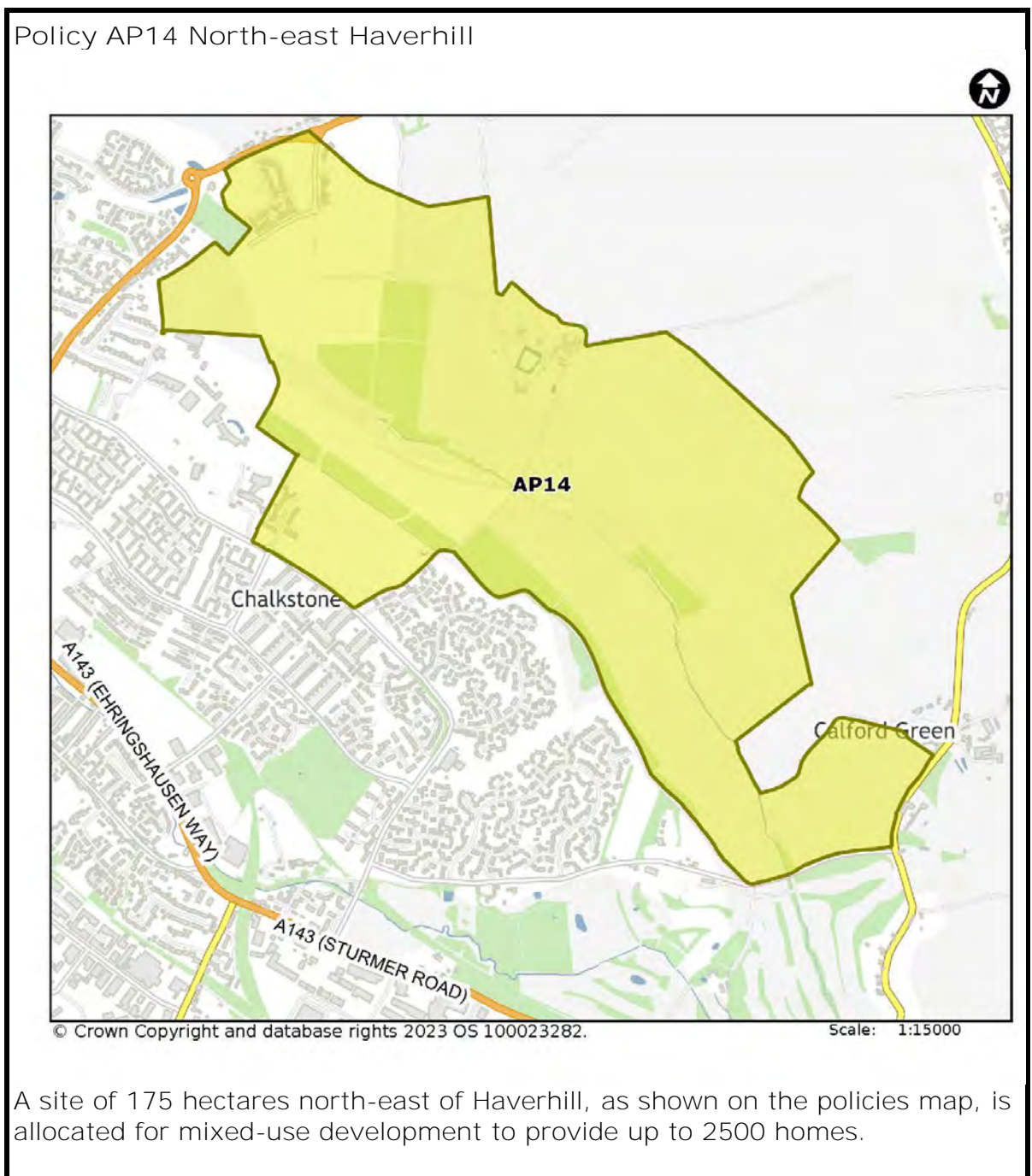
A site of 47.4 hectares north-west of Haverhill, as shown on the policies map, is allocated for mixed-use development to provide around 980 homes.

The site should provide as a minimum the following:

- a. A relief road and associated strategic landscape buffers between Haverhill Road (A143) and Hales Barn Road and associated highways works.
- b. 2.5 hectares of land for a primary school and community centre.
- c. A local centre to include retail and community uses.
- d. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside including but not limited to:
 - Cycle and footway route along northern edge of the site.
 - Cycle and pedestrian link to Hales Barn Road and further foot and cycle connection to existing route south of Billings Close.
 - Bus gate connection to Howe Road.
 - Improvements to footpath 45.
 - Improved walking and cycling links to Samuel Ward Academy and the town centre.
 - Byway open to all traffic crossing point and alternative crossing point to facilitate access to countryside to the north, reducing impacts to Ann Suckling Way County Wildlife Site.
- e. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside and provide buffers between the relief road and residential areas.
 - Green corridors across the site with retained and proposed habitats including mature hedgerows, trees, woodland, scrub and meadow areas.
 - Blue corridors and sustainable drainage systems features.
- f. Public open space, allotments and play equipment, with a minimum of three play spaces with a multi-use games area.
- g. Improvements to public transport including the provision of new bus stops and passenger travel boards.
- h. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Policy AP14 North-east Haverhill

- 5.3.16. The site is located to the north-east of Haverhill and accessed off the A143 and Chalkstone Way. This site is situated approximately 1.6 kilometres from Haverhill town centre.
- 5.3.17. A concept statement (2013) and masterplan (2015) have been adopted for the site, and an outline planning application (DC/15/2151/OUT) was granted in August 2018 for up to 2500 homes, two primary schools, two local centres, landscaping and associated infrastructure.
- 5.3.18. A number of reserved matters applications have subsequently been submitted and approved on site; various phases of the development are being brought forward.



The site should provide as a minimum the following:

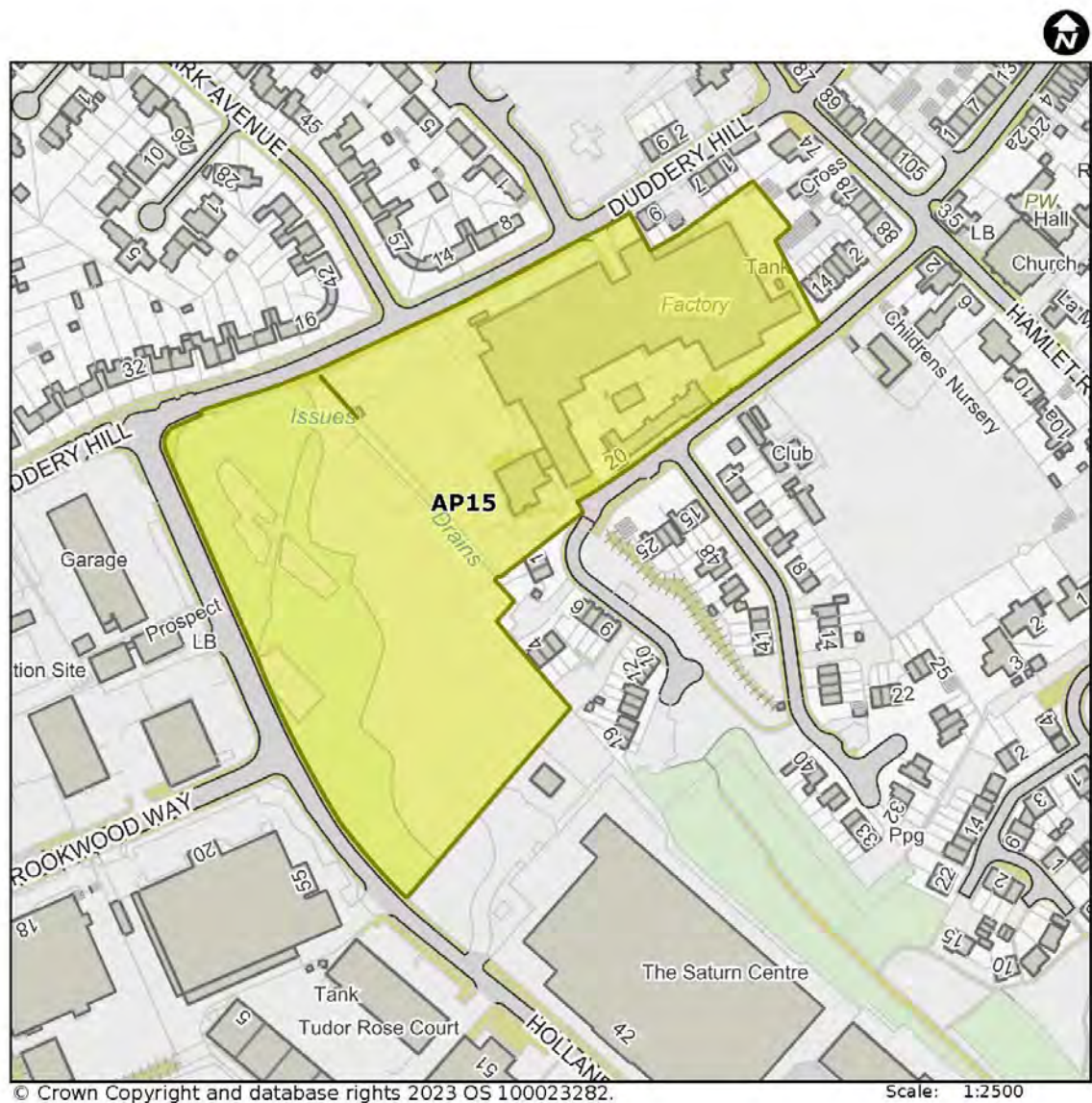
- a. At least two points of access into the site, one along the A143 and one along Chalkstone Way, with a primary road connection between the two accesses.
- b. New cycle and pedestrian connections along the A143 towards the town centre and a cycle and pedestrian link to Chalkstone Way.
- c. Land sufficient for two primary schools.
- d. Two new local centres of sufficient size to meet the needs of the development, including retail, community uses, offices and hospitality. Within the western local centre, 0.3 hectares of land should be reserved for health uses.
- e. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way (PROW) and the countryside including but not limited to:
 - Improvements to the existing PROW network within and adjacent to the site.
 - Upgraded PROW to Kedington.
 - Improved pedestrian and cycle links to the local schools and town centre.
- f. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside.
 - Green corridors across the site with retained and proposed habitats including mature hedgerows, trees, including veteran trees, woodland, scrub and meadow areas.
 - Blue corridors and sustainable drainage systems features.
 - Great Fields Plantation woodland enhanced and managed with community access.
- g. Public open space including at least four equipped play spaces with a multi-use games area, allotments and country park (which forms a buffer to Calford Green).
- h. Highway improvements within Haverhill to include but not limited to:
 - New roundabouts at the A143 and Chalkstone Way.
 - New signalised junction between Chalkstone Way and the A143.
- i. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level Appropriate Assessment will be required.

Non-strategic allocation

Policy AP15 Former Wisdom Toothbrush Factory, Colne Valley Road, Haverhill

- 5.3.19. The site lies within the settlement boundary and is located in the town. The former toothbrush factory was allocated for mixed-use development in the former Haverhill Vision 2031 Local Plan (2014), and has been extended in land area in this plan.
- 5.3.20. The site comprises two main areas: the north-eastern half which comprises existing
- 5.3.21. office and factory buildings as well as car parking and servicing areas; and the south-westerly half which was a former private allotment to serve the employment use but is currently characterised by overgrown and unmanaged trees and landscape.
- 5.3.22. The large factory building that lies in between Duddery Hill and Colne Valley Road is currently vacant. It was used for manufacturing, before operations ceased in 2009. The historic building within the site is currently in office use. This building would need to be retained on site as a heritage asset. The site forms part of the historic core of the town and will need to be sensitively integrated into the surrounding townscape, including maintaining views into the historic cores.
- 5.3.23. The site is allocated for mixed-use development to include residential development and employment uses. Before development can commence and a planning application is approved, a site masterplan will need to be prepared and adopted taking into account current and emerging national and local planning policies and local environmental and infrastructure constraints. Any planning application should be in general accordance with the masterplan.

Policy AP15 Former Wisdom Toothbrush Factory, Colne Valley Road, Haverhill



A site of 3.4 hectares at the former Wisdom Toothbrush Factory site, as shown on the policies map, is allocated for around 80 homes and 0.77 hectares of employment land.

The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.

The additional specific requirements should be met:

- a. Adequate access should be provided to the satisfaction of the highways authority.

- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way.
- c. Retention and conservation of the non-designated heritage asset on site.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping.
 - Sustainable drainage systems features.
 - Retained and new trees, treelines, and habitats with appropriate buffers.
- e. Any masterplan and subsequent planning application must assess and consider the impact of land contamination on the site.

Employment

The employment uses, mix and scale should be defined through the site masterplan. Suitable uses include:

- Offices
- research and development
- light industrial
- education and skills development to assist with providing employers access to a skilled workforce.

General industrial, storage and distribution and strategic logistics will not be supported at this location due to the potential detrimental impact on both the current neighbouring and proposed residential development.

Biodiversity

Any planning application must be accompanied by a full suite of ecological surveys.

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Heritage

Any masterplan and subsequent planning applications must be supported by a heritage impact assessment of non-designated heritage asset in the south-east of the site. This should demonstrate the impacts of development on the significance of structure and proposals for managing those impacts.

Archaeology

Any planning application should be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. Geophysical survey in the first instance would inform on the scope and timing of intrusive trial trenched evaluation.

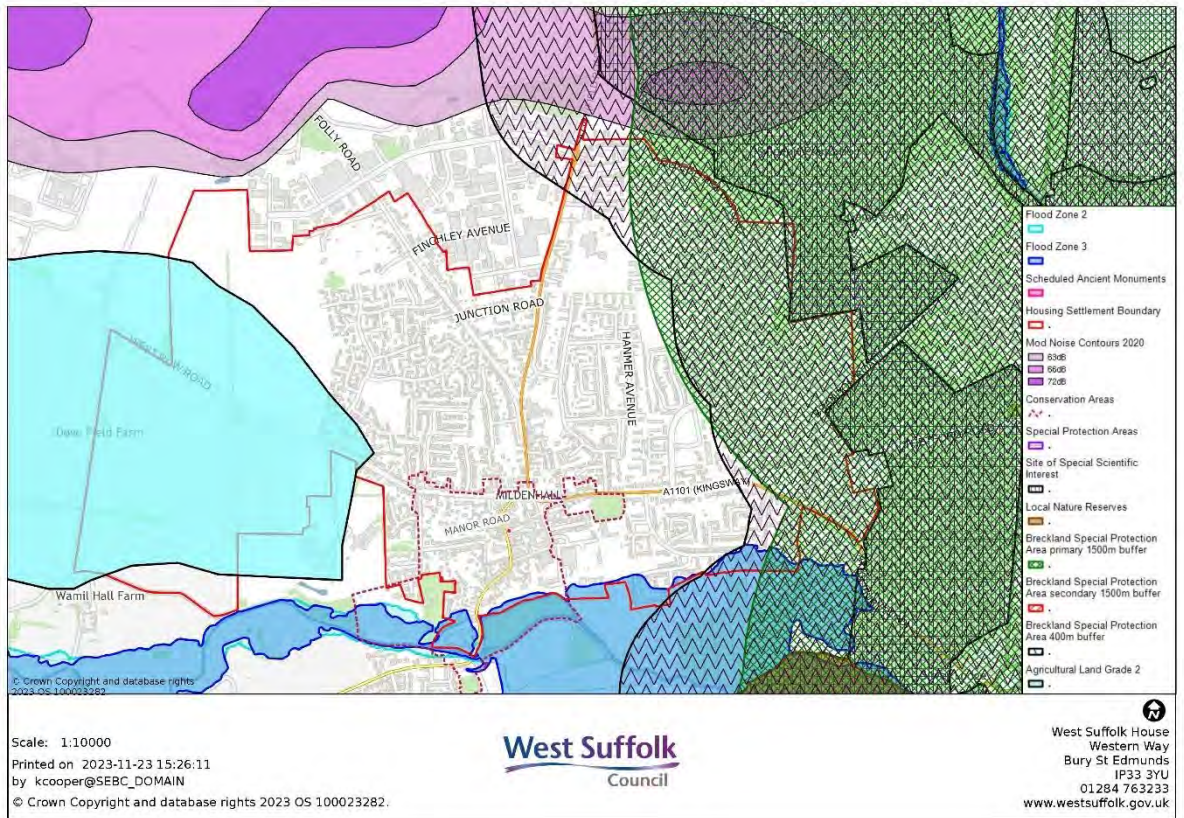
5.4. Mildenhall

- 5.4.1. Mildenhall is a market town with a population of approximately 8,520 (Census 2021, using settlement boundaries) close to the A11, 11 kilometres north-east of Newmarket, 14 kilometres south-west of Thetford and 19 kilometres north-west of Bury St Edmunds. There are a good range of services and amenities available including a fire station, a police station, a high school academy (age 11 to 18 years), primary schools, two GP surgeries, sport and leisure facilities. The town centre offers a range of shops and services including supermarkets, local convenience stores, comparison shops and services.
- 5.4.2. The United States Air Forces in Europe is located on the edge of West Mildenhall positioned between Mildenhall, Beck Row and West Row. Mildenhall Woods which is a component of Breckland Special Protection Area (SPA) is located immediately to the east of Mildenhall. Breckland SPA, which is designated because during the bird breeding season it supports populations of Stone Curlew, Woodlark and Nightjar which are of European importance, constrains further growth of Mildenhall to the east.

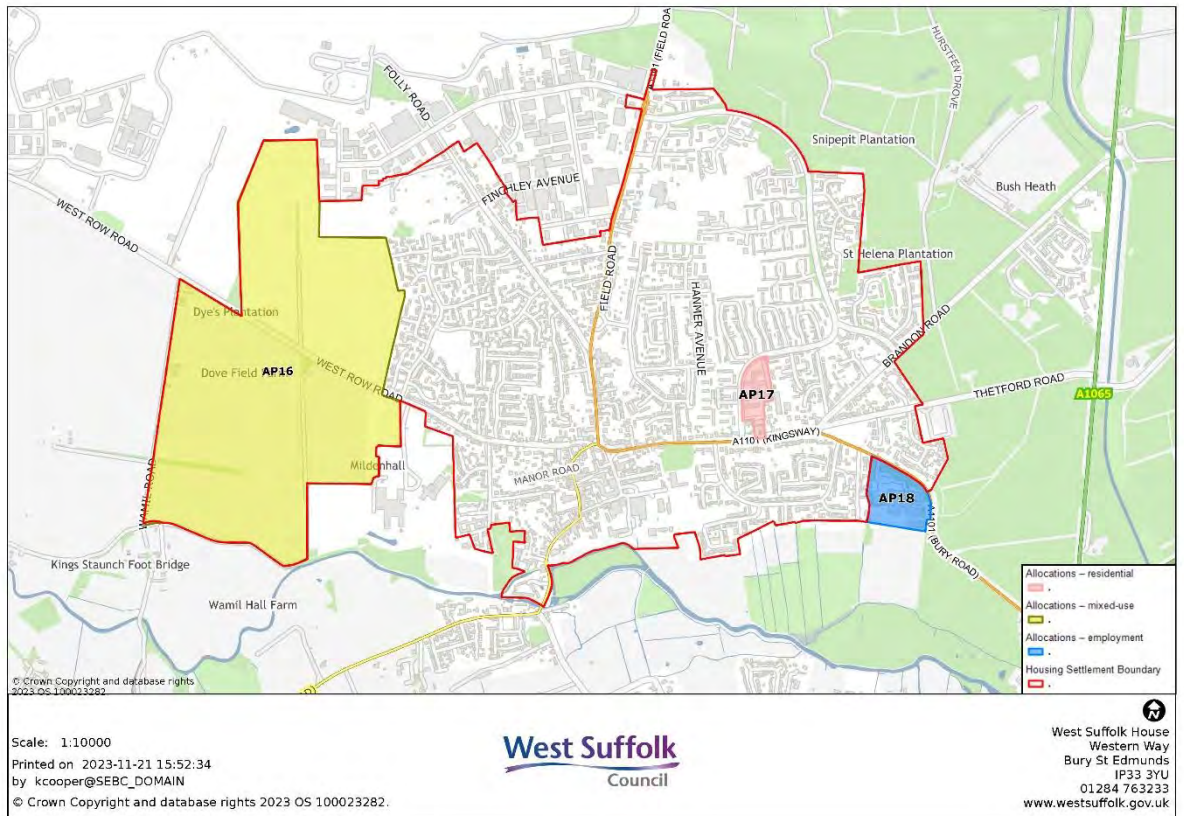
Allocations

- 5.4.3. The level of development proposed in Mildenhall is influenced by the need to meet the overall housing requirement and the spatial strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been determined can be seen in the spatial strategy.
- 5.4.4. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.4.5. New and existing strategic and non-strategic employment sites, mixed-use sites, as well as existing established employment areas and town and local centres, and primary shopping area have been identified for Mildenhall. Further details can be seen in the economy section. Each site and allocation is shown on the [policies map](#).
- 5.4.6. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Mildenhall settlement constraints map



Mildenhall allocations map



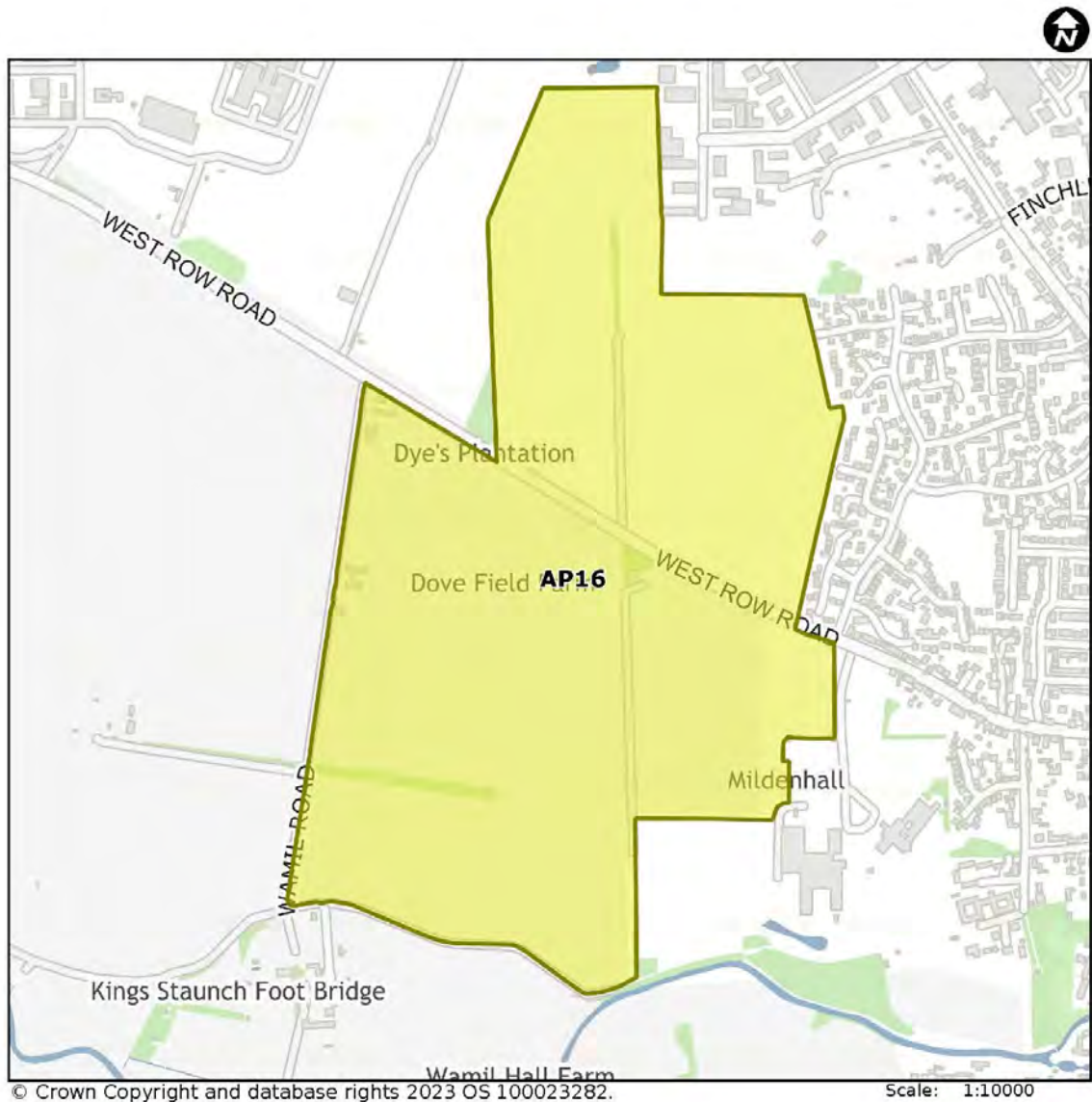
Strategic allocations

- 5.4.7. In the former Forest Heath Local Plan a strategic site at West Mildenhall is allocated which will deliver approximately 1,300 new homes and five hectares of employment land in the town.
- 5.4.8. In this local plan, it is important that growth is distributed to the most sustainable places in accordance with the National Planning Policy Framework. This means that the majority of new growth is being directed to four of the **district's largest towns**.
- 5.4.9. A variety of factors have helped determine the most appropriate locations for **new strategic growth across the district, including the town's infrastructure and** environmental capacity, available sites, the need to balance employment and housing needs, as well as levels of growth taking place and planned in recent years.
- 5.4.10. The site at west of Mildenhall has not yet gained planning permission and is reallocated to ensure that development is delivered in accordance with the policy requirements.

Policy AP16 Land west of Mildenhall

- 5.4.11. The site comprises a large expanse of (grades 2 and 3) agricultural land to the west of Mildenhall. The site is bounded to the north by the existing industrial estate serving the town, in the east by the existing urban edge of Mildenhall, to the south by the River Lark and Mildenhall Hub, and to the west by open countryside. The B1102 (West Row Road) runs east to west through the centre of the site.
- 5.4.12. The allocation in the former Forest Heath Site Allocations Local Plan (2019) incorporated land to the east which comprises the public sector hub which has since been constructed, containing multidisciplinary offices, a library, sports centre and Mildenhall College Academy and Sixth Form Centre. The site allocation and boundary of the site has been amended to reflect the construction of the hub.
- 5.4.13. A [masterplan](#) was adopted for the site in November 2022. The adopted masterplan sets out the framework for the amount of land available for development, phasing arrangements, location of uses, access arrangements, mix and design and matters including landscaping and ecology.

Policy AP16 Land west of Mildenhall



A site of 81 hectares north and south of West Row Road, known as land west of Mildenhall, as shown on the policies map, is allocated for up to 1,300 homes, a minimum of five hectares of employment land and minimum of 10 hectares of suitable alternative natural green space.

The additional specific requirements should be met:

- a. Provision for older person accommodation, including housing-with-care (including extra care) and/or a care home to be established through the preparation of the site masterplan.
- b. Provide at least 10 per cent of the total homes as custom and/or self-build plots (see policy LP25).
- c. Land sufficient to accommodate two early years facilities, one associated with the primary school and one within the local centre.
- d. Land sufficient to accommodate a primary school.
- e. A new local centre of sufficient size to meet the needs of the development.
- f. Community uses to include allotments.

- g. Fully accessible informal and formal open space and play space, which includes a neighbourhood equipped area for play, local equipped area for play and destination play space located within the suitable alternative natural greenspace.
- h. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside and provide buffers between areas of employment and residential use.
 - Sustainable drainage systems features.
 - Existing woodlands and hedgerows to be retained and enhanced through connection to the River Lark corridor and the wider landscape providing a framework of interconnecting green corridors for people and wildlife.
- i. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside including but not limited to:
 - Provide footway and cycle connections and improvements to the town centre, bus station and health facilities within Mildenhall.
 - Provide footway and cycle connections and improvements to Fiveways Roundabout and RAF Mildenhall.
 - Provide footway and cycle connections between the existing settlement edge and new development.
- j. Highway mitigation measures in and around Mildenhall will be required to mitigate the impact from the development. Such measures to be addressed through transport assessment.

Masterplan

Any planning application on the site will be required to be in accordance with the adopted masterplan. The adopted masterplan sets out the framework for the amount of land available for development, phasing arrangements, location of uses, access arrangements, mix and design and matters including landscaping and ecology.

Employment

The site will deliver a minimum five hectares of employment land.

There should be a range of employment uses, mix and scale. Suitable uses include:

- Offices
- research and development
- light industrial
- general industrial
- storage and distribution.

Strategic logistics provision will not be supported at this location due to the size of the site allocation not being suitable for large scale strategic logistic and potential for their detrimental impact on adjacent existing and proposed residential development.

In order to ensure the allocation brings forward employment land to meet identified employment needs over the plan period, proposals for non-

employment uses, will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

The provision of a responsive bus service shall be provided.

The development of the site shall include footpath and cycle connections to the town centre, River Lark Valley and Suffolk County Council Bridleway 1 and provide improvements along these routes.

Landscape and biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

The measures must include the provision of suitable alternative natural greenspace (SANG) of at least 10 hectares in size which is well connected via green corridors, and the enhancement and promotion of dog friendly facilities and access routes in the immediate vicinity of the development and/or other agreed measures. Information to inform an appropriate assessment will be required with any future planning application.

A substantial buffer (30 metres minimum) should be retained adjacent to the River Lark to maintain and enhance the connectivity of the river corridor for people and wildlife within the site and the wider landscape. This buffer could be the focus of the SANG.

Off-site provision is required to mitigate for impacts on farmland birds and arable flora.

Infrastructure

Existing water mains and sewers cross this site, and the site layout should be designed to take these into account. Suitable access must be safeguarded for the maintenance of water supply and foul drainage infrastructure. An appropriate buffer to the sewerage treatment plant should be provided to mitigate odour impacts.

Heritage and archaeology

Development must have regard to the setting of Wamil Hall, a grade II listed building south-west of the site and the conservation area to the east. In **addition, views to the St Mary's Church must be protected.**

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should

demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

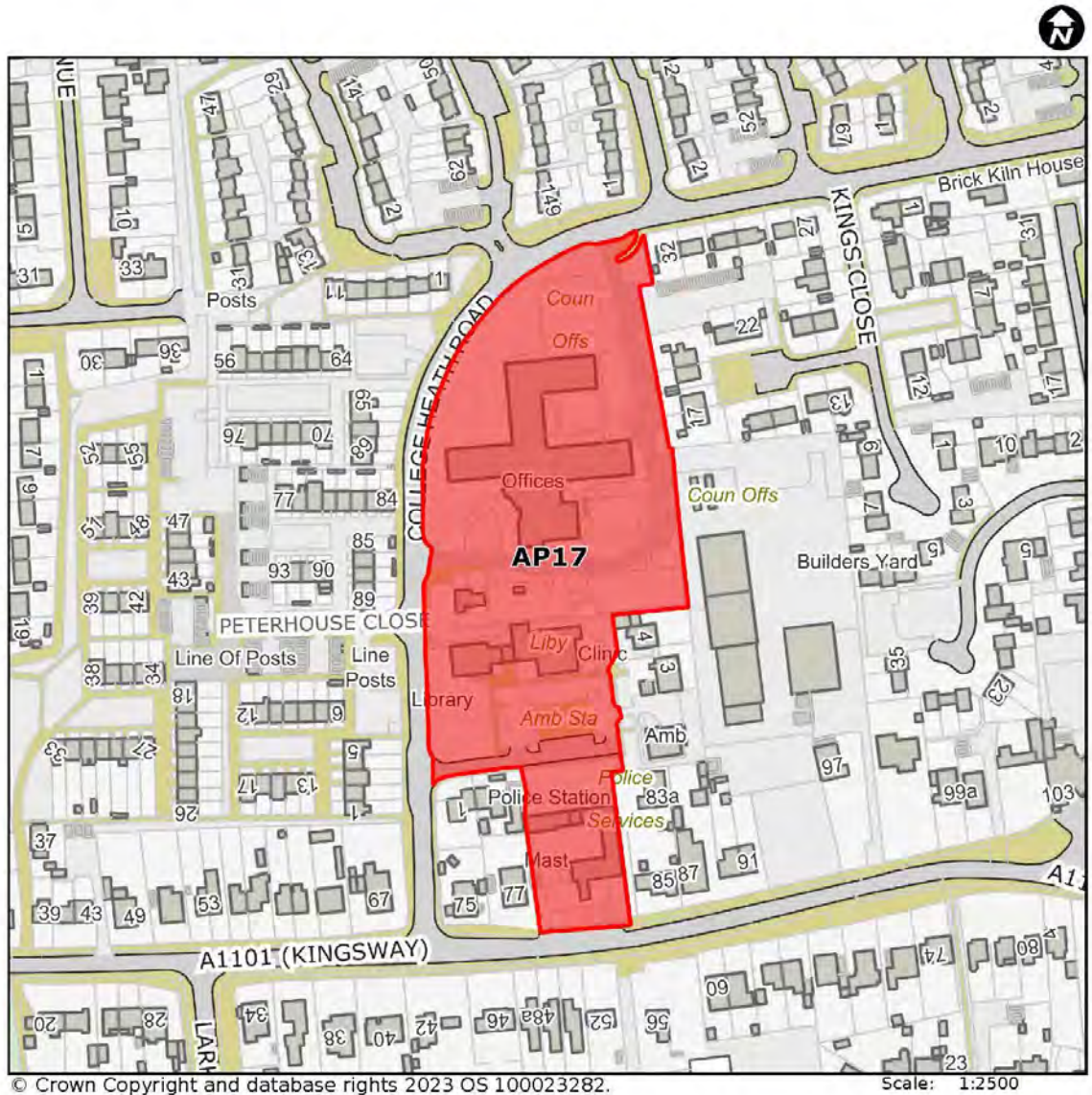
Non-strategic allocation

Policy AP17 Land at College Heath Road, Mildenhall

The site previously comprised the former council offices, health clinic and library on College Heath Road. The former police station is located to the south of the site along Kingsway. All of these public services have been relocated to Mildenhall Hub. The site is bounded by College Heath Road to the north and west, existing residential development to the east and Kingsway to the south.

The allocation in the former Forest Heath Site Allocations Local Plan (2019) had an indicative capacity of 89 homes. Further evidence work identified that existing trees around the site will impact on the developable area which has resulted in a reduced capacity.

Policy AP17 Land at College Heath Road, Mildenhall



A site of 2.14 hectares at land at College Heath Road, as shown on the policies map, is allocated for around 53 homes (part of the site (former police station) has planning permission for eight homes. These home numbers are included within the indicative capacity for the site as a whole).

The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way. This should include active travel infrastructure improvements to connect to and enhance surrounding local cycling walking infrastructure plan network.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping.
 - Sustainable drainage systems features.

- The existing trees on site should be retained and the veteran trees must not be adversely affected by any development and their setting should be enhanced.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable Travel

A transport assessment and travel plan will be required as part of any application for development on the site.

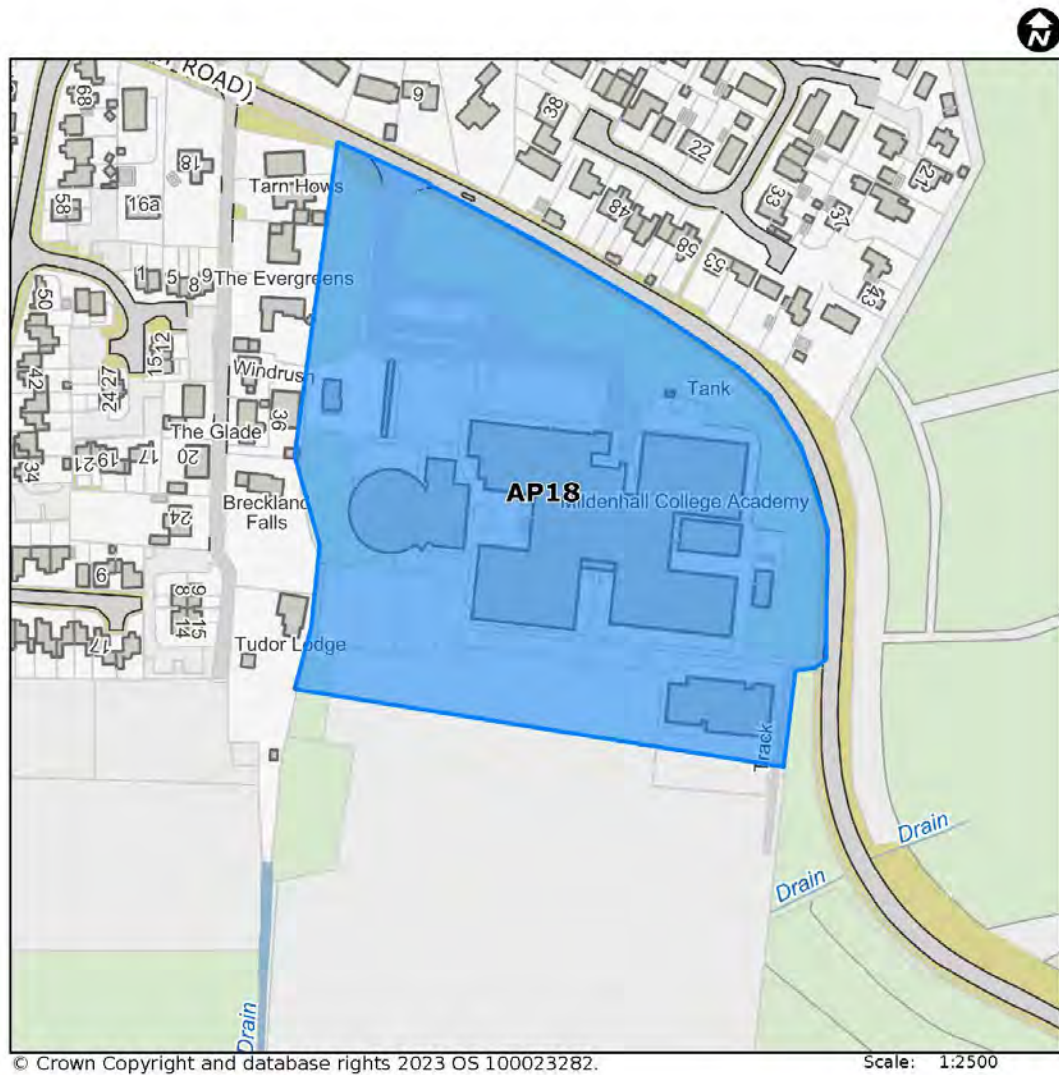
Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Employment allocation

Policy AP18 Mildenhall Academy and Dome Leisure Centre site, Mildenhall

- 5.4.14. The site was formerly used as Mildenhall Academy and the Dome Leisure Centre. It is located on the south-eastern periphery of Mildenhall with direct access onto the A1101, and within a few minutes drive of the A11. The site comprises the Dome Leisure Centre and built footprint of the former Mildenhall Academy buildings and excludes the playing fields to the rear of the site. The site is well landscaped with a buffer of trees to both the road and residential area to the west and it is allocated in this plan for employment use.
- 5.4.15. **The dome is a grade II listed building included on Historic England's National Heritage List and should remain in situ as part of any redevelopment scheme for the site.**
- 5.4.16. The part of the site relating to the Dome Leisure Centre and playing fields is **subject of an asset of community value (ACV). This recognises the land's** importance to the community and is subject to additional protection from development under the Localism Act 2011. If the asset comes up for sale on the open market, the community is given a fair chance to bid to buy it. In recognition of this status, this part of the site has been excluded from the overall employment allocation. Instead, a minimum of three hectares is available for employment purposes. This minimum area reflects the land available for employment excluding the land associated with the ACV. Should the ACV come forward, the council would support community uses on this land alongside the employment allocation.
- 5.4.17. The playing fields associated with the site are not suitable for development and therefore do not form part of the site allocation. They do form part of the asset of community value, therefore there may be opportunity for them to be acquired for community playing field use. As part of any development proposal for the site, access should be maintained to the open space and sports pitches to the south.
- 5.4.18. **Given the site's proximity to neighbouring residential uses, the site is** considered suitable for uses which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.



A site of four hectares at the former Mildenhall Academy and Dome Leisure Centre, as shown on the policies map, is allocated to deliver a minimum of three hectares of employment land.

The site is suitable for the following uses:

- Offices
- research and development
- light industrial
- education and skills development to assist with providing employers access to a skilled workforce.

Community uses are considered suitable within the Mildenhall Dome Leisure Centre. Should the community not acquire the site through the asset of community value in the future, the land associated with the built development of the Dome Leisure Centre will revert back to being suitable for employment uses.

General industrial, storage and distribution and strategic logistics provision will not be supported at this location.

Sustainable travel

Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way.

A transport assessment and travel plan will be required as part of any application for development on the site.

Heritage

The dome is a listed building included **on Historic England's National Heritage List** and should remain in situ as part of any redevelopment scheme for the site. Any proposals which affect the exterior or interior of the building shall require listed building consent. Any new development within its vicinity should also have regard to its setting.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Green and blue infrastructure

Green and blue infrastructure within the site should include:

- Strategic landscaping including to reduce the impact of proposals from the surrounding countryside, to form a landscape framework and setting for the new development, and to soften the impact of new development on adjacent users.
- Sustainable drainage systems features.
- The existing woodland and trees are to be retained and enhanced with appropriate buffers.

Redevelopment of site would need to have regard to the site's location

adjacent to Breckland Special Protection Area which may limit the type of use that would be acceptable. A project level habitats regulations assessment will be required.

Access should be maintained to the open space and sports pitches to the south of the site.

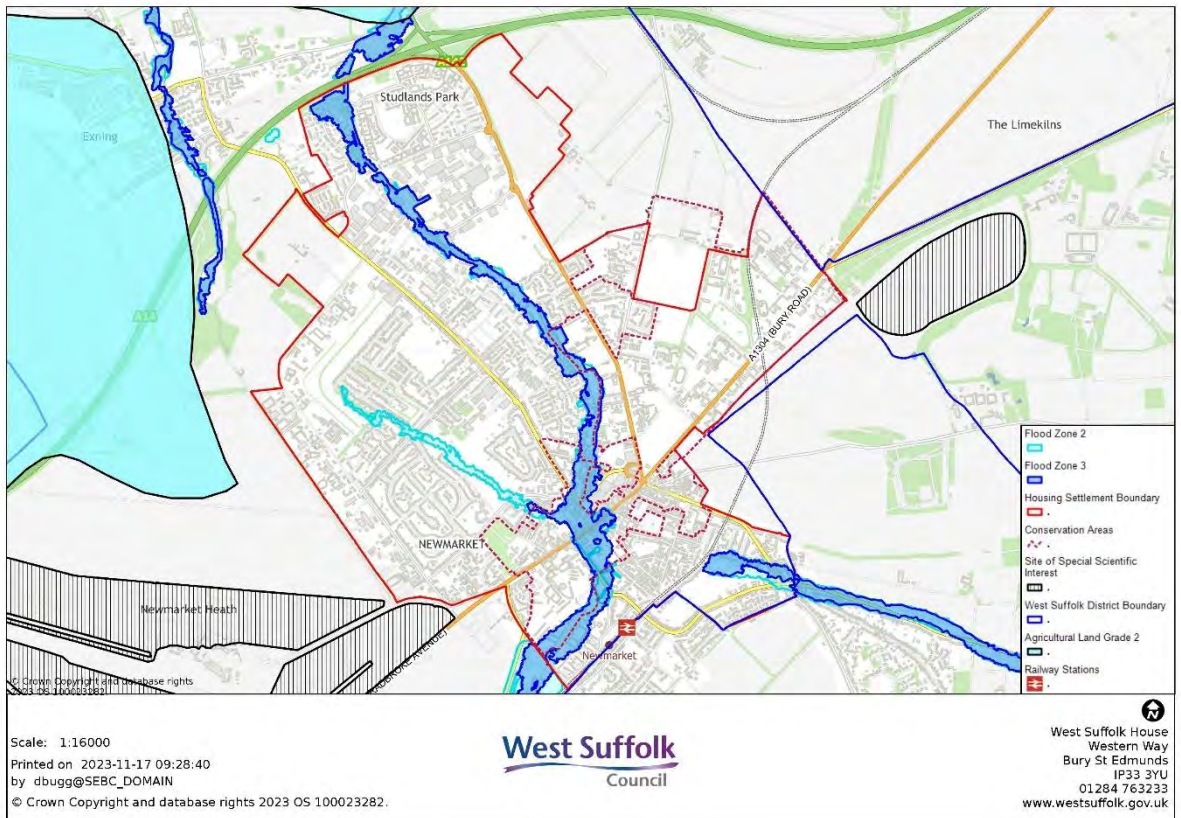
5.5. Newmarket

- 5.5.1. Newmarket has a population of approximately 16,677 (Census 2021, using settlement boundaries) and is located south of the A14, some 18 kilometres west of Bury St Edmunds and 16 kilometres east of Cambridge. Newmarket is a market town hosting a twice weekly provisions market, with a range of convenience and comparison shops represented by both national and independent retailers. The town centre has a good range of services with a number of GP surgeries, sport, leisure and cultural facilities, police, ambulance and fire stations, and a hospital with outpatient services. The town is served with primary schools and a secondary school, as well as a number of established employment areas.
- 5.5.2. Newmarket is a centre for the British Horse Racing Industry which has an important economic and cultural role in the town. The industry is an important economic and cultural asset that will be protected and enhanced. Development in Newmarket is therefore balanced to meet the sensitive needs of the industry with the need to deliver homes and employment
- 5.5.3. Land to the east and south-west of the settlement is within the Newmarket Heath Site of Special Scientific Interest. Coalescence with the settlement of Exning to the north-west should be avoided.
- 5.5.4. Newmarket Neighbourhood Development **Plan was 'made' (adopted) in** February 2020 and is a statutory development plan document for West Suffolk Council. This means that the plan is a material consideration for planning application purposes.

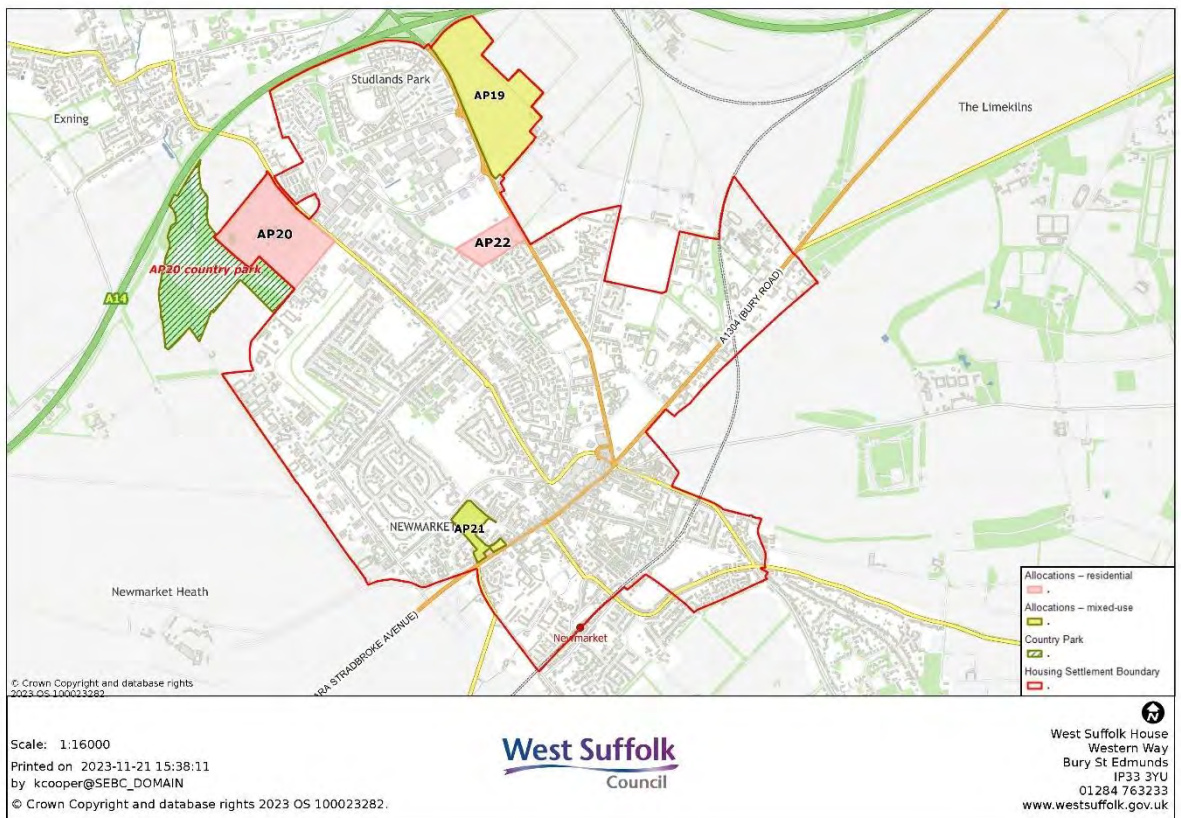
Allocations

- 5.5.5. The level of development proposed in Newmarket is influenced by the need to meet the overall housing requirement and the spatial strategy. The distribution of development across the district takes into account existing environmental and physical constraints, and the overall capacity for growth in the settlement. Further information on how housing numbers have been determined can be seen in the spatial strategy.
- 5.5.6. Further information on alternative site options considered but not taken forward can be seen in the omission sites document.
- 5.5.7. Existing strategic and non-strategic employment sites, mixed-use sites, as well as existing established employment areas and town and local centres have been identified for Newmarket. Further details can be seen in the economy section. Each site and allocation is shown on the policies map.
- 5.5.8. Information on infrastructure can be seen in the infrastructure delivery plan (2023) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Newmarket settlement constraints map



Newmarket allocations map



Strategic allocations

- 5.5.9. In this local plan, it is important that growth is distributed to the most sustainable places in accordance with the National Planning Policy Framework. This means that the majority of new growth is being directed to four of the **district's largest towns**.
- 5.5.10. A variety of factors have helped determine the most appropriate locations for **new strategic growth across the district, including the town's infrastructure and** environmental capacity, available sites, the need to balance employment and housing needs, as well as levels of growth taking place in recent years.
- 5.5.11. In the former Forest Heath Site Allocation Local Plan (2019) one strategic site is allocated in Newmarket which will deliver 400 new homes, five hectares of employment and a primary school. The residential component of this site and the school have outline planning permission, but development has not yet commenced.
- 5.5.12. Taking into account all of the above, one new location for future strategic growth has been identified in Newmarket at Pinewood Stud. This site will contribute to meeting future housing needs in the district to 2040.
- 5.5.13. In addition, the existing strategic allocation Hatchfield Farm, which has planning approval, is reallocated in this plan to ensure that development is delivered in accordance with policy requirements.

Policy AP19 Hatchfield Farm, Fordham Road, Newmarket

- 5.5.14. The site is located to the north-east of Newmarket and is accessed off Fordham Road. This site is situated approximately 1.8 kilometres from Newmarket Town Centre.
- 5.5.15. A masterplan for the site was adopted in 2019, which included both the residential and employment proposals and the primary school. Outline planning permission (DC/13/0408/OUT) was granted in 2019 by the Secretary of State for up to 400 homes, open space, two accesses and associated infrastructure. A subsequent reserved matters application (DC/22/0420/RM) was approved in 2022 in relation to the spine road and accesses.



- b. At least two points of access onto the A142 and creation of new foot and cycleway links into the site.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include strategic landscaping and sustainable drainage systems.
- e. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside.
- f. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.
- g. Highway improvements within Newmarket – to include (but not limited to):
 - Provision of new and enhanced crossing for the signalisation of the A14 and A142 junction, or other agreed measure.
 - The signalisation of the Rayes Lane and the Fordham Road and Snailwell Road Junction horse crossing.

Employment

There should be a range of employment uses, and the mix and scale. Suitable uses include:

- Offices
- research and development
- light industrial
- general industrial
- storage and distribution
- uses related to the equine life science and the horse racing industry.

Strategic logistics provision will not be supported at this location due to the size of the site allocation not being suitable for large scale strategic logistic and potential for their detrimental impact on adjacent existing and proposed residential development.

In order to ensure the allocation brings forward five hectares of employment land to meet identified employment needs over the plan period, proposals for non-employment uses, will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.

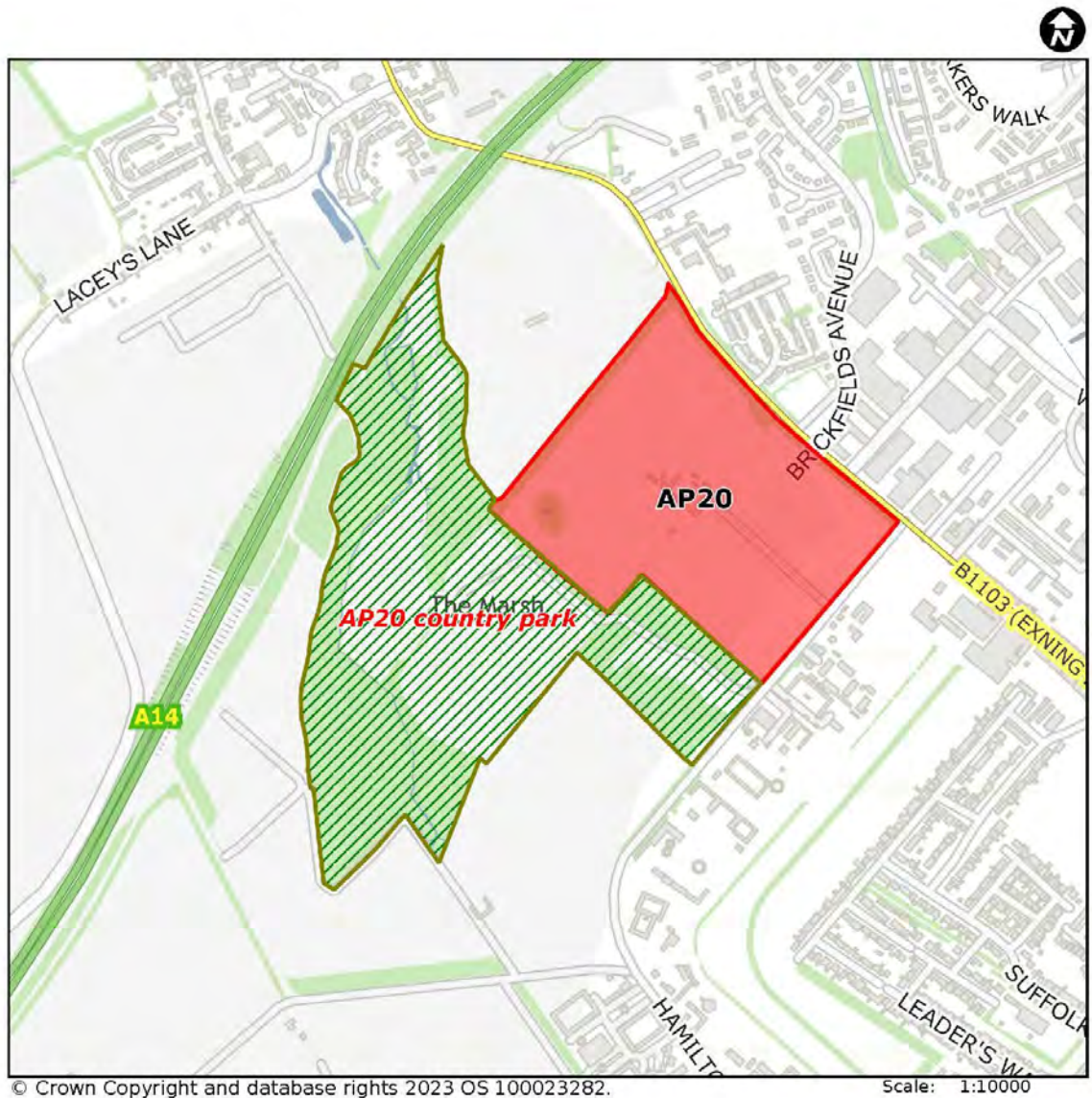
Transport impacts

Permission will only be granted for development proposals where applicants can demonstrate that the transport impact of each proposal (including cumulative impacts where appropriate) on horse movements in the town, together with impacts on other users of the highway, has been assessed to:

- Determine whether the proposal results in material adverse impacts and
- Where necessary, to identify any measures necessary to mitigate the individual (and, where appropriate, cumulative) transport impacts of development (which may include contributions to upgrading horse crossings and measures to raise awareness of the special circumstances and highway safety issues in Newmarket where appropriate).

Policy AP20 Pinewood Stud, Newmarket

- 5.5.16. The site is located to the north-west of Newmarket off Exning Road (B1103). To the east of the site is residential and Studlands Park Industrial Estate. This site is situated approximately 1.9 kilometres from Newmarket town centre. The site comprises studland.
- 5.5.17. A country park will be delivered in conjunction with this site and will become a **primary part of Newmarket's green space network, offering access for all and a place for nature and wildlife to thrive.**
- 5.5.18. Before development can commence and a planning application is approved, a site masterplan will need to be prepared and adopted taking into account current and emerging national and local planning policies and local environmental and infrastructure constraints. Any planning application should be in general accordance with the masterplan.



A site of 20 hectares at Pinewood Stud, Hamilton Road, as shown on the policies map, is allocated for around 415 homes, alongside a country park.

The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping, and the country park will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.

The additional specific requirements should be met:

- a. Adequate access off Exning Road should be provided to the satisfaction of the highways authority.
- b. Any development should be sympathetic to the horse walk along Hamilton Road.

- c. Provide at least 10 per cent of the total homes as custom and/or self-build plots (see policy LP25).
- d. Fully accessible informal and formal open space and play space, to include:
 - Allotments
 - a multi-use games area
 - a circular running/walking track around the perimeter of the site.
- e. Green and blue infrastructure that will include:
 - Strategic landscaping, including a landscape buffer along Exning Road to mitigate noise impacts.
 - Retention of existing trees, woodland and hedgerows which should inform areas of development.
 - Sustainable drainage systems features.
- f. Sustainable travel connections to existing local destinations, including the local centre at Elizabeth Avenue (LP41p), National Cycle Route 51, nearby public rights of way and the countryside. This shall include the creation of a new footway along the B1103 as well as bus stop improvements on Exning Road.

Transport impacts

Permission will only be granted for development proposals where applicants can demonstrate that the transport impact of each proposal (including cumulative impacts where appropriate) on horse movements in the town, together with impacts on other users of the highway, has been assessed to:

- Determine whether the proposal results in material adverse impacts and
- Where necessary, to identify any measures necessary to mitigate the individual (and, where appropriate, cumulative) transport impacts of development (which may include contributions to upgrading horse crossings and measures to raise awareness of the special circumstances and highway safety issues in Newmarket where appropriate).

Sustainable Travel

A transport assessment and travel plan will be required as part of any application for development on the site.

A new footpath and pedestrian crossing should be provided across Exning Road to Studland Park Avenue.

Landscape and Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level Appropriate Assessment will be required.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should

demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Minerals

This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself should be assessed, in consultation with the local minerals and waste authority (Suffolk County Council), prior to any planning application being approved.

Country park

An area for a country park is identified on the policies map. The masterplan should demonstrate how the design and construction of the park complements and can be delivered alongside this site allocation.

Non-strategic allocations

Policy AP21 Land off High Street, Black Bear Lane and Rowley Drive, Newmarket

- 5.5.19. The site comprises the historic Queensbury Lodge Stables, former swimming pool, White Lion Public House and Fitzroy Paddocks. The grade II listed stables, cottage and lodge are all identified as listed buildings at risk in the Suffolk Register.
- 5.5.20. There are tree belts on the paddocks and around the periphery of the site and it is identified as an important open space in the Newmarket Conservation Area Appraisal. The site fronts the High Street in the south and extends to Rowley Drive in the north.
- 5.5.21. The site has been vacant for some time and has a complex planning history, with allowed appeal for outline planning permission in August 2023 for up to 123 homes and a dismissed appeal for listed building consent in August 2023 for works and alterations to the listed buildings.
- 5.5.22. Any development on this site must facilitate the sympathetic restoration and viable reuse of the listed buildings, retain a horse racing industry related use on the site, and preserve or enhance the character and appearance of the conservation area.

Policy AP21 Land off High Street, Black Bear Lane and Rowley Drive, Newmarket



A site of 3.57 hectares that is located off High Street, Black Bear Lane and Rowley Drive, as shown on the policies map, is allocated for up to 123 homes. The site should provide as a minimum the following:

- a. At least one point of access onto the High Street and creation of new foot and cycleway links into the site.
- b. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure across the site that will include strategic landscaping and sustainable drainages systems features.
- e. Existing boundary hedgerows and trees should be retained and enhanced.
- f. A horse racing related use should be retained on the site.
- g. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Historic environment

- h. Any scheme for development of the site must be comprehensive and facilitate the restoration, repair, reinstatement and appropriate reuse of the listed buildings and preserve or enhance the character and appearance of the conservation area. It should reflect the significant contribution Fitzroy Paddocks makes to the conservation area owing to its openness, historic character and importance to the horse racing industry, and these attributes should be incorporated in any proposed scheme.
- i. A suitable scheme for the restoration, repair, reinstatement, and reuse of the listed buildings shall be approved prior to the development of the housing scheme.
- j. The restoration, repair, reinstatement and reuse of the listed buildings shall be completed prior to occupation of any home.

Transport impacts

Permission will only be granted for development proposals where applicants can demonstrate that the transport impact of each proposal (including cumulative impacts where appropriate) on horse movements in the town, together with impacts on other users of the highway, has been assessed to:

- Determine whether the proposal results in material adverse impacts.
- Where necessary, to identify any measures necessary to mitigate the individual (and, where appropriate, cumulative) transport impacts of development (which may include contributions to upgrading horse crossings and measures to raise awareness of the special circumstances and highway safety issues in Newmarket where appropriate).

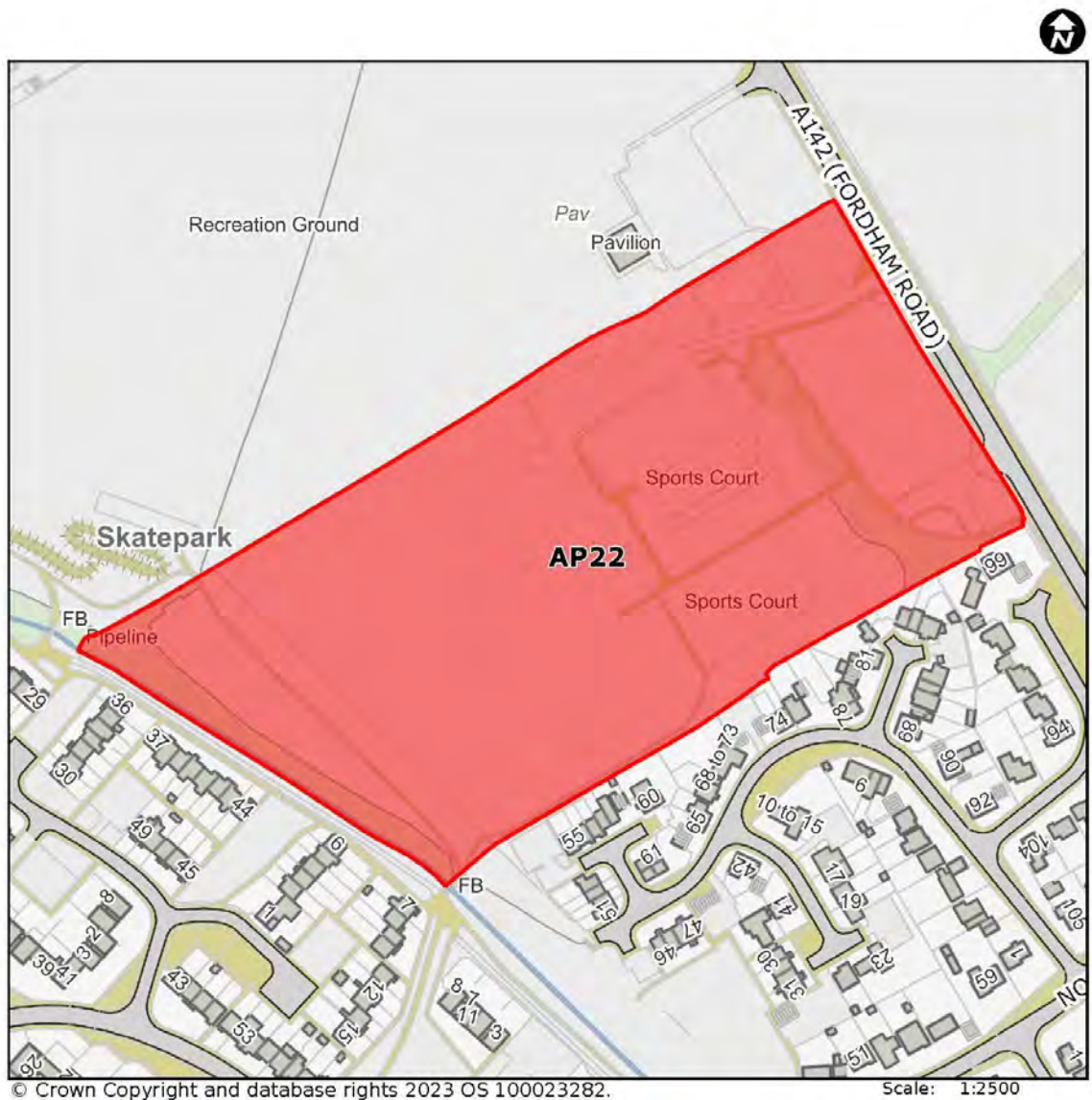
Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Policy AP22 Former St Felix Middle School site, Newmarket

- 5.5.23. The site lies to the north-east of the town within the settlement boundary. The allocation comprises the footprint of the former school, outbuildings, sports pitches, courts and playing fields.
- 5.5.24. The site is allocated in its entirety although the suggested residential capacity reflects retention of the open space.

Policy AP22 Former St Felix Middle School site, Newmarket



A site of 4.5 hectares at the former St Felix Middle School site, as shown on the policies map, is allocated for around 50 homes. The site should deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way. This should include active travel infrastructure improvements to

connect to and enhance surrounding local cycling walking infrastructure plan network.

- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include strategic landscaping and sustainable drainage systems.
- e. Retain the existing tennis courts and open space for public use and provide access and connectivity to this facility and open space from George Lambton Playing Fields.
- f. Protection and enhancement of the amenity and biodiversity of the Yellow Brick Road blue and green corridor and access route.
- g. Retain and enhance any hedgerow and boundary features and provide appropriate buffers.
- h. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Transport impacts

Permission will only be granted for development proposals where applicants can demonstrate that the transport impact of each proposal (including cumulative impacts where appropriate) on horse movements in the town, together with impacts on other users of the highway, has been assessed to:

- Determine whether the proposal results in material adverse impacts.
- Where necessary, to identify any measures necessary to mitigate the individual (and, where appropriate, cumulative) transport impacts of development (which may include contributions to upgrading horse crossings and measures to raise awareness of the special circumstances and highway safety issues in Newmarket where appropriate).

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Other non-strategic allocations

Policy AP23 Land to expand Laureate Community Primary Academy

- 5.5.25. The level of growth planned for Newmarket area generates the potential need for Laureate Community Primary Academy to expand. A site is yet to be identified therefore a proactive policy has been prepared to support site selection and delivery.

Policy AP23 Land to expand Laureate Community Primary Academy

To cater for any projected need a site to provide an expansion to Laureate Community Primary Academy will be supported.

Key service centres

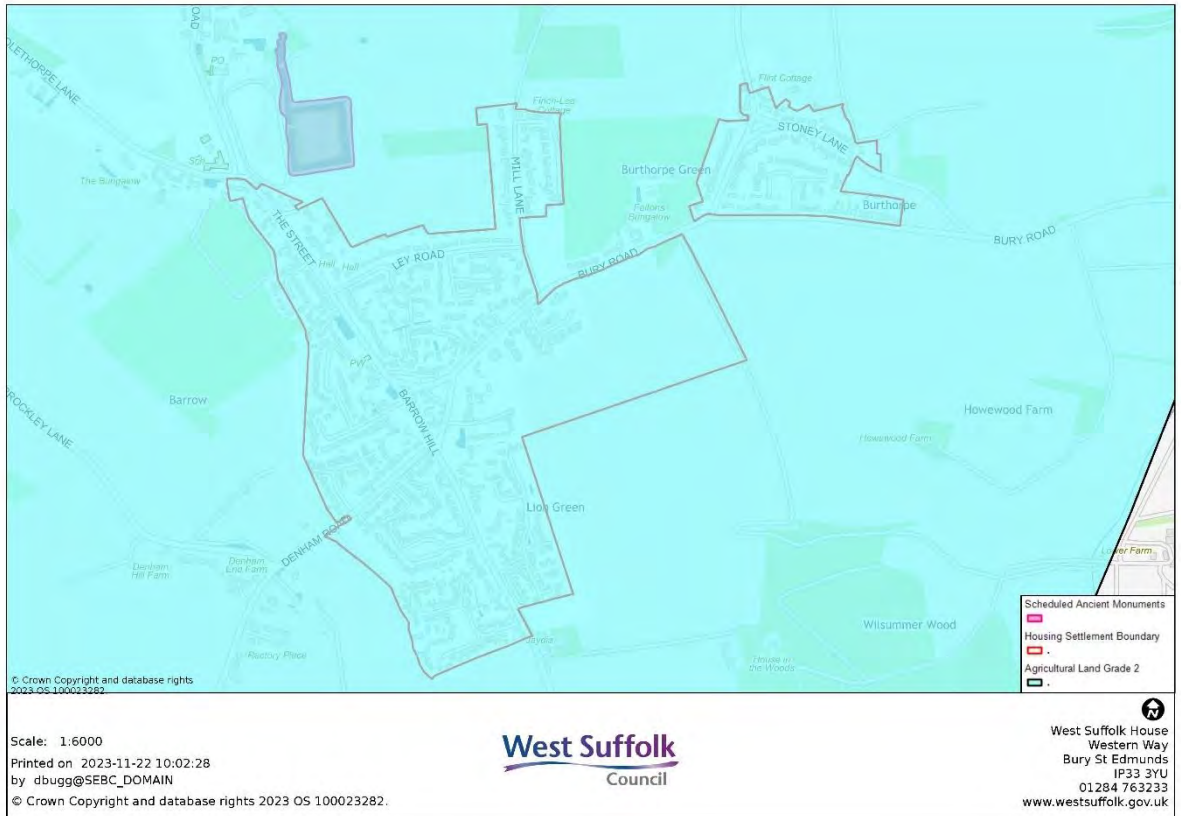
5.6. Barrow

- 5.6.1. Barrow is a large village with a population of 1,756 (Census 2021, using settlement boundaries), one of the highest settlement populations outside of the towns. It is just under 10 kilometres from Bury St Edmunds. Barrow is designated as a key service centre in recognition of the important role it plays in serving the residents of the village and those who live in the surrounding rural area. The village provides a number of key services and facilities including convenience shops, a school and early years provision, post office, public houses and a GP surgery.
- 5.6.2. Barrow is fundamentally constrained to the north by the setting of an adjacent scheduled ancient monument and to the west, coalescence should be avoided with the small settlements of Denham and Burthorpe.
- 5.6.3. The parish council has embarked on the process of preparing a neighbourhood plan. The neighbourhood plan area was designated by West Suffolk Council on 26 June 2019 and the neighborhood plan group carried consultation on the pre-submission (Regulation 14) plan in September and October 2023.

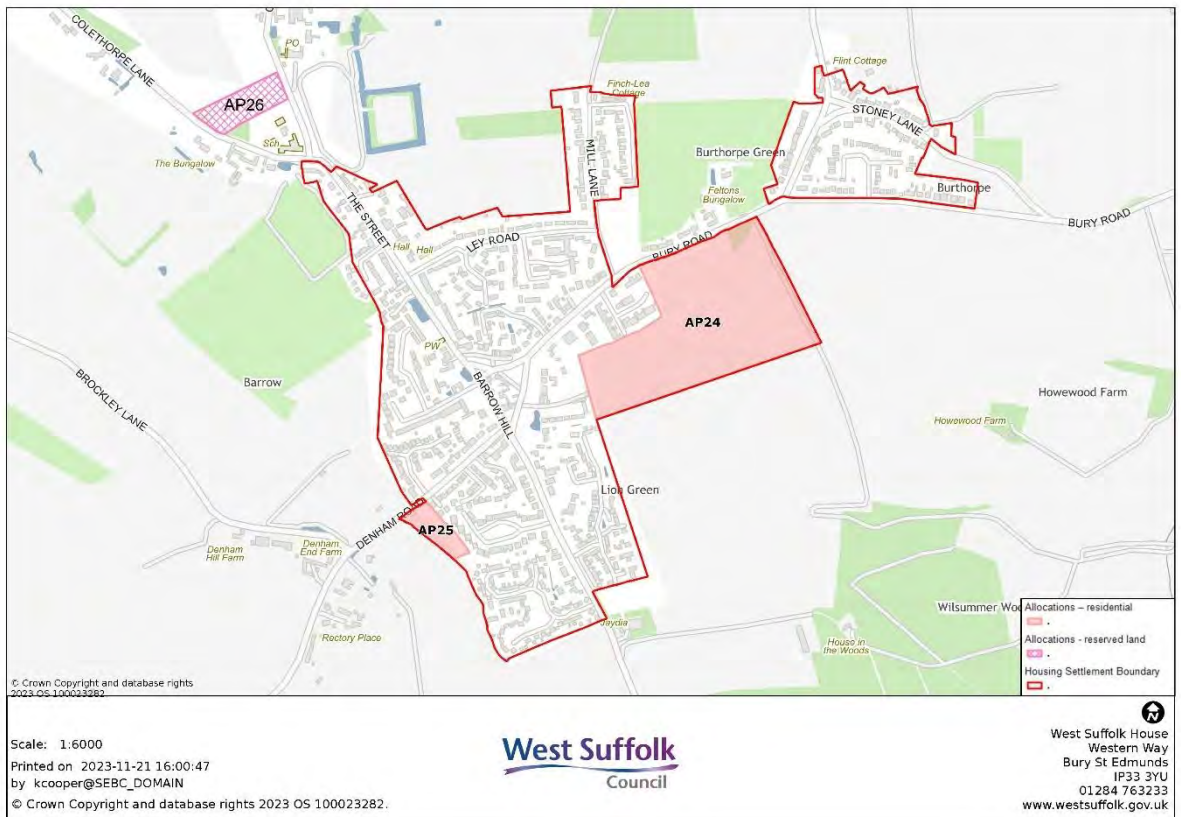
Allocations

- 5.6.4. Two sites are allocated for residential development in Barrow, providing an indicative capacity of around 165 homes. The level of development proposed in the village is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints, and the overall capacity for growth in the settlement. Further information on housing numbers can be seen in the spatial strategy.
- 5.6.5. To cater for projected need, a site has been identified for the expansion of Barrow Primary School to the north of the existing school playing field.
- 5.6.6. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.6.7. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Barrow settlement constraints map



Barrow allocations map



Non-strategic allocations

Policy AP24 Land off Bury Road, Barrow

- 5.6.8. The site is part of a larger arable field with species rich hedgerows along the northern and western boundaries and a small area of woodland in the north-east corner.
- 5.6.9. The site is well related to the built form of the village and the services and facilities. The design of the development will need to be sensitive to existing environmental features and Wilsummer Wood County Wildlife Site and ancient woodland to the south of the village, with a new southern landscaped boundary required.
- 5.6.10. This site is surrounded by the following designated heritage assets as set out in the heritage impact assessment, including:
- Feltons, Feltons Cottage and The Gables (all grade II listed buildings and off site) located to the north.
 - The Weeping Willow Public House (grade II listed building and off site) located to the north-west.
 - Barrow House and Thatched Cottage (both grade II listed buildings and off site) located to the west.
- 5.6.11. Specific mitigation measures are set out in the policy to ensure any negative impacts on these heritage assets is avoided.

Policy AP24 Land off Bury Road, Barrow



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Scale: 1:5000

A site of 10 hectares off Bury Road, as shown on the policies map, is allocated for around 150 homes. The site should also deliver the following:

- a. Adequate access onto Bury Road should be provided to the satisfaction of the highways authority.
- b. Provide at least 10 per cent of the total homes as custom and/or self-build plots (see policy LP25).
- c. Sustainable travel connections to existing local destinations, including the primary school, nearby public rights of way and the countryside.
- d. Pedestrian and/or cycle linkages to existing neighbouring development.
- e. Fully accessible informal and formal open space and play space.
- f. Green and blue infrastructure that will include:
 - Strategic landscaping including along the southern and eastern boundaries of the site to soften the development edge and reduce the visual impacts on the wider countryside.
 - Sustainable drainage systems features that will also address and improve drainage along the Bury Road site frontage.

- The existing small woodland and hedgerows on the site should be retained and enhanced with appropriate buffers.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

An off-site contribution towards the delivery of a car free route to Bury St Edmunds to replace the existing on road national cycle route.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Heritage

Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the council's heritage impact assessment (HIA) or any subsequent fieldwork assessment, have been avoided or mitigated through design.

Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:

- Enhancement of the existing planting along the Bury Road boundary.
- Provision of denser planting along the eastern boundary to screen views from Feltons Cottage (grade II listed).

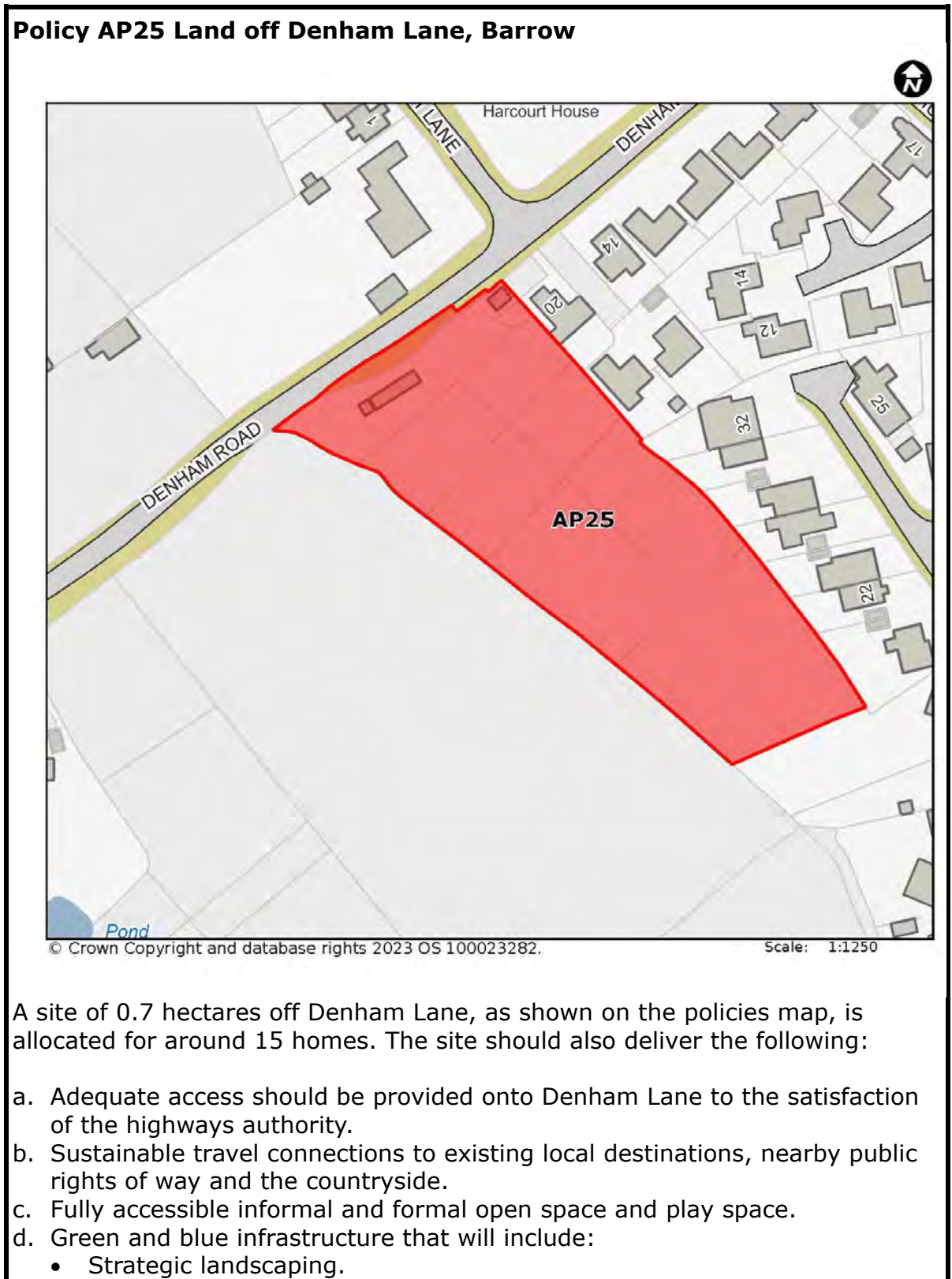
Prior to the determination of any planning application a further detailed HIA should be submitted. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Policy AP25 Land off Denham Lane, Barrow

- 5.6.12. The small site consists of well contained grassland and follows the line of existing recently built out development to the south.
- 5.6.13. The existing boundary features which contribute to the wider ecological network should be safeguarded and enhanced.



- Sustainable drainage systems features.
- Existing hedgerows and mature trees should be retained and enhanced with appropriate buffers.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Infrastructure

Part of the site lies within the safeguarding boundary of a wastewater treatment facility and any new development must not inhibit its operation.

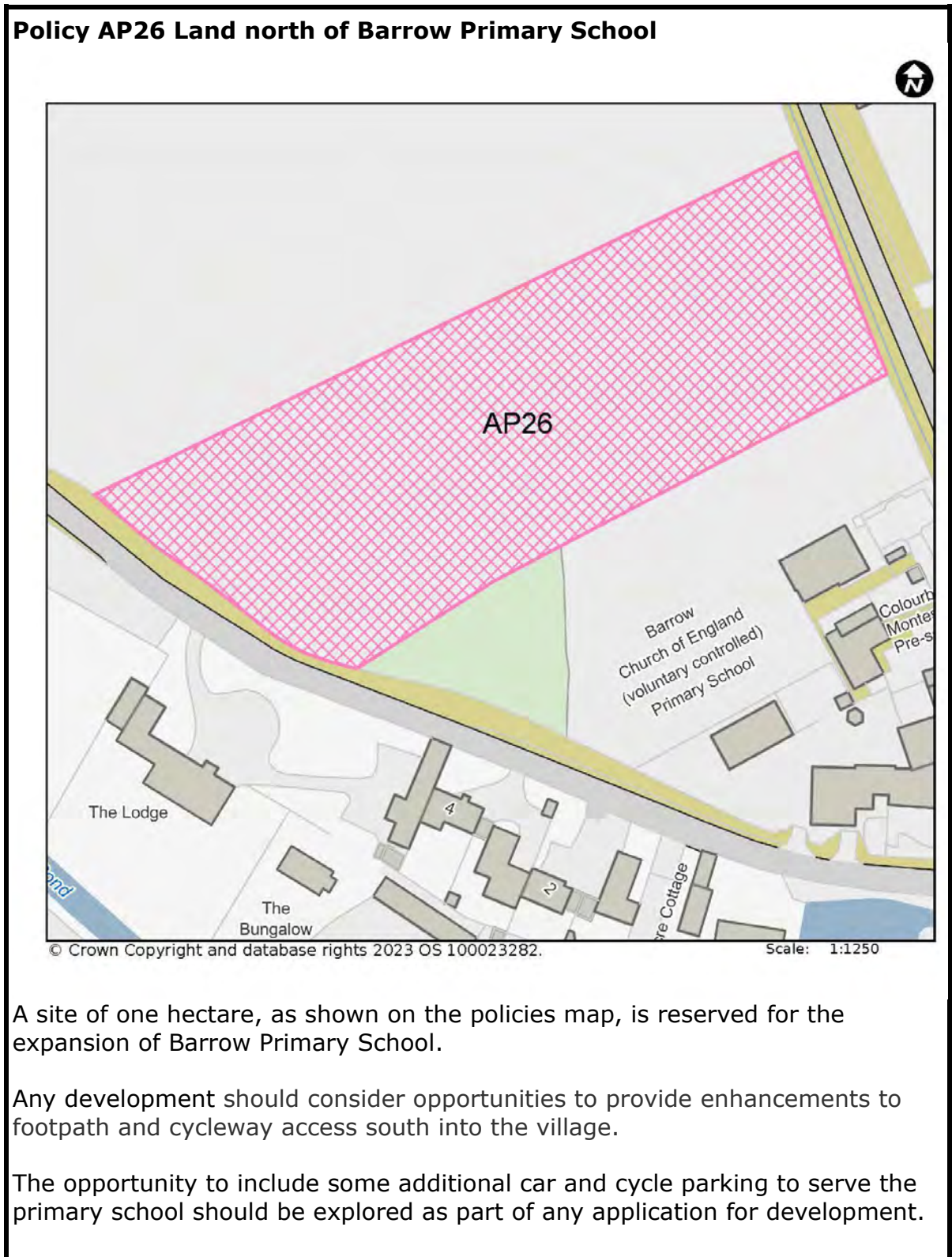
Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Other non-strategic allocations

Policy AP26 Land north of Barrow Primary School

- 5.6.14. To cater for projected educational needs, a site has been reserved for the expansion of Barrow Primary School to the north of the existing school playing fields.



Existing hedgerows and boundary trees on the eastern and western boundaries should be retained and enhanced and a new hedgerow with trees planted on the northern boundary to reduce the impact of the development on the wider landscape.

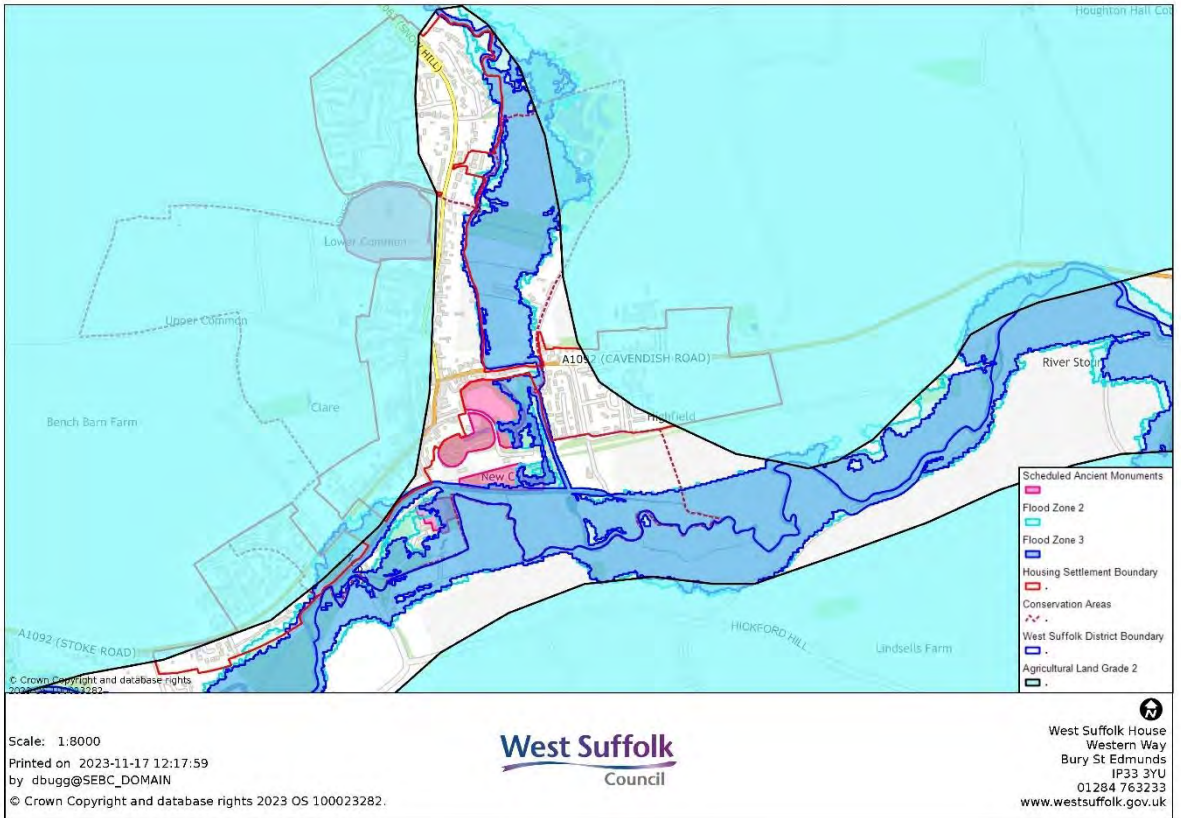
5.7. Clare

- 5.7.1. Clare is a small historic market town with a population of 2,052 (Census 2021, using settlement boundaries), located approximately 11 kilometres from the centre of Haverhill. Clare is designated as a key service centre, with a wide range of local services and facilities including GP surgeries, a primary and community school and leisure facilities.
- 5.7.2. Clare is a medieval settlement that lies within the rich archaeological landscape of the Stour Valley. Clare Castle Country Park is situated to the south of the settlement. Clare Castle and the prehistoric Clare Camp are scheduled ancient monuments.

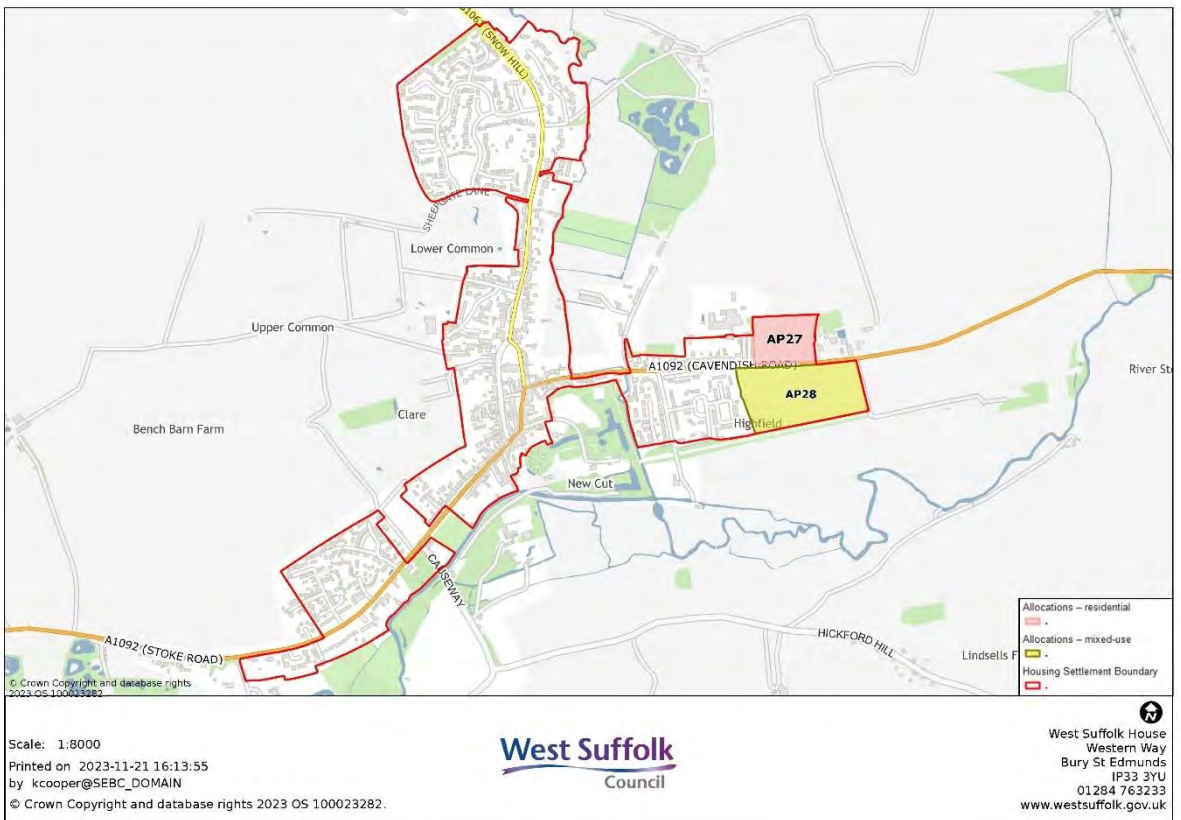
Allocations

- 5.7.3. Two sites are allocated for residential and mixed-use development in Clare providing an indicative capacity of around 113 homes. The level of development proposed in the town is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been determined can be seen in the spatial strategy.
- 5.7.4. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.7.5. An existing established employment area has been identified for Clare. Further details can be seen in the economy section. The site is shown on the [policies map](#).
- 5.7.6. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Clare settlement constraints map



Clare allocations map

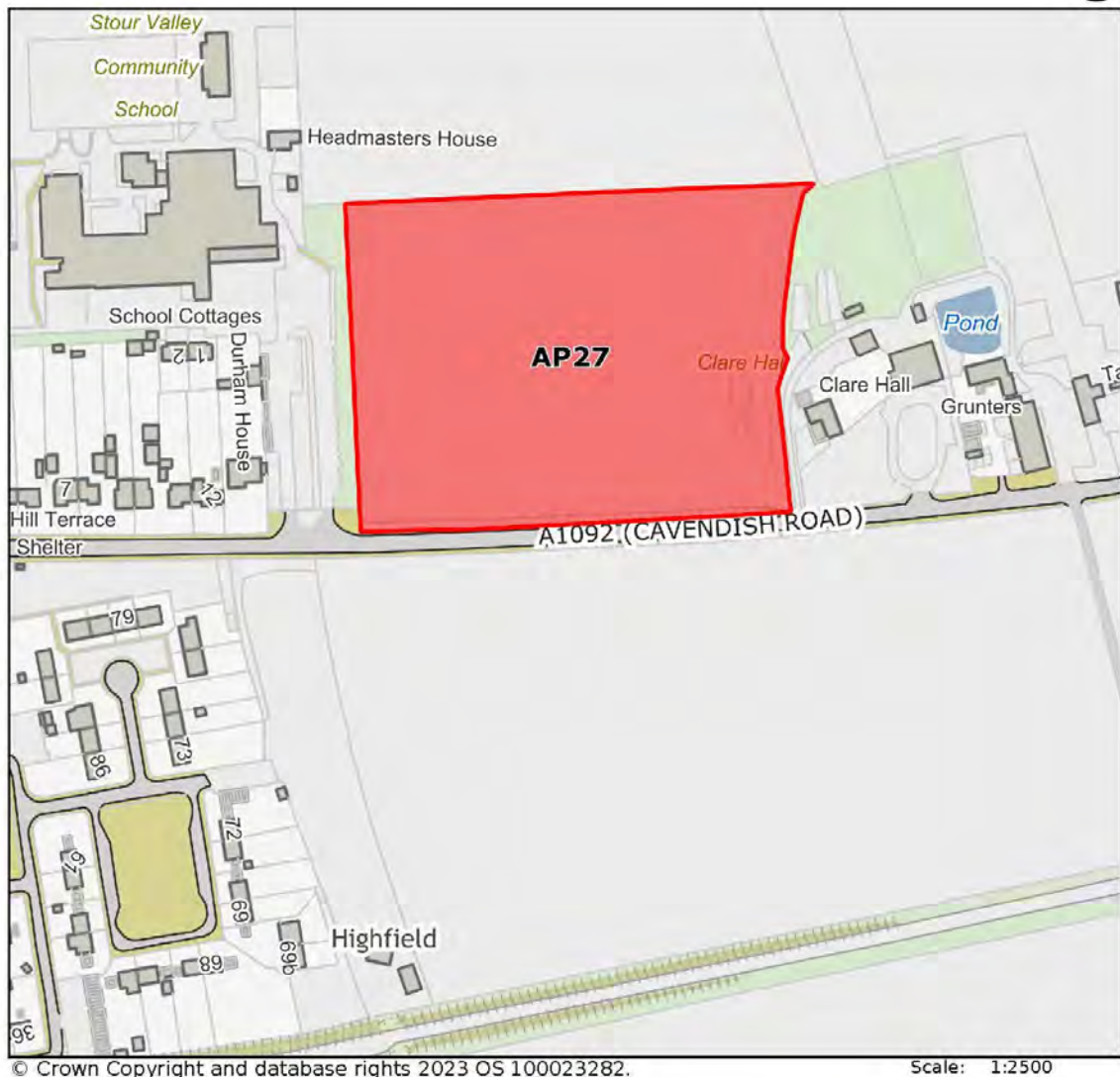


Non-strategic allocations

Policy AP27 Land north of Cavendish Road, Clare

- 5.7.7. The site lies to the north of Cavendish Road (A1092) and comprises paddock land.
- 5.7.8. A [development brief](#) (2016) has been adopted for the site, and full planning permission (DC/17/1252/FUL) was approved in March 2022 for up to 53 homes with associated access, infrastructure and landscaping
- 5.7.9. The site is located within the Upper Stour Valley Locally Valued Landscape (LVL) where the loss of key characteristics or legibility that underpins the scenic quality and significance of the LVL should be avoided (see policy SP5).

Policy AP27 land north of Cavendish Road, Clare



A site of 2.56 hectares to the north of Cavendish Road, as shown on the policies map, is allocated for residential development to provide up to 53 homes.

The site should provide as a minimum the following:

- a. Access to be provided off Cavendish Road (A1092) and creation of new foot and cycleway links into the site.
- b. Off-site highway improvements, including a pedestrian and cycle route from the site to Stour Valley Community School, road markings and pedestrian crossing to the west of the site access.
- c. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside and route to the south linking to Clare Castle Country Park and the town centre.
- d. Fully accessible open space to be provided on site and a financial contribution to play equipment which will be provided off-site.
- e. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside.
 - Sustainable drainage systems features.
 - Existing hedgerows are to be retained and enhanced with appropriate buffers.
- f. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

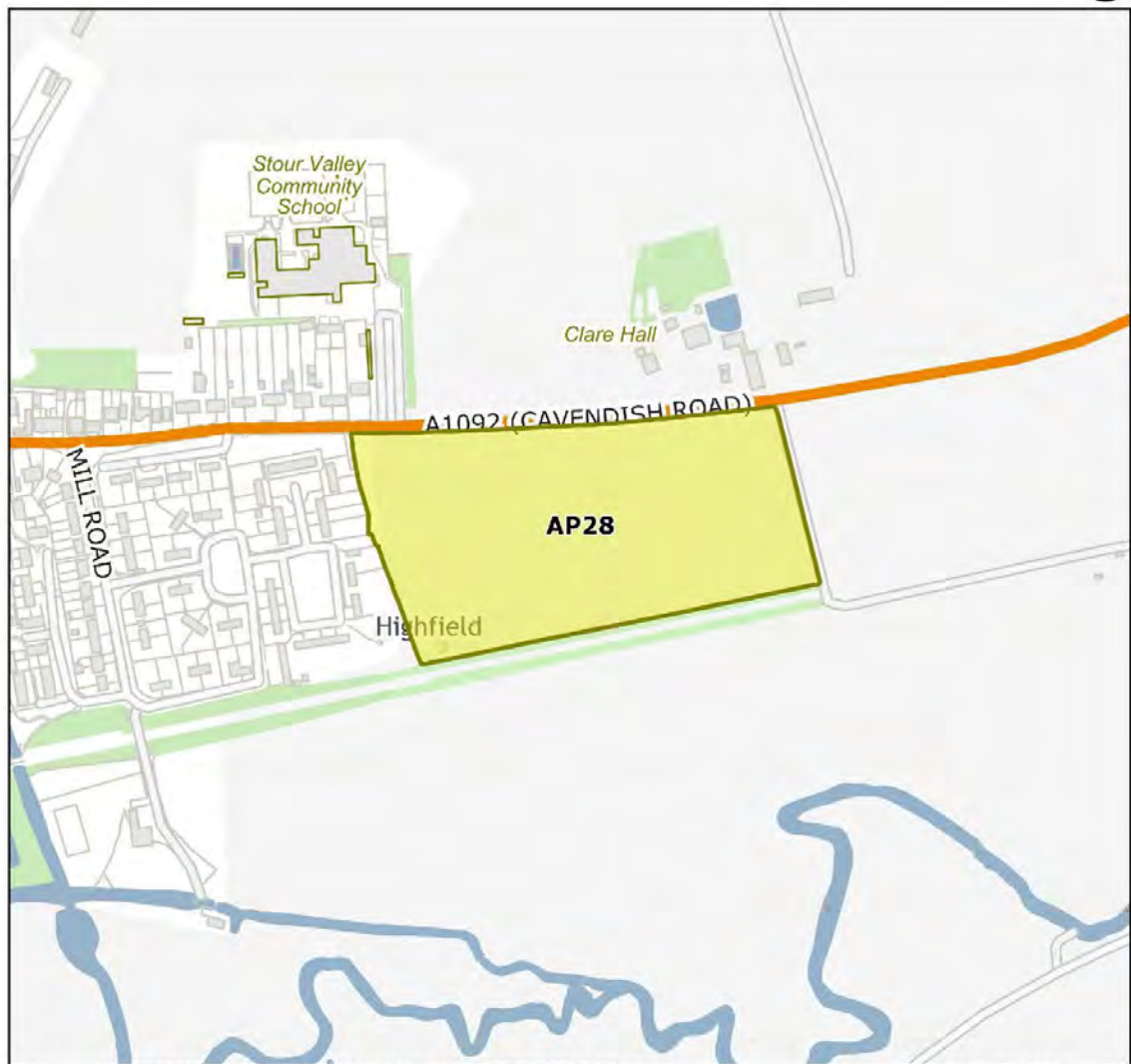
Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Policy AP28 Land south of Cavendish Road, Clare

- 5.7.10. The site lies to the south of Cavendish Road (A1092). The site comprises an arable field and semi-improved grassland. To the east of the site lies the sewage treatment works and to the south is Clare Castle Country Park County Wildlife Site. To the north of the site is allocation AP27.
- 5.7.11. This site is surrounded by the following designated heritage assets as set out in the heritage impact assessment including:
- Clare Hall (grade II listed building and off site) lies opposite the allocation site to the north.
 - Mill House (grade II listed building and off site) located to the south-west.
- 5.7.12. The Clare Conservation Area boundary lies close to the south-west corner of the allocation site.
- 5.7.13. The site is located within the Upper Stour Valley Locally Valued Landscape (LVL) where the loss of key characteristics or legibility that underpins the scenic quality and significance of the LVL should be avoided (see policy SP5).

Policy AP28 land south of Cavendish Road, Clare



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Scale: 1:5000

A site of 5.36 hectares to the south of Cavendish Road, as shown on the policies map, is allocated for around 60 homes and a 30-space car park. The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Thirty space car park to serve the country park and town centre, which includes the provision of a fully accessible access to footpath 18 via a linked green corridor.
- c. Sustainable travel connections both within the site and to existing local destinations, including Stour Valley School, nearby public rights of way and the countryside and route to the south linking to Clare Castle Country Park.
- d. Fully accessible informal and formal open space and play space.
- e. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside including to the south and east.

- A buffer along the southern boundary of the site with Clare Castle Country Park County Wildlife Site.
 - Sustainable drainage systems features.
 - Hedgerows on the northern and western boundaries which are to be retained and enhanced with appropriate buffers.
- f. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

Heritage

Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the council's heritage impact assessment (HIA) or any subsequent fieldwork assessment, have been avoided or mitigated through design.

Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:

- Retaining and enhancing the existing trees and hedges, particularly along the northern edge of the railway cutting and the western edge of the site.
- Creating a buffer between any the new development and Clare Hall (grade II listed) by locating open space in the north-east corner of the site and increasing landscaping along the northern boundary

Prior to the determination of any planning application, a further detailed HIA should be submitted. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Infrastructure

Part of the site lies within the safeguarding boundary of a wastewater treatment facility and any new development must not inhibit its operation.

5.8. Ixworth

5.8.1. Ixworth is a large village with a population of approximately 2,174 (Census 2021, using settlement boundaries for Ixworth and Ixworth Thorpe) located to the north-east of the district, around 13 kilometres from Bury St Edmunds. Ixworth is designated as a key service centre in recognition of the important role it plays in serving the residents of the village and those who live in the surrounding rural area. The village has a good range of services and facilities **including a primary school and free school, doctors' surgery, leisure facilities and shops.**

5.8.2. The parish council has embarked on the process of preparing a neighbourhood plan for Ixworth and Ixworth Thorpe. The neighbourhood plan area was designated by West Suffolk Council on 20 July 2017 and the neighborhood plan group carried consultation on the pre-submission (Regulation 14) plan between May and July 2023.

Allocations

5.8.3. Two sites are allocated for residential development in Ixworth providing an indicative capacity of around 290 homes.

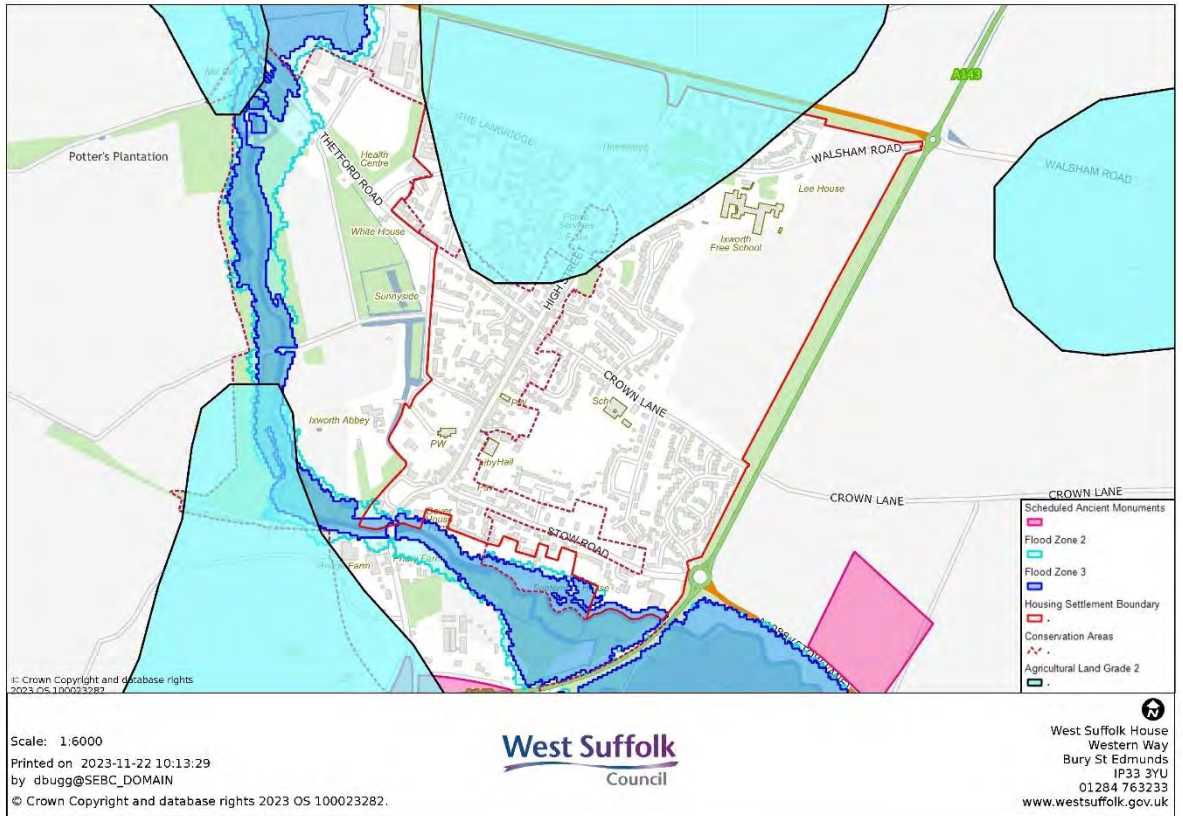
5.8.4. Policy AP29 allocates mixed-use development for approximately 145 homes and employment (retail) and/or village hall uses. Policy AP30 allocates two sites from the former St Edmundsbury Rural Vision 2031 Local Plan (2014) which have been combined into one comprehensive site for a reduced number of homes. This is in recognition of the challenges in developing the current allocations. Further information on the reasons for this are set out in the supporting text to the policy.

5.8.5. The level of development proposed in the village is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on housing numbers can be seen in the spatial strategy.

Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).

5.8.6. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Ixworth settlement constraints map



Ixworth allocations map

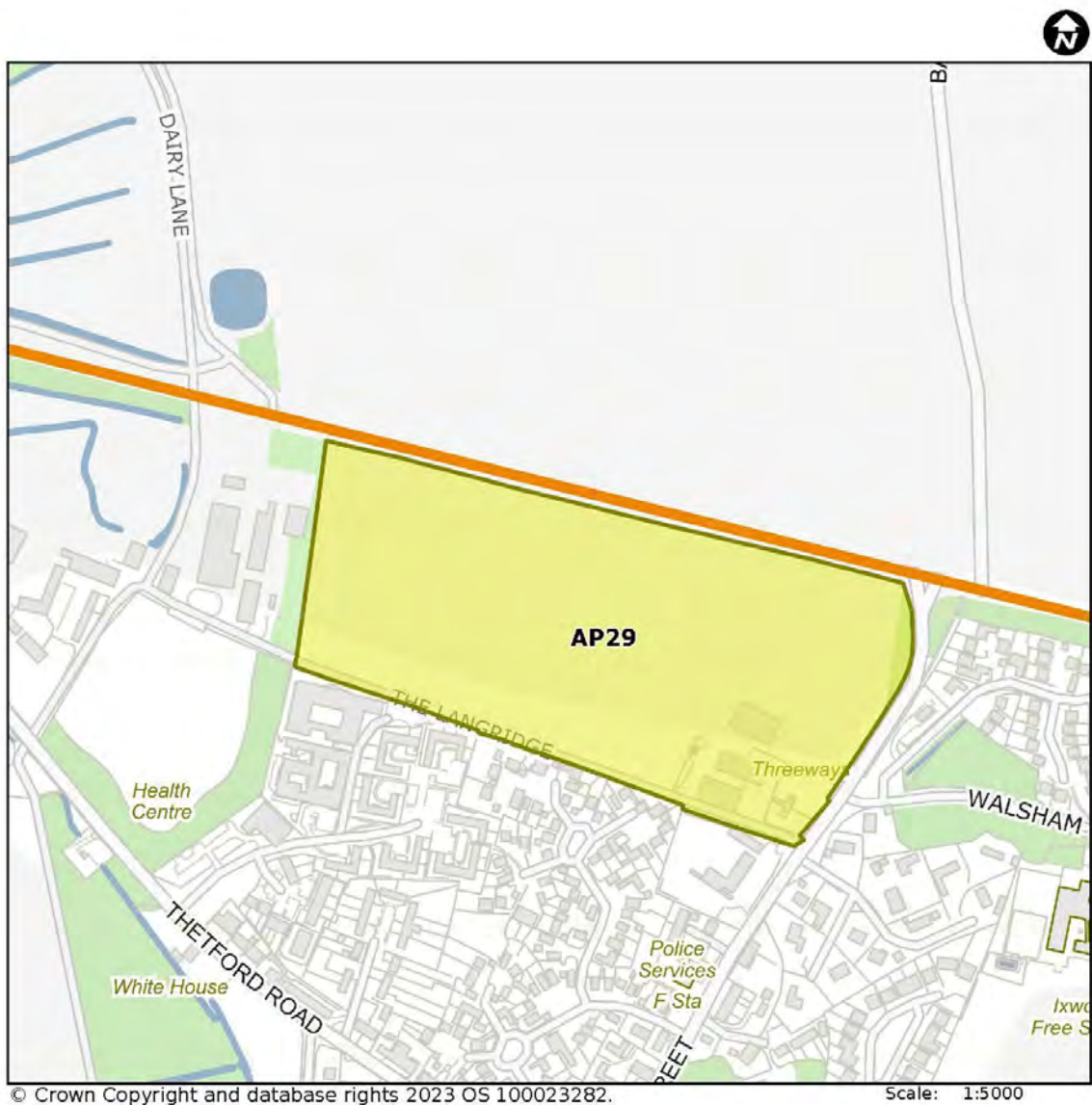


Non-strategic allocations

Policy AP29 Land at Bardwell Road, Ixworth

- 5.8.7. This site lies south of Thetford Road, A1088 to the north of Ixworth village. It has boundaries with Bardwell Road to the east, The Langridge with new housing to the south and a new plantation woodland and agricultural buildings to the west.
- 5.8.8. The majority of the site is a large arable field sown with a cereal crop. In the south-eastern corner there is an area with modern agricultural buildings, storage tanks and two homes known as Threeways and Windycot. If demolition is considered necessary, any application will need to demonstrate how the buildings, or the materials used in their construction, are to be re-used or recycled on site.
- 5.8.9. The site has been identified in the Ixworth Neighbourhood Plan which was subject to pre-submission consultation (regulation 14) from May to July 2023. The allocation seeks to bring forward a comprehensive approach to the delivery of mixed-use development on the site, to include housing, retail and community facilities.
- 5.8.10. The site boundary and indicative capacity in this plan differs to that proposed in the neighbourhood plan to ensure that an area of surface water flood risk is avoided to the west.
- 5.8.11. This site is surrounded by the following designated heritage assets as set out in the heritage impact assessment including:
- Dairy Farmhouse and barns, The Round House, Mill Barn (all grade II and off-site) and Water Mill and Mill House (grade II* and off-site), lie to the west.
 - The Langridge and The Nook (both grade II and off-site) at the north end of High Street are located to the south.
- 5.8.12. The site also directly adjoins the boundary of the Ixworth Conservation Area at its south-west corner and is close to the boundary of the conservation area at its south-east corner.

Policy AP29 Land at Bardwell Road, Ixworth



A site of 9.8 hectares, as shown on the policies map, is allocated for mixed-use development to include around 145 homes, up to 300 square metres gross retail floorspace and associated car parking, and community uses. The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority from Bardwell Road.
- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations within Ixworth village and nearby public rights of way.
- c. Provide at least 10 per cent of the total homes as custom and/or self-build plots (see policy LP25).
- d. Fully accessible informal and formal open space and play space.
- e. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside and provide buffers between areas of employment and residential use.
 - A green access corridor for cycling and walking adjacent to the Langridge.

- Sustainable drainage systems features.
- Existing hedgerows are to be retained and enhanced with appropriate buffers.

f. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

An off-site contribution is required for the provision of a bridge crossing from Crown Lane across the A143 bypass, unless it is demonstrated not to be feasible. Where this is the case, the offsite contribution will be required to be used for enhancement and provision of non-vehicular links to the Public rights of way network and/or green open spaces.

Heritage

Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the council's heritage impact assessment, or any subsequent fieldwork assessment, have been avoided or mitigated through design.

Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:

- g. Retaining and reinforcing the trees and hedging along the eastern boundary to preserve and enhance the verdant setting of, and views in and out of, the conservation area.
- h. The scale of development should be appropriate to the rural location and reflect that of the existing agricultural buildings.
- i. New buildings should be positioned to protect views along the access track to Dairy Farm and its tree-lined approach.

Prior to the determination of any planning application, a further detailed HIA should be submitted. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.

Archaeology

Any planning application should be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

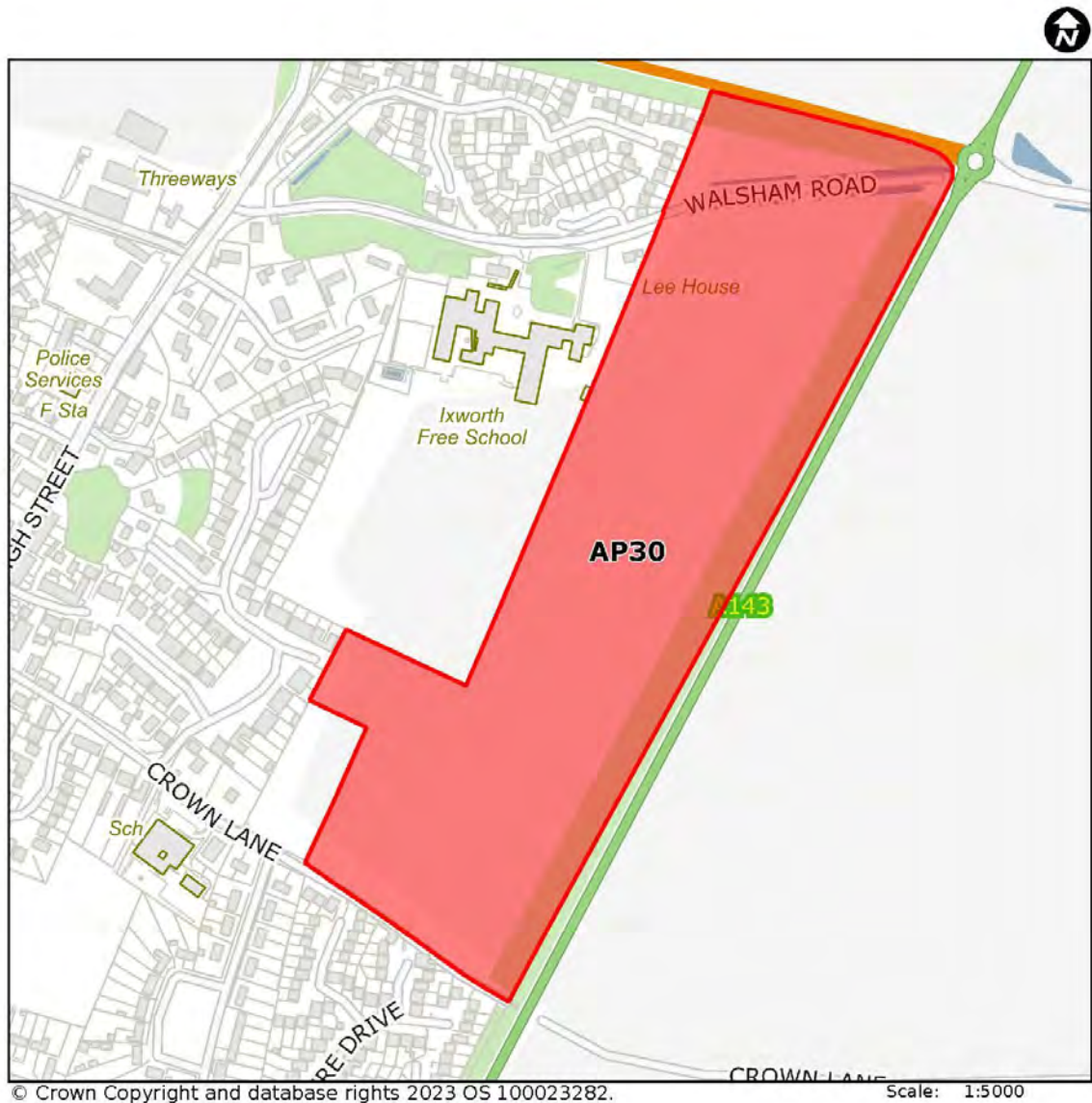
Minerals

This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself should be assessed, in consultation with the local minerals and waste authority (Suffolk County Council), prior to any planning application being approved.

Policy AP30 Land off Crown Lane and west of A143, Ixworth

- 5.8.13. The site comprises arable land which rises to the north. The northern part of the site is bounded by thick immature tree belts alongside the A143 to the east and A1088 to the north. The allocation adjoins Thistledown Drive and Seckford Education Trust Ixworth School to the west and contains part of Walsham Road that terminates at the site boundary. The southern part of the site adjoins the cemetery to the west and the pedestrian only part of Crown Lane to the south beyond which is established development around Micklesmere Drive.
- 5.8.14. This site was previously allocated as two separate sites in the former St Edmundsbury Rural Vision 2031 Local Plan (2014) for 90 and 80 homes respectively. A site concept plan was adopted for that part of the site north of Crown Lane in 2008, with a masterplan adopted in 2010.
- 5.8.15. Bringing forward the previously allocated sites for development has proved challenging. These challenges include different land ownerships, the topography of the area, the requirement for a new school site and the meeting of other policy requirements to ensure a well-planned development. This has resulted in the previous allocations being combined into one new allocation which will deliver a comprehensive new development.
- 5.8.16. Before development can commence and a planning application is approved, a site masterplan will need to be prepared and adopted for the whole allocation taking into account current and emerging national and local planning policies and local environmental and infrastructure constraints. This masterplan will be prepared by the site promoters and must be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.

Policy AP30 Land off Crown Lane and west of A143



A site of 14 hectares, as shown on the policies map, is allocated for residential development to include around 145 homes.

The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority.

The additional specific requirements should be met:

- a. Adequate access should be provided to the satisfaction of the highways authority from the A1088.
- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations within Ixworth village and nearby public rights of way and the countryside.
- c. Provide at least 10 per cent of the total homes as custom and/or self-build plots (see policy LP25).

- d. Land sufficient to accommodate a primary school and early years setting.
- e. Fully accessible informal and formal open space and play space.
- f. Green and blue infrastructure that will include:
 - Strategic landscaping.
 - Sustainable drainage systems features.
 - The woodland on the eastern and northern edges of the site adjacent to the A1088 and the A143 provides important strategic landscaping and should be retained and enhanced as a buffer (excluding the access point into the site) as shown on the policies map.
 - Land to facilitate the delivery of a bridge across the A143 must be reserved.
- g. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

An off-site contribution is required for the provision of a bridge crossing from Crown Lane across the A143 bypass, unless it is demonstrated not to be feasible. Where this is the case, the offsite contribution will be required to be used for enhancement and provision of non-vehicular links to the public rights of way network and/or green open spaces.

Archaeology

Any planning application should be supported by the results of a programme of archaeological evaluation, with appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

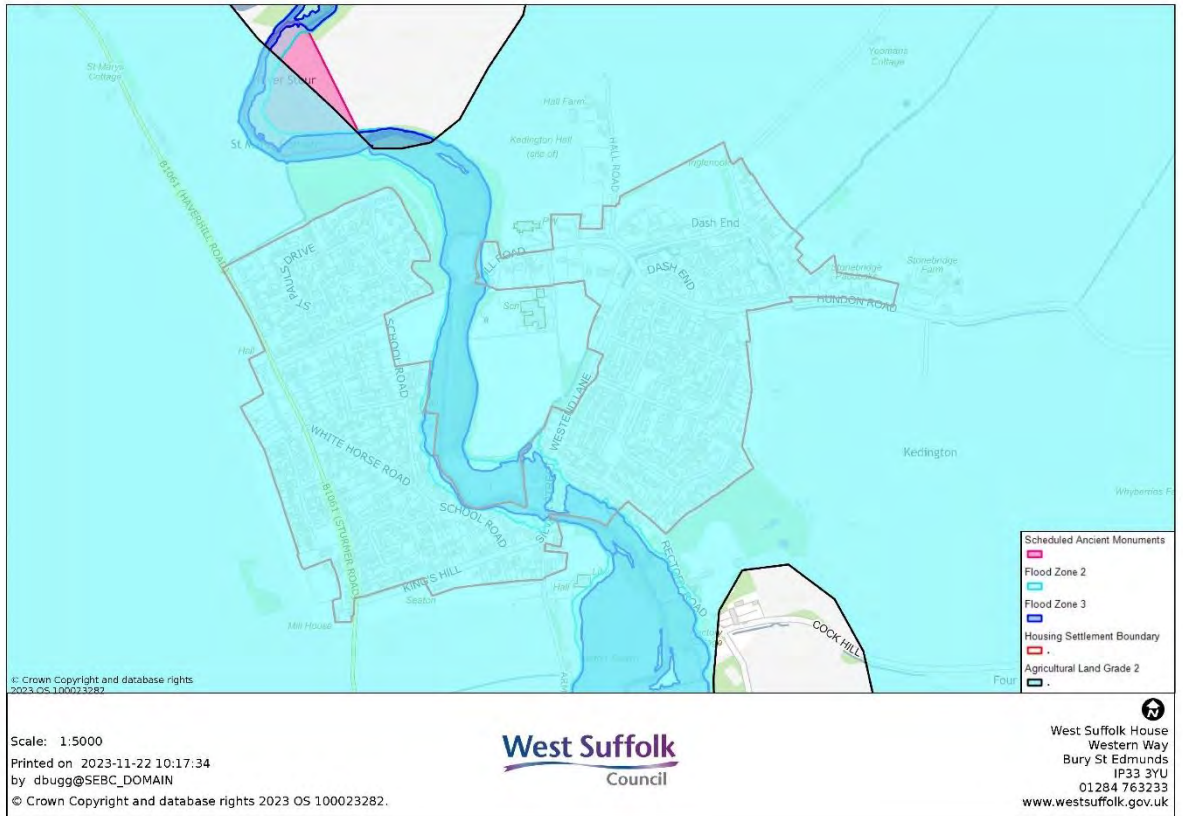
5.9. **Kedington**

- 5.9.1. Kedington is a large village located in the south of the district, approximately five kilometres north-east of Haverhill and has a population of 1,930 (Census 2021, using settlement boundaries). Kedington is designated as a key service centre, with a good range of services and facilities including a GP surgery, primary school, provision for early years education, a public house, library, shop and leisure facilities.
- 5.9.2. The village follows the topography of the River Stour Valley, which runs through the centre of the village north to south, with sloping land to the east and west with the valley crest obscuring views of the Haverhill. There is an attractive green in the centre of the village which should be protected.

Allocations

- 5.9.3. One site is proposed for residential development in Kedington providing up to 40 homes in the plan period. This comprises an existing allocation with an adopted development brief and planning permission.
- 5.9.4. The level of development proposed is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been derived can be seen in the spatial strategy.
- 5.9.5. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.9.6. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Kedington settlement constraints map



Kedington allocation map

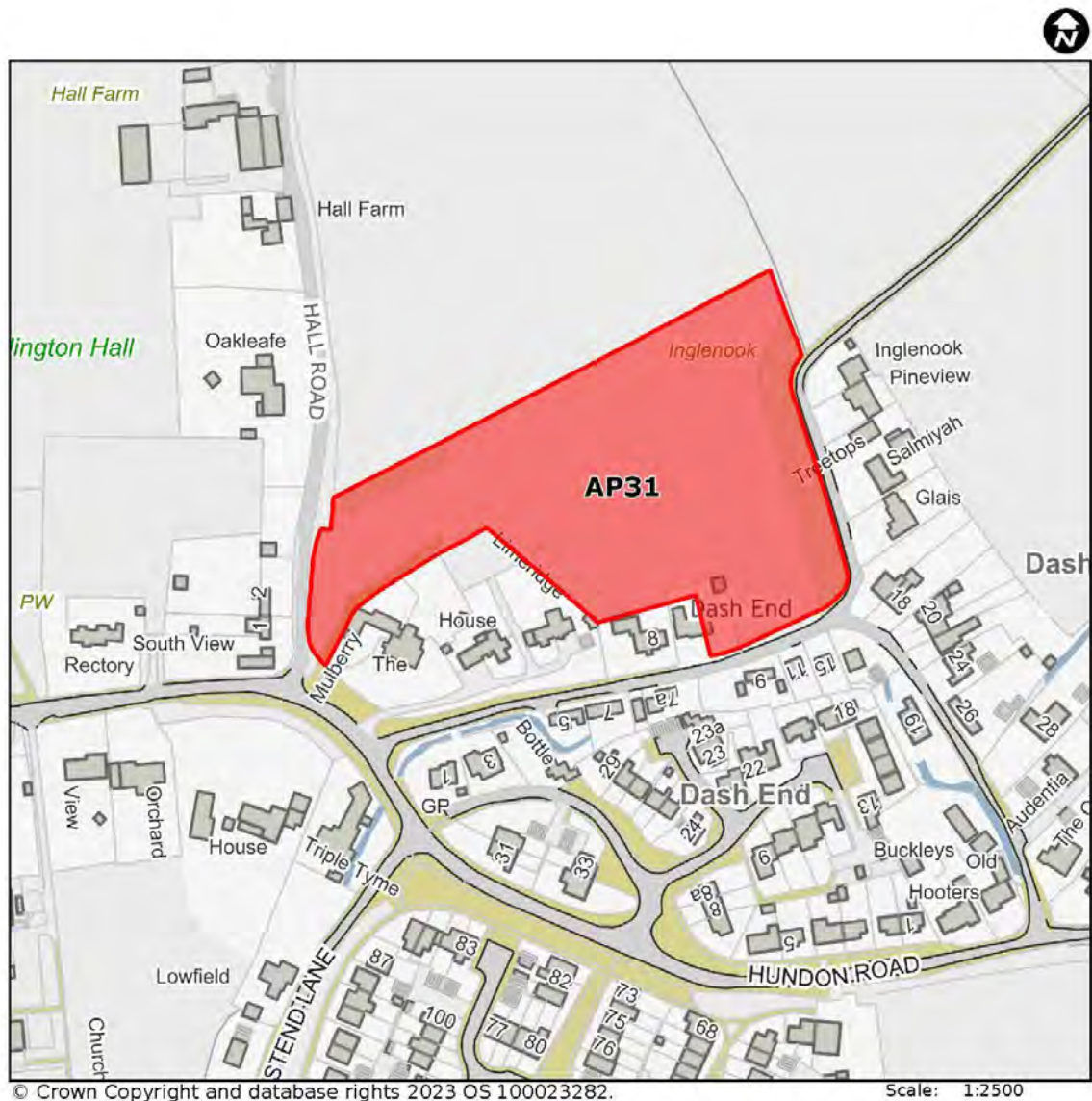


Non-strategic allocations

Policy AP31 Land at junction of Hall Road and Mill Road, Kedington

- 5.9.7. This site comprises an area of rough grassland and lies on the north-eastern edge of Kedington to the rear of homes along Dash End Lane. It is accessed off Mill Road, and is bounded to the east, south, and west by residential homes, and to the north by farmland. There are trees to the north and eastern boundaries.
- 5.9.8. In 2014, a site development brief was adopted and outline planning permission was granted (DC/14/1751/OUT) for up to 40 homes, including 30 per cent affordable housing with associated garages, parking, access and open space. Reserved matters were approved in 2022.
- 5.9.9. The site is located within the Upper Stour Valley Locally Valued Landscape (LVL) where the loss of key characteristics or legibility that underpins the scenic quality and significance of the LVL should be avoided (see policy SP5).

Policy AP31 Land at junction of Hall Road and Mill Road, Kedington



A site of 1.8 hectares at the junction of Hall Road and Mill Road, as shown on the policies map, is allocated for up to 40 homes.

The site should deliver the following:

- a. Alterations to existing vehicular access to provide a new junction with Mill Road, to the satisfaction of the highways authority.
- b. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside.
 - Existing woodland and trees to be retained and enhanced.
 - Sustainable drainage systems features.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8

Recreational effects of development. Information to inform a project level appropriate assessment will be required.

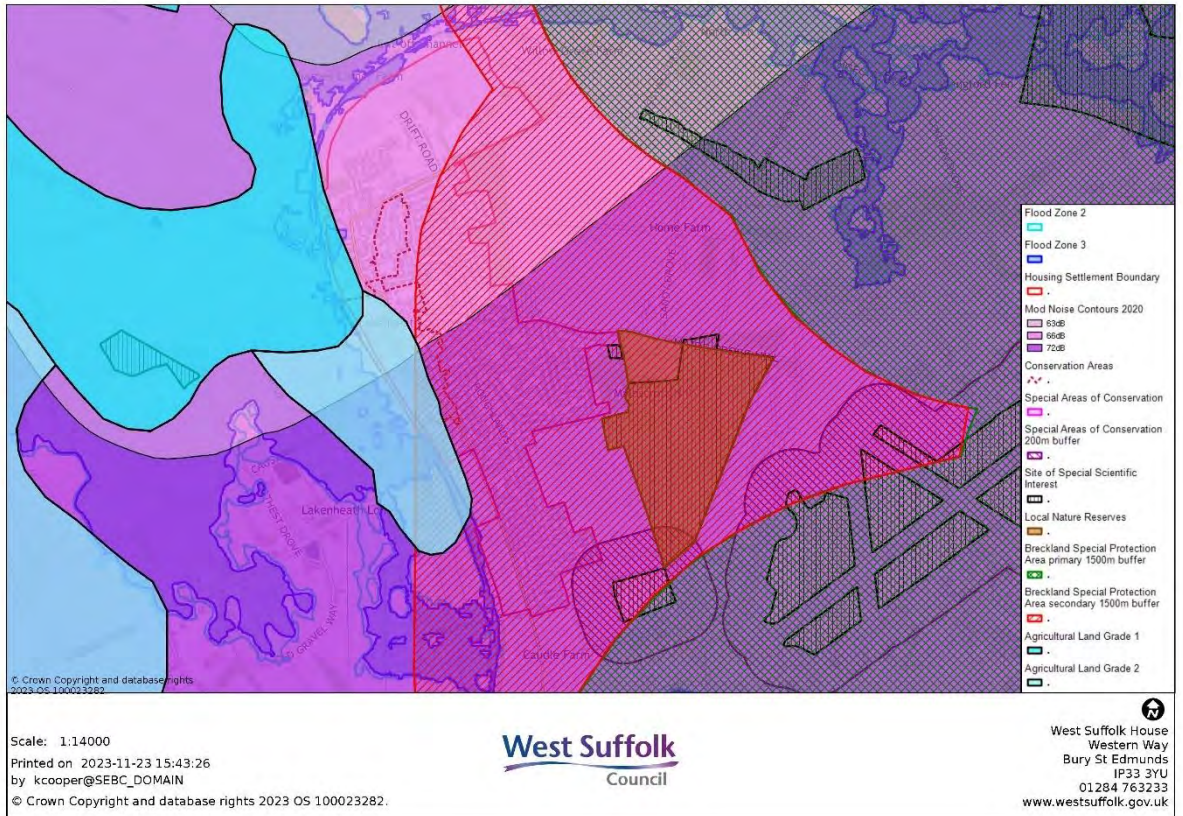
5.10. **Lakenheath**

- 5.10.1. Lakenheath has a population of approximately 4,524 (Census 2021, using settlement boundaries). It is located in the north-west of the district, approximately 10 kilometres south-west of Brandon and approximately nine kilometres north of Mildenhall. RAF Lakenheath airbase is located immediately east of the settlement. Lakenheath is a key service centre with a good range of facilities including healthcare facilities, primary school, convenience shops and a range of open spaces and leisure and community facilities.
- 5.10.2. The cut-off channel defines the edge of the settlement to the west and north. Maids Cross Hill Local Nature Reserve and Site of Special Scientific Interest lies to the south-east of Lakenheath. Breckland Special Protection Area, designated because during the bird breeding season it supports populations of Nightjar, Woodlark and Stone Curlew which are of European importance, is also located to the east of the settlement further constraining growth in this direction.
- 5.10.3. The parish council has embarked on the process of preparing a neighbourhood plan. The neighbourhood plan area was designated by West Suffolk Council on 2 February 2021.

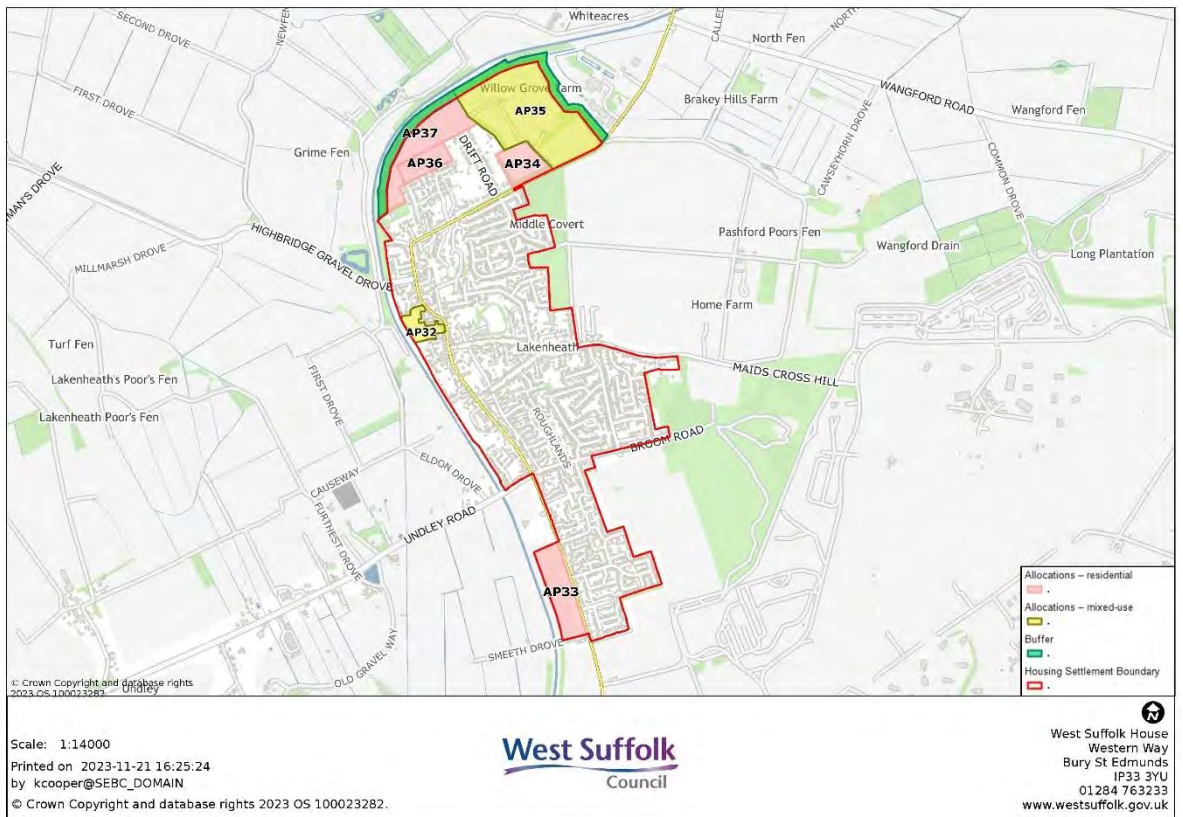
Allocations

- 5.10.4. The level of development proposed in Lakenheath is influenced by the need to **meet the district's overall housing requirement and the spatial strategy**. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been determined can be seen in the spatial strategy.
- 5.10.5. Five sites allocated in Lakenheath in the former Forest Heath Site Allocations Local Plan (2019) to deliver approximately 692 new homes and associated infrastructure are carried forward in this plan. These sites are at varying stages in the planning process and are reallocated in this plan to ensure that development is delivered in accordance with policy requirements.
- 5.10.6. Taking into account all of the above, one new site AP37 is proposed for residential development in Lakenheath providing an indicative capacity of 100 homes.
- 5.10.7. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.10.8. An existing established employment area has been identified for Lakenheath. Further details can be seen in the economy section.
- 5.10.9. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Lakenheath settlement constraints map



Lakenheath allocations map

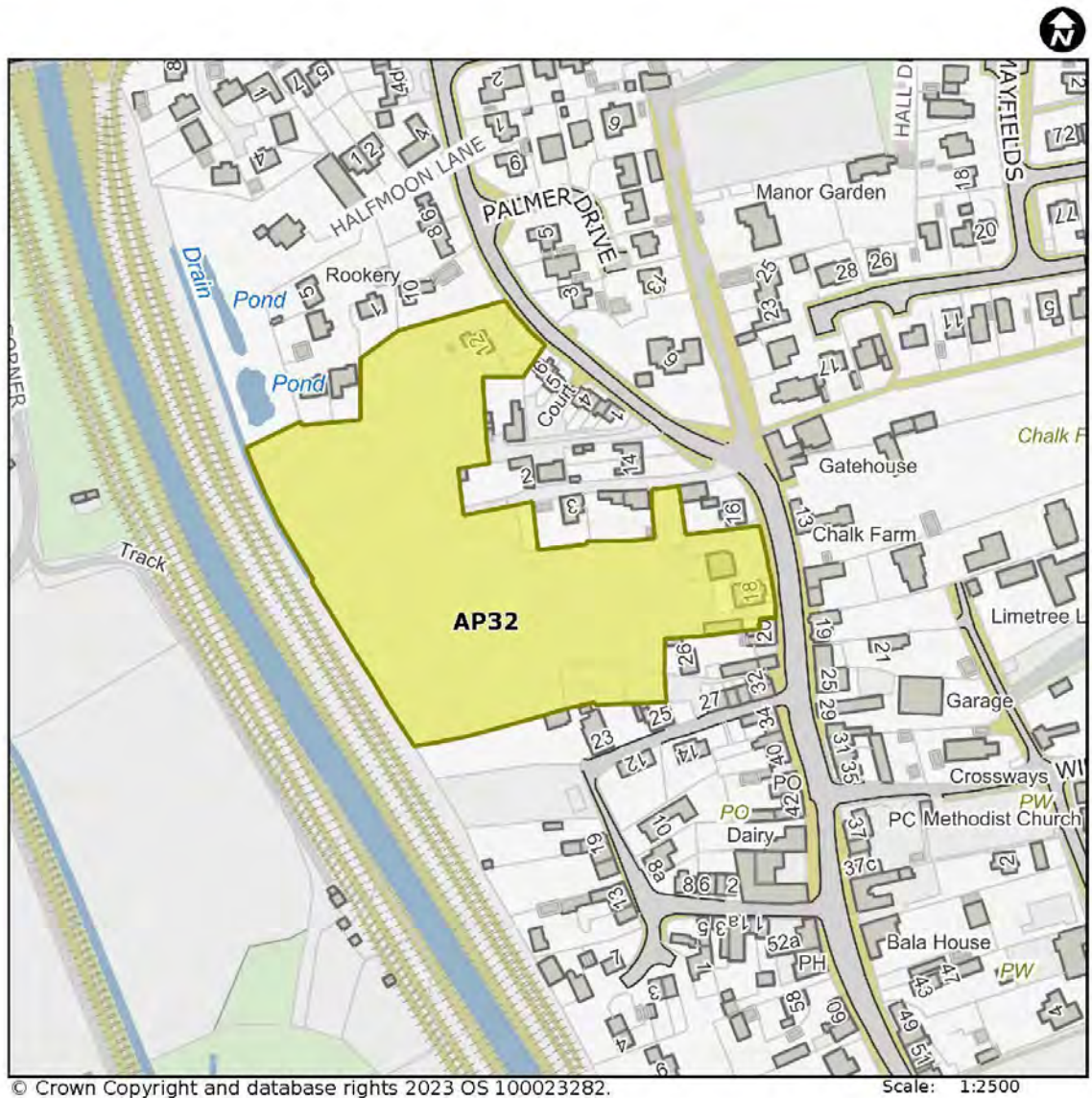


Non-strategic allocations

Policy AP32 Matthews Nursery, High Street, Lakenheath

- 5.10.11. This site is located to the west of the High Street and is within the defined settlement boundary and the conservation area. The site lies adjacent to the banks of the cut-off channel and west of the Eriswell Road (B1112). The site comprises non-designated heritage asset buildings, which should be retained. The former nursery site consists of grassland and extensive patches of bramble scrub and ornamental shrubs.
- 5.10.12. The site was allocated for mixed-use development in the former Forest Heath Site Allocations Local Plan (2019). Hybrid planning application (DC/18/1492/HYB) was approved on the site in May 2023 for up to 28 homes and commercial use.

Policy AP32 Matthews Nursery, High Street, Lakenheath



A site of 1.86 hectares at Matthews Nursery, as shown on the policies map, is allocated for mixed-use development to provide up to 28 homes and 1,000 square metres of commercial space.

The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften and screen the development from the surrounding countryside.
 - Sustainable drainage systems features.
 - Retained protected trees.

e. A landscape buffer to the cut-off channel to the west of the site, providing semi natural habitat.

Noise mitigation

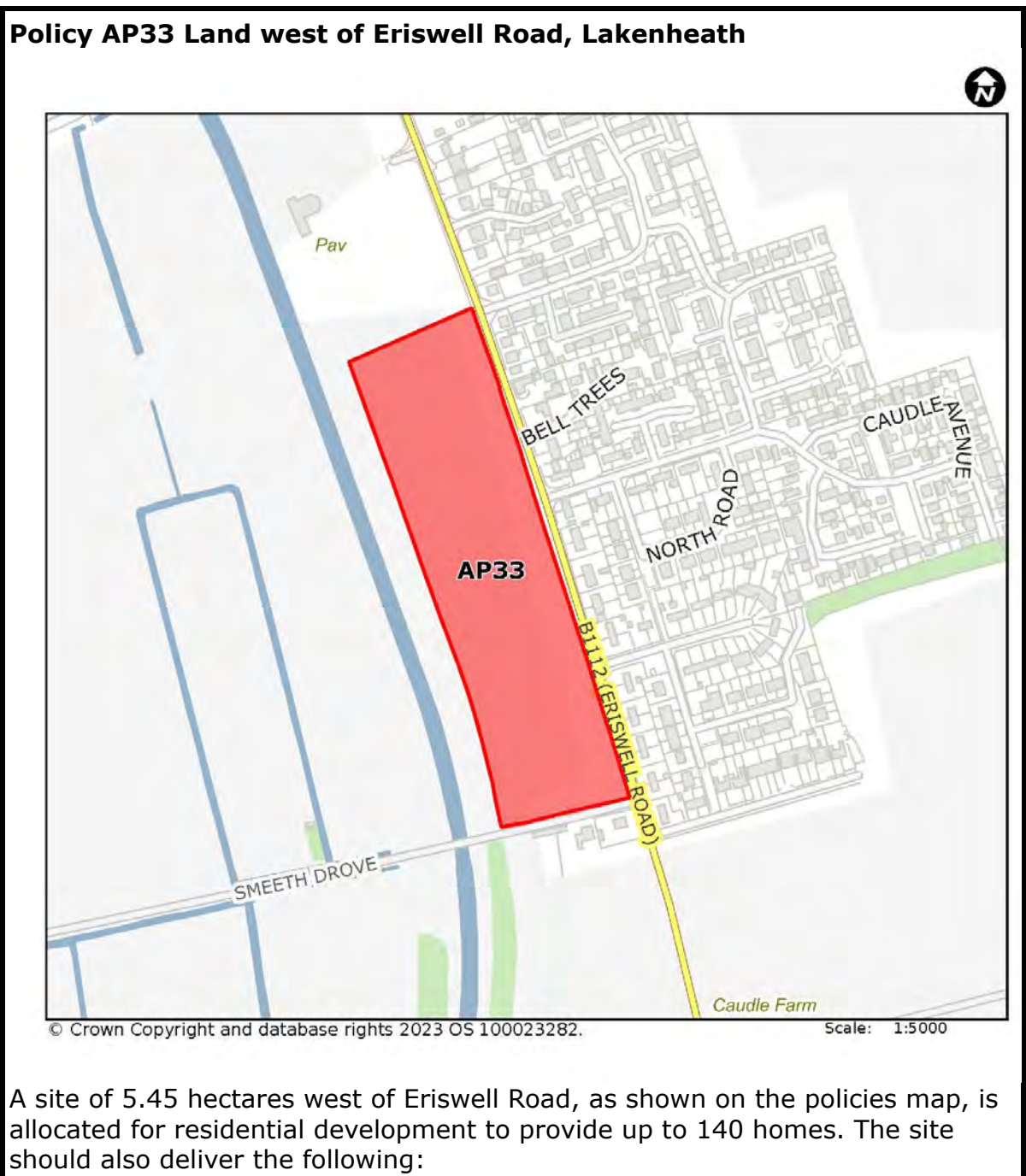
Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Policy AP33 Land west of Eriswell Road, Lakenheath

- 5.10.13. The site is located to the west of Eriswell Road (B1112) and is within the defined settlement boundary. To the north of the site is formal playing fields and Lakenheath Sports Pavillion. The site lies adjacent to the banks of the cut-off channel to the west.
- 5.10.14. The site was allocated for residential development in the former Forest Heath Site Allocations Local Plan (2019). Outline planning permission (F/2013/0394/OUT) was granted on the site in October 2018 for up to 140 homes with associated open space provision, landscaping and infrastructure work. The permission has not been implemented, however, a reserved matters application has recently been approved.



- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping including measures to soften and screen the development from the fenland countryside to the west.
 - Sustainable drainage systems features.
 - A landscape buffer to the cut-off channel to the west of the site, providing semi natural habitat.
 - Retained pine line with an appropriate buffer along the eastern boundary of the site.

Noise mitigation

Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.

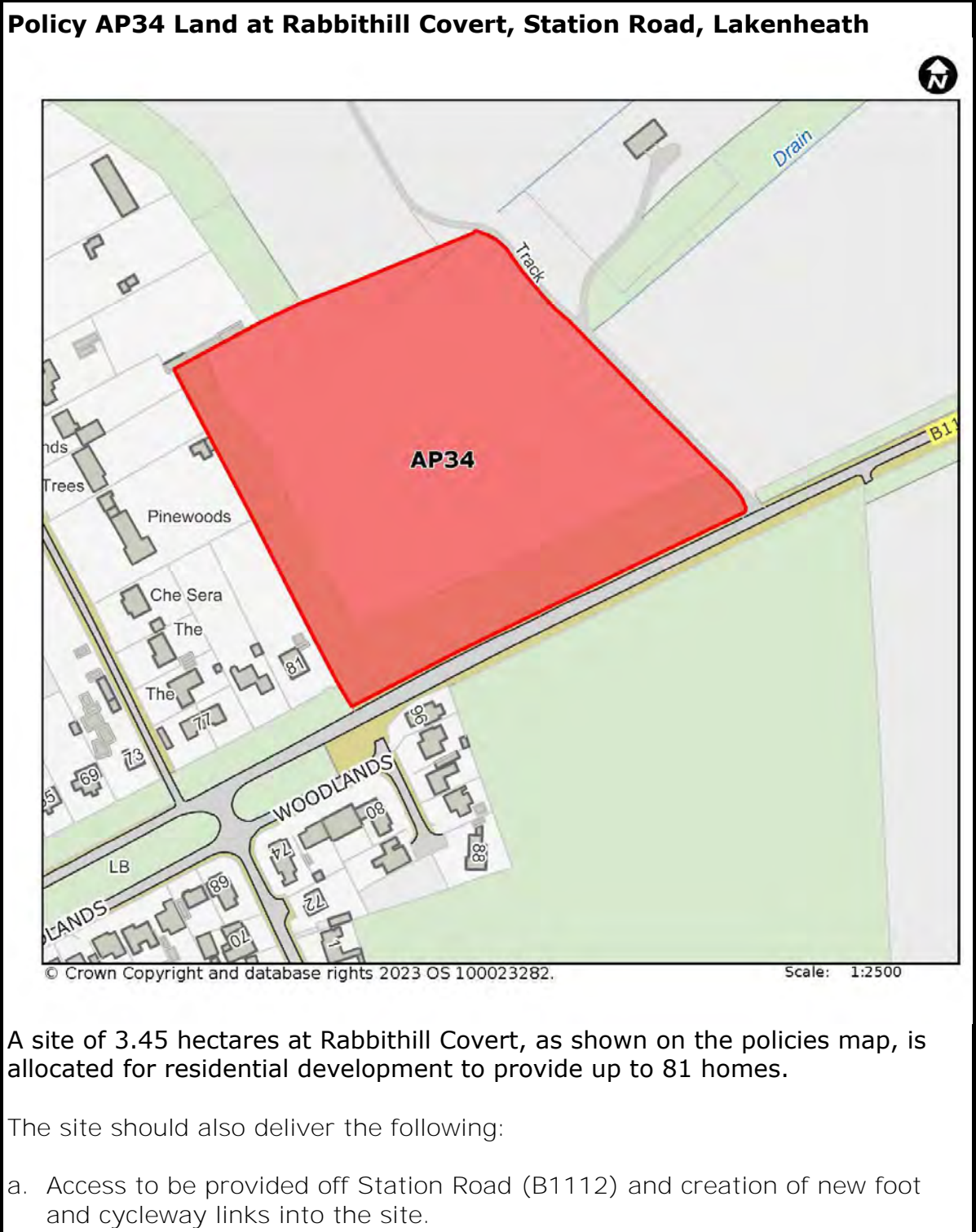
Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Policy AP34 Land at Rabbithill Covert, Station Road, Lakenheath

The site lies to the north of Station Road (B1112) and to the east of The Drift. To the west of the site is allocation AP35.

The site was allocated for residential development in the former Forest Heath Site Allocations Local Plan (2019). Outline planning permission (F/2018/0345/OUT) was granted on the site in September 2018 and reserved matters (DC/20/2066/RM) was approved in January 2022 for up to 81 homes.



- b. Sustainable travel connections both within the site and to existing local destinations and adjacent allocations, including nearby public rights of way.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping.
 - Retention of the existing woodland with an appropriate buffer on the southern and western boundaries of the site.
 - Sustainable drainage systems features.

Noise mitigation

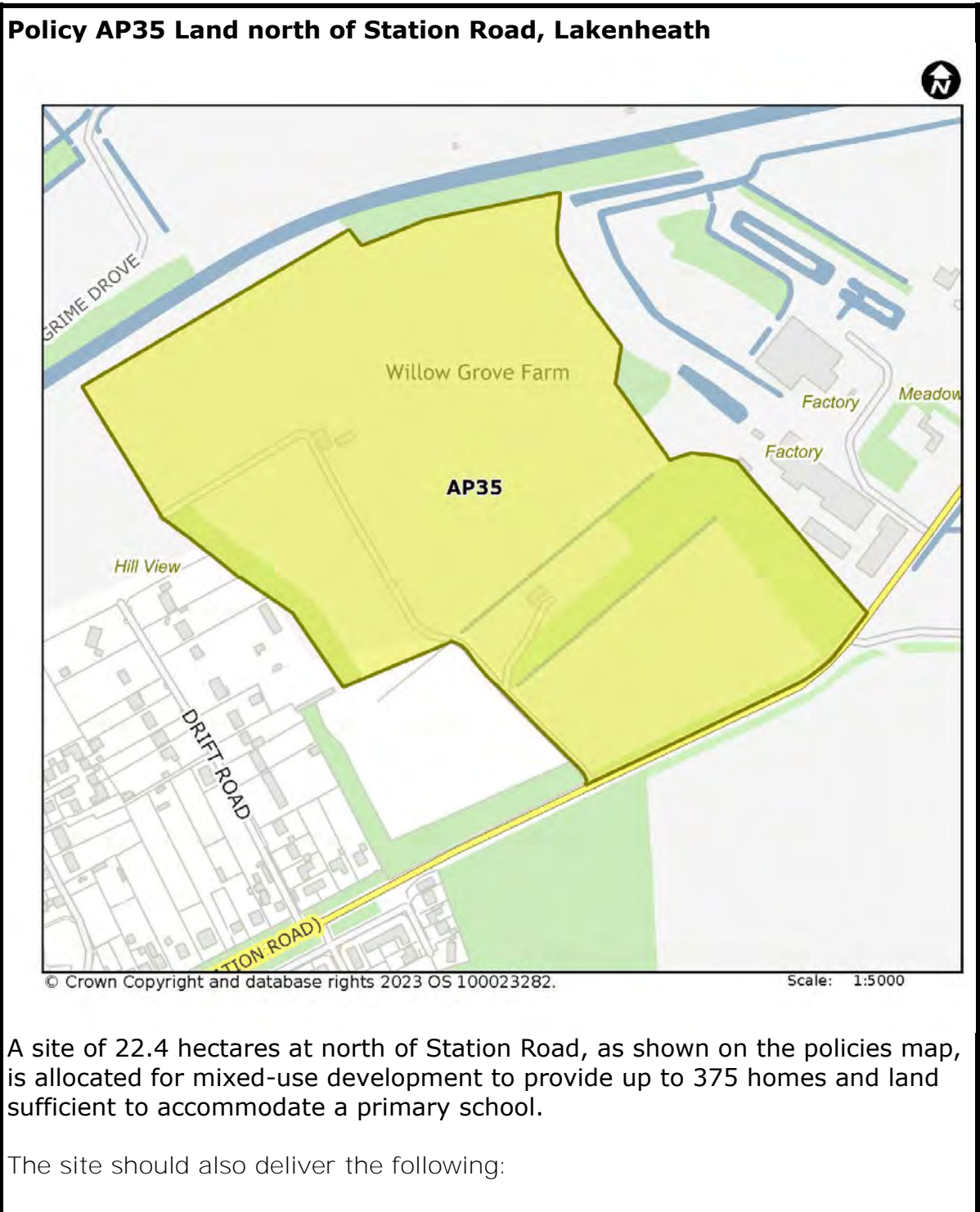
Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Policy AP35 Land north of Station Road, Lakenheath

- 5.10.15. The site lies to the north of Station Road (B1112) and to the west of the Lakenheath Industrial Estate. To the west of the site is allocation AP34. The cut-off channel runs along the northern boundary of the site.
- 5.10.16. The site was allocated for residential development in the former Forest Heath Site Allocations Local Plan (2019). A hybrid planning application (DC/14/2096/HYB) was approved in February 2020 for up to 375 homes and a primary school.



- a. Access to be provided off Station Road (B1112) and creation of new foot and cycleway links into the site.
- b. Sustainable travel connections both within the site and to existing local destinations and adjacent allocations, including nearby public rights of way.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - A substantial landscape buffer to the cut-off channel along the northern boundary of the site.
 - Strategic landscaping including to soften and screen the development from the surrounding countryside.
 - Sustainable drainage systems features.
 - The existing pine lines, woodland to the south and west, and grassland on the eastern boundary of the site should be retained and enhanced.

Noise mitigation

Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.

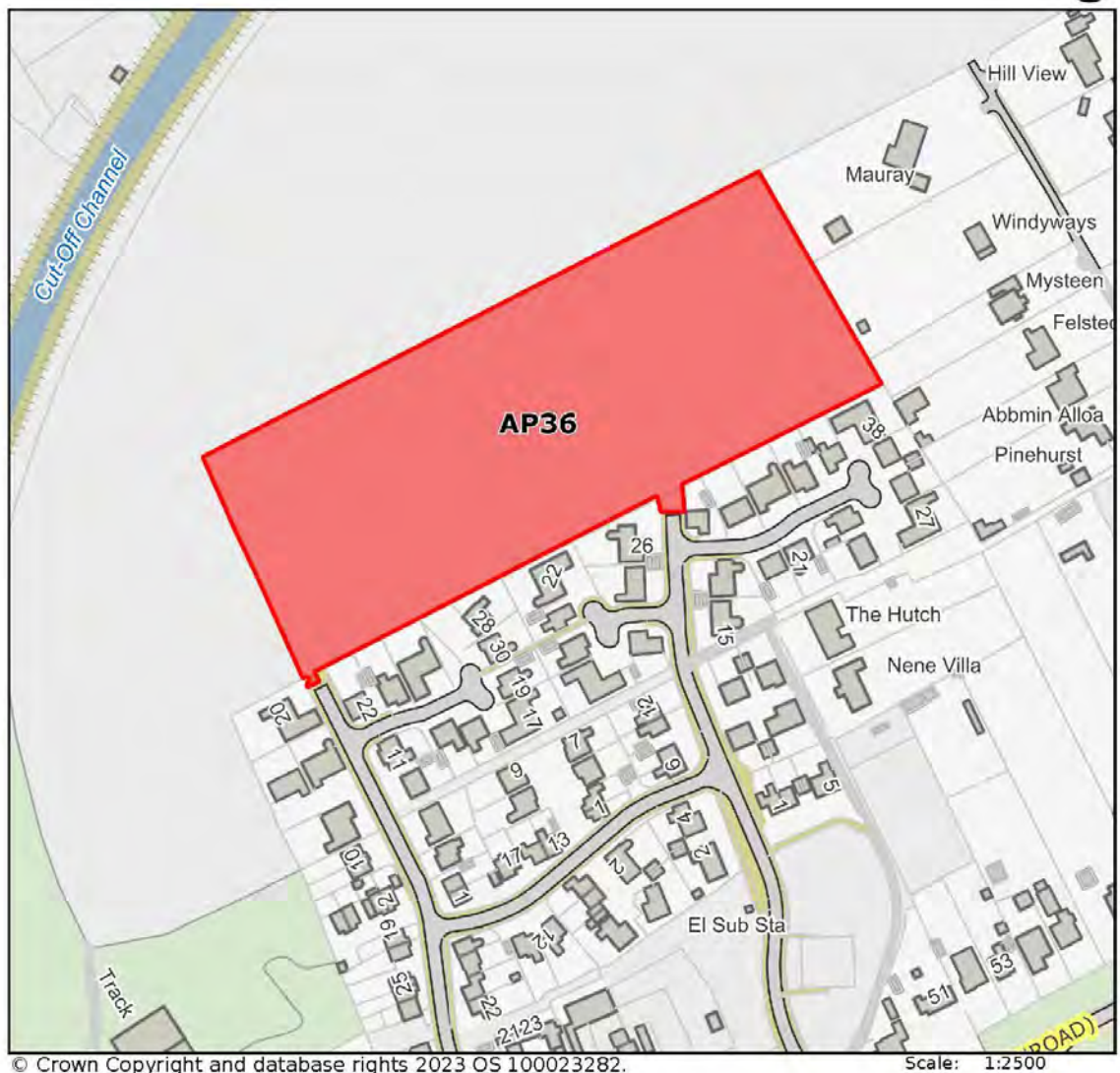
Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Policy AP36 Land off Briscoe Way, Lakenheath

- 5.10.17. The site lies to the south of the cut-off channel and to the north of Briscoe Way. The site is bounded by residential to the south.
- 5.10.18. The site was allocated for residential development in the former Forest Heath Site Allocations Local Plan (2019). Full planning permission (DC/13/0660/FUL) was approved in October 2018 and three subsequent section 73 applications (DC/19/1392/VAR, DC/21/1216/VAR and DC/22/1480/VAR) have been approved for up to 67 homes.

Policy AP36 Land off Briscoe Way, Lakenheath



A site of 2.78 hectares off Briscoe Way, as shown on the policies map, is allocated for residential development to provide up to 67 homes.

The site should also deliver the following:

- a. Access to be provided off Briscoe Way and creation of new foot and cycleway links into the site.

- b. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping.
 - Sustainable drainage systems feature.

Noise mitigation

Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.

Biodiversity

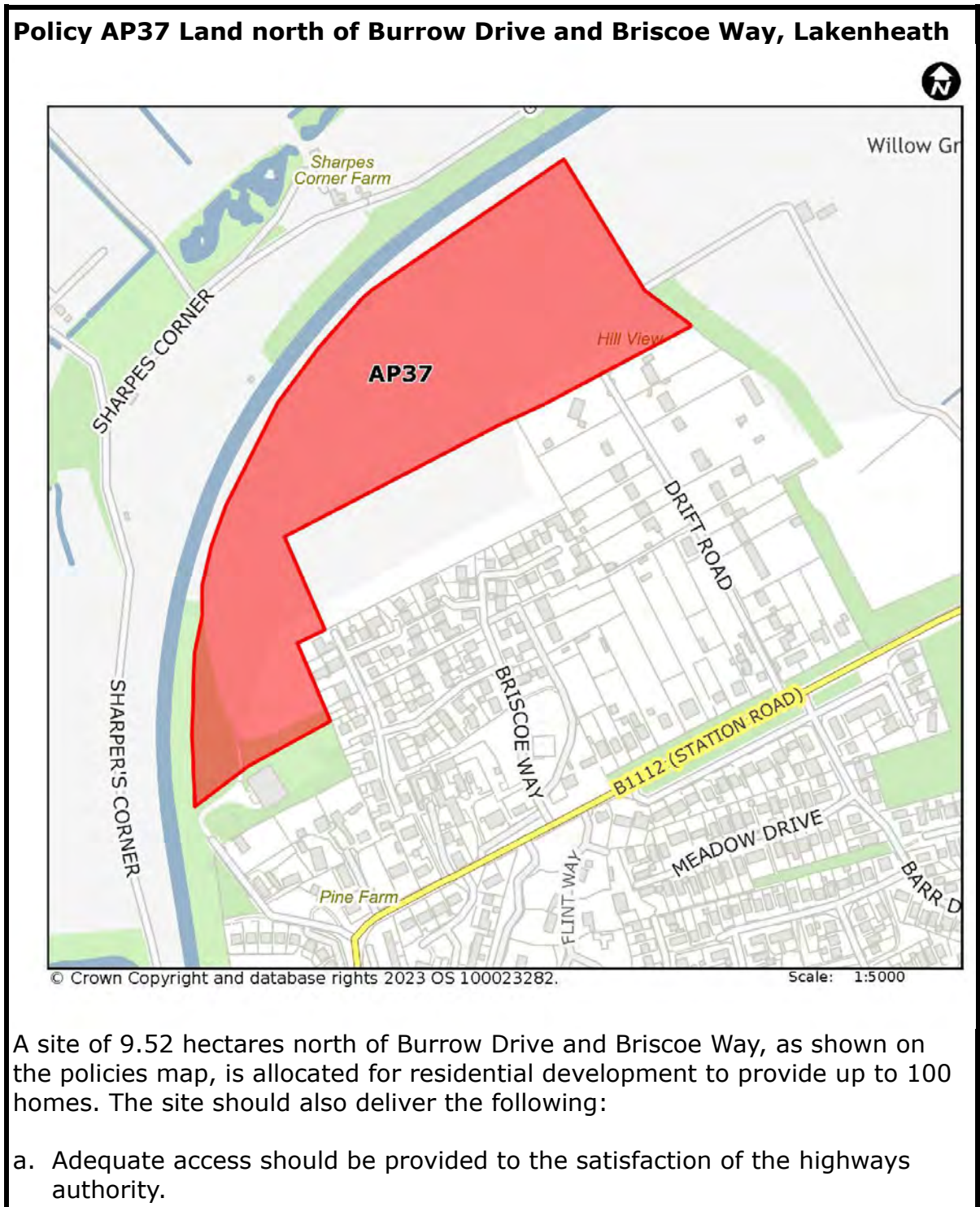
The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Infrastructure

Part of the site lies within the safeguarding boundary of a wastewater treatment facility and any new development must not inhibit its operation.

Policy AP37 Land north of Burrow Drive and Briscoe Way, Lakenheath

- 5.10.19. The site lies to the north of Burrow Drive and Briscoe Way. To the north and west of the site is the cut-off channel and to the south of the site is allocation AP36. The site is in arable use with areas of dense scrub and grassland to the south-west.
- 5.10.20. Measures should be delivered to safeguard the waste facility to the north of the site and retain a landscape buffer with the cut-off channel along the northern boundary.



- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations, adjacent allocations and nearby public rights of way.
- c. Provide at least 10 per cent of the total homes as custom and/or self-build plots (see policy LP25).
- d. Fully accessible informal and formal open space and play space.
- e. Green and blue infrastructure that will include:
 - Strategic landscaping.
 - Sustainable drainage systems features.
 - Existing trees and habitats to be retained and enhanced.
 - A 30 metre minimum landscape buffer to the cut-off channel in the north and west of the site.

Sustainable Travel

A transport assessment and travel plan will be required as part of any application for development on the site.

Noise mitigation

Given the proximity to RAF Lakenheath, development must incorporate appropriate noise mitigation measures.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Infrastructure

Part of the site lies within the safeguarding boundary of a wastewater treatment facility and any new development must not inhibit its operation.

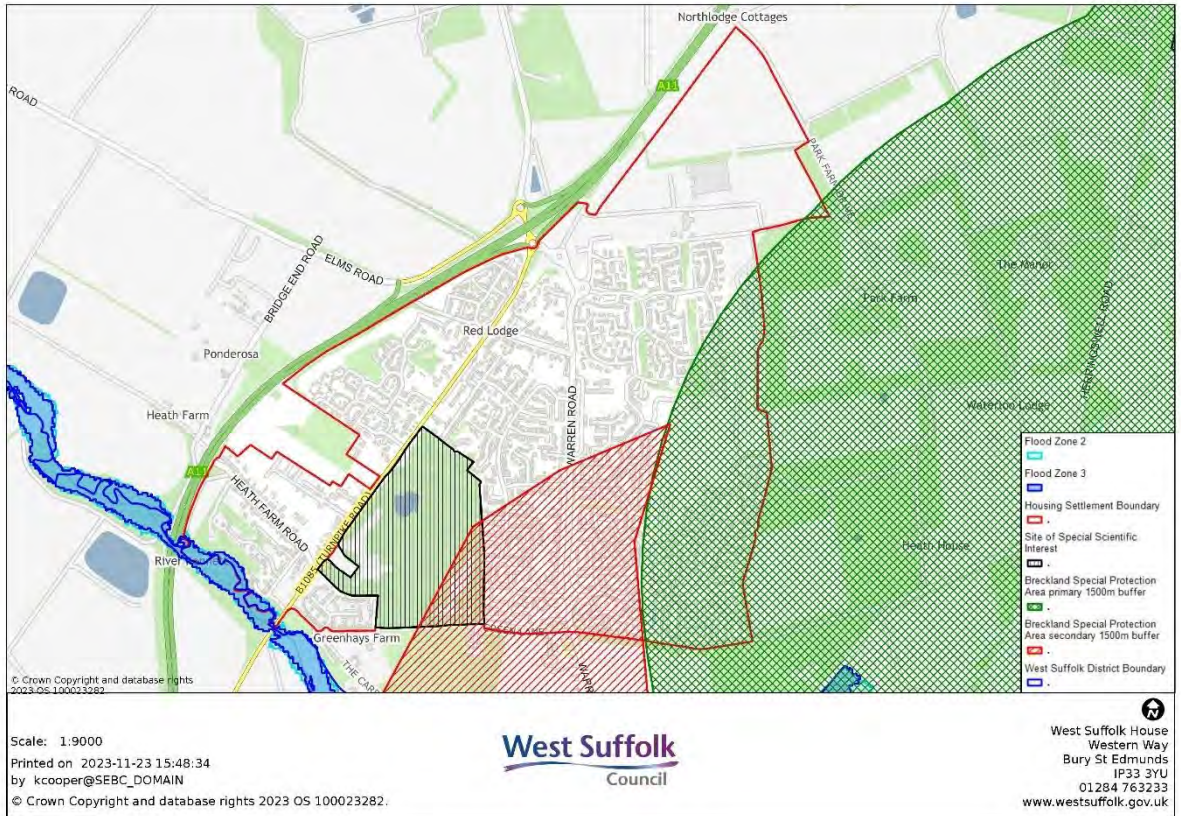
5.11. Red Lodge

- 5.11.1. Red Lodge is located immediately south-east of the A11, approximately six kilometres north-east of Newmarket and four kilometres south-west of Mildenhall and has a population of approximately 6,439 (Census 2021, using settlement boundaries). Red Lodge is a key service centre and has a good level of accessible services and facilities including a GP practice, community centre and a local centre with shops, including a supermarket, a post office, sports pavilion, primary schools and leisure facilities.
- 5.11.2. Breckland Special Protection Area, designated because during the bird breeding season it supports populations of Nightjar, Woodlark and Stone Curlew which are of European importance, is located to the east of the settlement constraining growth in this direction.

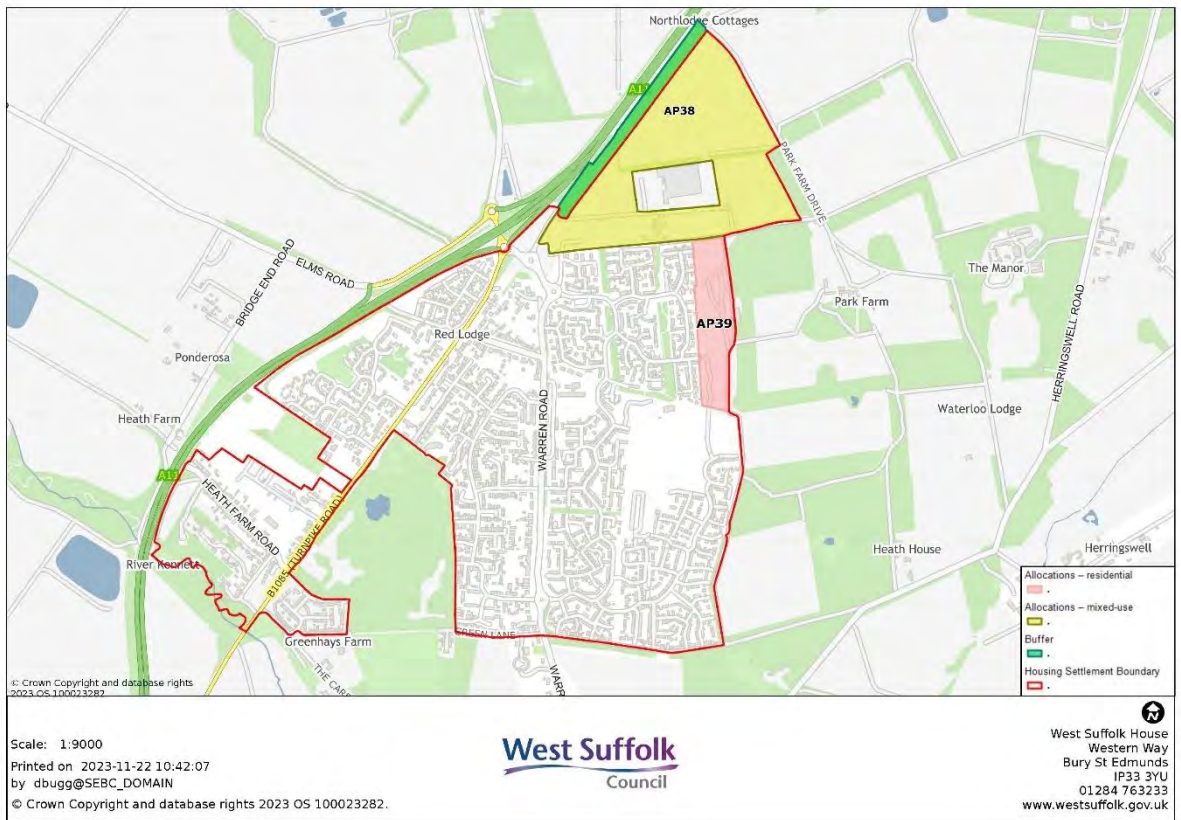
Allocations

- 5.11.3. The level of development proposed in Red Lodge is influenced by the need to meet the overall housing requirement and the spatial strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been determined can be seen in the spatial strategy.
- 5.11.4. Two sites were allocated around Red Lodge in the former Forest Heath Site Allocations Local Plan (2019) to deliver approximately 441 homes, eight hectares of employment land and associated infrastructure, are carried forward in this plan. These sites are at varying stages in the planning process and are reallocated in this plan to ensure that development is delivered in accordance with policy requirements.
- 5.11.5. **Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).**
- 5.11.6. An existing mixed-use site, as well as existing established employment areas have been identified for Red Lodge. Further details can be seen in the economy section.
- 5.11.7. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Red Lodge settlement constraints map



Red Lodge allocations map

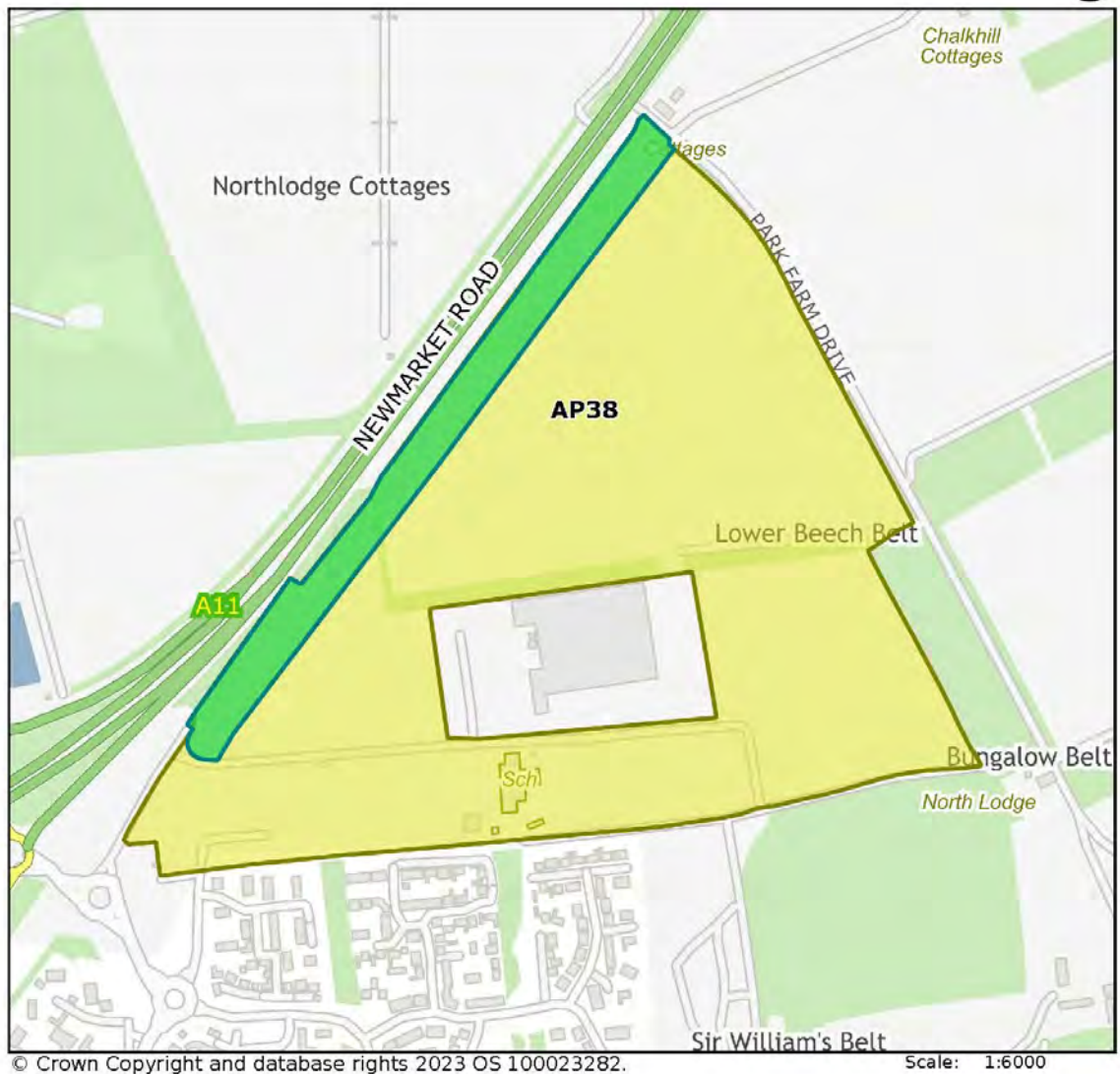


Non-strategic allocations

Policy AP38 Land north of Acorn Way, Red Lodge

- 5.11.8. The site lies to the north of Red Lodge and to the east of the A11. A distribution warehouse is located in the centre of the triangular site and a primary school to the south. The site is predominantly grade 3 and grade 4 agricultural land.
- 5.11.9. The site was allocated for mixed-use development in the former Forest Heath Site Allocations Local Plan (2019). A masterplan for the site was adopted in March 2023.
- 5.11.10. This site is a significant mixed-use urban extension to the north of Red Lodge and will require strategic landscaping and open space to address the potential impact of the proposals on the countryside, to separate uses and to provide amenity to the new residents.
- 5.11.11. Proposals should incorporate the protection of lines of pines and retention and enhancement of the existing tree belts and adjacent woodland habitats through connection to the wider landscape. These features should provide the framework for strategic landscape, open space and areas of development.
- 5.11.12. Development of the site should have regard to the special protection area constraint zone to the south-east and a Health and Safety Executive major hazard pipeline to the south of the A11.
- 5.11.13. Anglian Water Services should be contacted at an early stage in the planning of this site to discuss a foul water strategy and timetable for implementation to ensure planned infrastructure improvements can be delivered in step with delivery of the development.

Policy AP38 Land north of Acorn Way, Red Lodge



A site of 27.4 hectares north of Acorn Way, as shown on the policies map, is allocated for mixed-use development to provide up to 300 homes and eight hectares of employment land.

The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Community uses to meet the needs of the development, including sufficient land to allow for the expansion of the primary school.
- c. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations, adjacent allocations and nearby public rights of way.
- d. Fully accessible informal and formal open space and play space.
- e. Green and blue infrastructure that will include:
 - Strategic landscaping including on the north-west boundary with the A11 and the north-east boundary to soften the development edge and reduce

the visual impacts on the surrounding countryside provide buffers between areas of employment and residential use.

- Sustainable drainage systems features.
- Existing pine lines, tree belts and woodland (some protected by tree preservation orders) are to be retained with appropriate buffers and enhanced to provide a framework of interconnecting green corridors for people and wildlife.

f. Appropriate noise mitigation measures along the A11 boundary.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Employment

The site will deliver eight hectares of employment land.

There should be a range of employment uses, mix and scale. Suitable uses include:

- Offices
- research and development
- light industrial
- general industrial
- storage and distribution.

Strategic logistics provision will not be supported at this location due to the size of the site allocation not being suitable for large scale strategic logistic and potential for their detrimental impact on adjacent existing and proposed residential development.

In order to ensure the allocation brings forward employment land to meet identified employment needs over the plan period, proposals for non-employment uses, will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Minerals

This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself should be assessed, in consultation with the local minerals and waste authority (Suffolk County Council), prior to any planning application being approved.

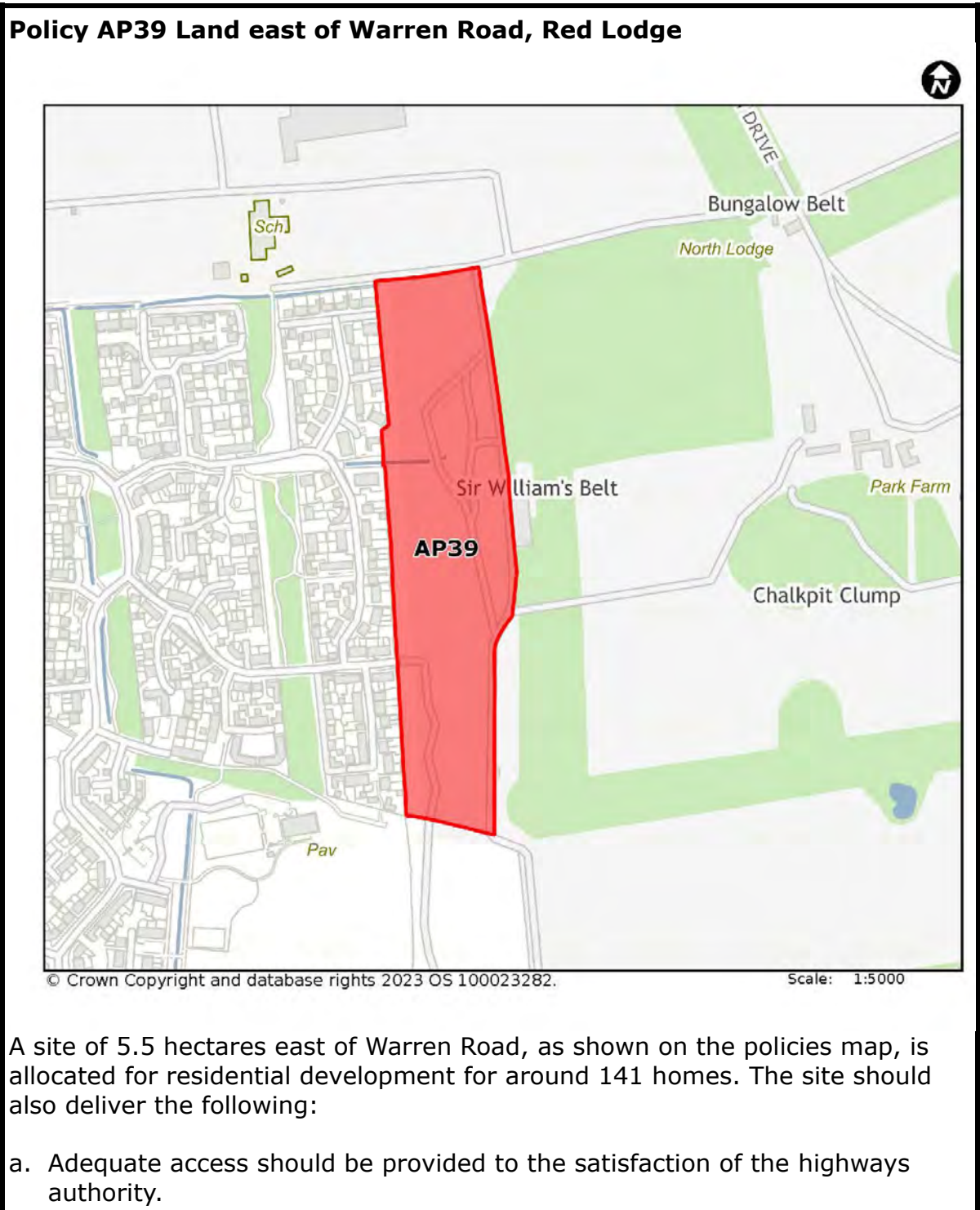
Infrastructure

The advice of the Health and Safety Executive must be adhered to regarding development near the major hazard pipeline.

Applicants are advised to contact Anglian Water Services at an early stage in the planning of this site to discuss a foul water strategy and timetable for implementation.

Policy AP39 Land east of Warren Road, Red Lodge

- 5.11.14. The site lies to the east of Red Lodge. The site is predominantly grade 4 agricultural land. Residential uses lie to the west, agricultural land and woodland to the east, and sports pitches with a sports pavilion to the south-west.
- 5.11.15. The site was allocated for residential development in the former Forest Heath Site Allocations Local Plan (2019). Full planning permission was approved in October 2023 for 141 homes on the site.



- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations, adjacent allocations and nearby public rights of way.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping
 - Sustainable drainage systems features.
- e. Development must provide measures for influencing recreation in the surrounding area, to avoid a damaging increase in visitors to Red Lodge Heath Site of Special Scientific Interest and Breckland Special Protection Area. Measures should include the enhancement and promotion of dog friendly access routes, in the immediate vicinity of the development(s), and/or other agreed measures.
- f. Development should have regard to the proper functioning of the existing sustainable drainage system infrastructure located on the site.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Other non-strategic allocation

Policy AP40 Secondary school site, Red Lodge

- 5.11.16. The level of growth planned for the Mildenhall, Lakenheath and Red Lodge area generates the need for infrastructure provision in relation to education during the plan period. There is a projected need for a new secondary school in Red Lodge, identified by Suffolk County Council as the education authority.
- 5.11.17. Whilst the need has been established, a site is yet to be identified by Suffolk County Council and therefore a proactive policy has been prepared to support site selection and delivery.

Policy AP40 Secondary school site, Red Lodge

To cater for the projected need, a site of around nine hectares to provide a secondary school will be supported.

If the site falls within Breckland Special Protection Area (SPA), special area of conservation, or site of special scientific interest impact pressure zone of influence, appropriate measures to mitigate impacts from the proposed development will be required.

Any planning application will require a project level habitats regulations assessment should the site fall within the Breckland SPA or associated buffer.

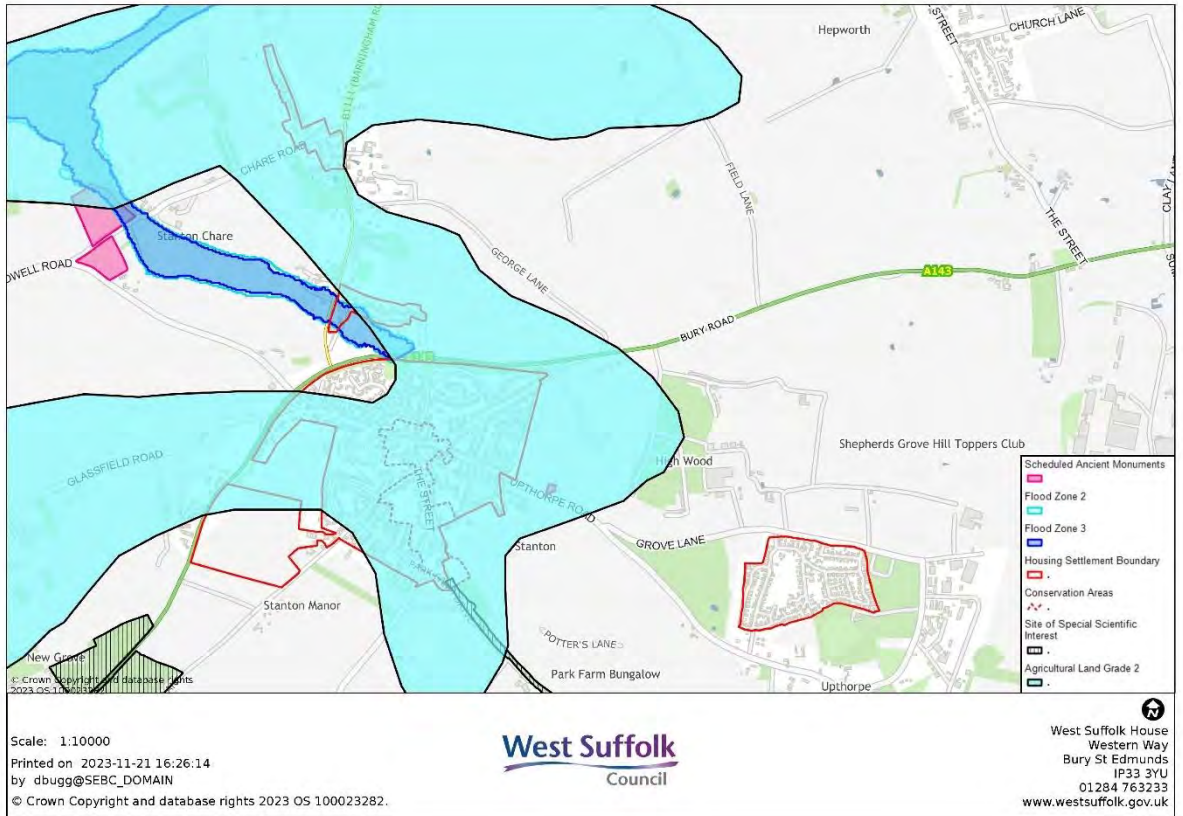
5.12. **Stanton**

- 5.12.1. Stanton is a key service centre located 14 kilometres north-east of Bury St Edmunds and has a population of approximately 2,124 (Census 2021, using settlement boundaries). Stanton is made up of several elements including a smaller housing area to the north of the A143, the Shepherds Grove Mobile Home Park to the east and the main part of the village immediately to the south of the A143.
- 5.12.2. Stanton has a good range of services and facilities which serve the resident population and surrounding settlements, including convenience shop, public house, health centre and GP surgery, a primary and pre-school, sport and leisure facilities and post office. The settlement has good transport links to Bury St Edmunds and Diss along the A143.
- 5.12.3. Stanton is fundamentally constrained to the north by the boundary of the A143. The settlement of Stanton should be protected from coalescence with the defined area of housing to the east.

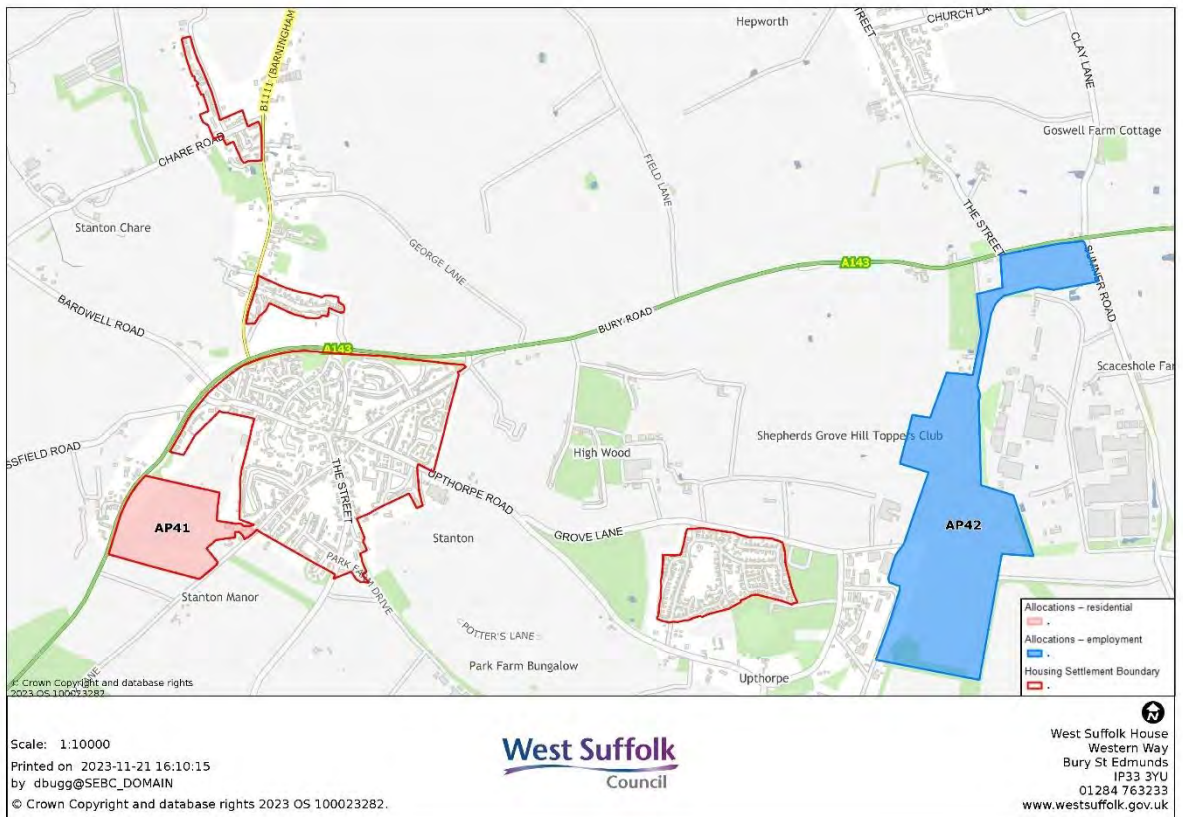
Allocations

- 5.12.4. One new site is proposed for residential development in Stanton, providing an indicative capacity of around 200 homes. The level of development proposed in the village is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account, existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been derived can be seen in the spatial strategy.
- 5.12.5. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.12.6. An existing strategic employment site, as well as existing established employment areas have been identified for Stanton. Further details can be seen in the economy section. Each site is shown on the [policies map](#).
- 5.12.7. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Stanton settlement constraints map



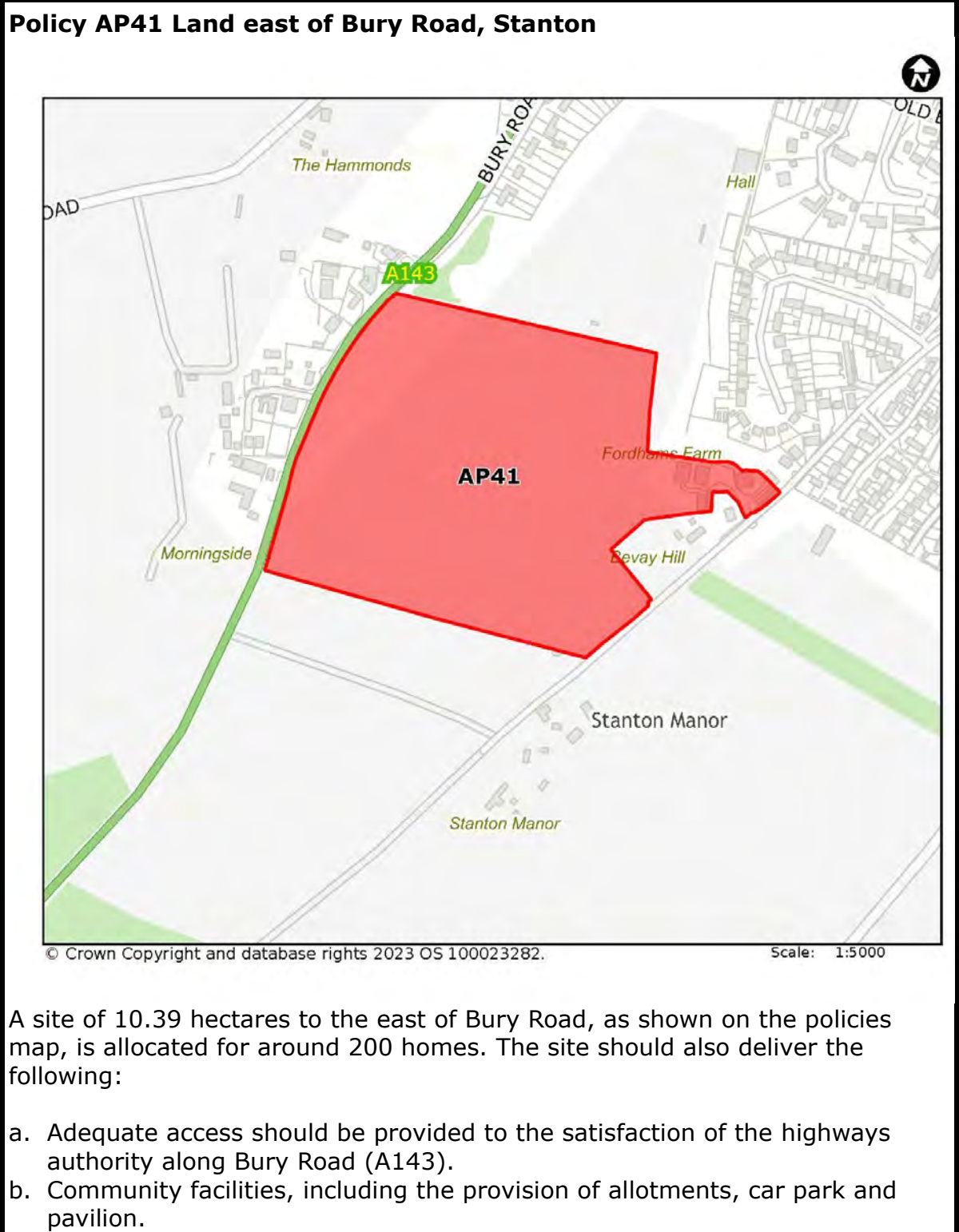
Stanton allocations map



Non-strategic allocation

Policy AP41 Land east of Bury Road, Stanton

- 5.12.8. The site lies between Bury Road (A143) to the west and Bury Lane to the east. The site largely comprises an arable field, with a dense species rich hedgerow to the north and eastern boundaries. The site lies partially adjacent to the settlement boundary with playing fields and community facilities located immediately to the north of the site.



- c. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way, which include foot and cycleways into village centre and existing community facilities.
- d. Provide at least 10 per cent of the total homes as custom and/or self-build plots (see policy LP25).
- e. Fully accessible informal and formal open space and play space.
- f. Green and blue infrastructure that will include:
 - Strategic landscaping including a new boundary to the south with the countryside and to the west along the A143.
 - Sustainable drainage systems features.
 - Retention and enhancement of the existing species rich hedgerows providing appropriate buffers.
- g. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Minerals

This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself should be assessed, in consultation with the local minerals and waste authority (Suffolk County Council), prior to any planning application being approved.

Employment allocation

Policy AP42 Shepherds Grove, Stanton and Hepworth

- 5.12.9. This is a large site of 31 hectares situated to the east of Stanton village. The site lies between two existing established rural employment areas and is allocated for employment uses in this plan. The site was previously allocated for development in the adopted local plan for the district, where recognised viability issues hampered its delivery.
- 5.12.10. Before development can commence and a planning application is approved, a site masterplan will need to be prepared and adopted taking into account current and emerging national and local planning policies and local environmental and infrastructure constraints. Any planning application should be in general accordance with the masterplan.
- 5.12.11. Given the site's remoteness and the fact development is yet to come forward, the West Suffolk Employment Land Review (2021) (ELR) proposed it should be considered for consolidation. However, following the publication of the ELR, a planning application proposing employment uses and associated infrastructure on the site has been submitted (DC/22/2190/HYB). The planning application sets out proposals to address the poor access to the site and is currently under consideration.
- 5.12.12. The higher value residential uses proposed in the previous allocation and adopted 2019 masterplan are no longer required for viability reasons. Residential uses are not considered appropriate for this location as the site is an unsustainable location and would not accord with the spatial strategy for this plan.
- 5.12.13. Retail and any main town centre use as defined in the National Planning Policy Framework are not considered appropriate at this location either, as these uses should be focussed on town centres first, in accordance with national and local planning policy.

Policy AP42 Shepherds Grove, Stanton and Hepworth



A site of 31 hectares known as Shepherd's Grove, as shown on the policies map, is allocated for employment uses.

The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.

There should be a range of suitable uses to include:

- Offices
- research and development
- light industrial
- general industrial
- storage and distribution.

Given the site's rural location, its remoteness from the trunk road network and to ensure the needs identified in the employment land review (2021) are met, strategic logistics provision over 9,000 square metres floorspace per unit, to meet regional and national distribution needs, will not be supported.

Any uses which do not accord with the spatial strategy, such as housing or retail development, will not be permitted on the site. In order to ensure the employment allocation meets the employment needs over the plan period, proposals for non- employment uses will only be considered if it can be demonstrated it is no longer required in a review of the allocation in a subsequent local plan.

a review of the allocation in a subsequent local plan.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

The development will be expected to provide the necessary road infrastructure, including a new roundabout access on the A143 Bury Road and link road through to Grove Lane at Shepherds Grove west.

Green and blue infrastructure

Green and blue infrastructure within the site should include:

- Strategic landscaping including to reduce the impact of proposals from the surrounding countryside, to form a landscape framework and setting for the new development, and to soften the impact of new development on adjacent users and the business park environment.
- Sustainable drainage systems features.
- Existing hedgerows, trees and the woodland to the south-east corner are to be retained and enhanced with appropriate buffers.

Local service centres

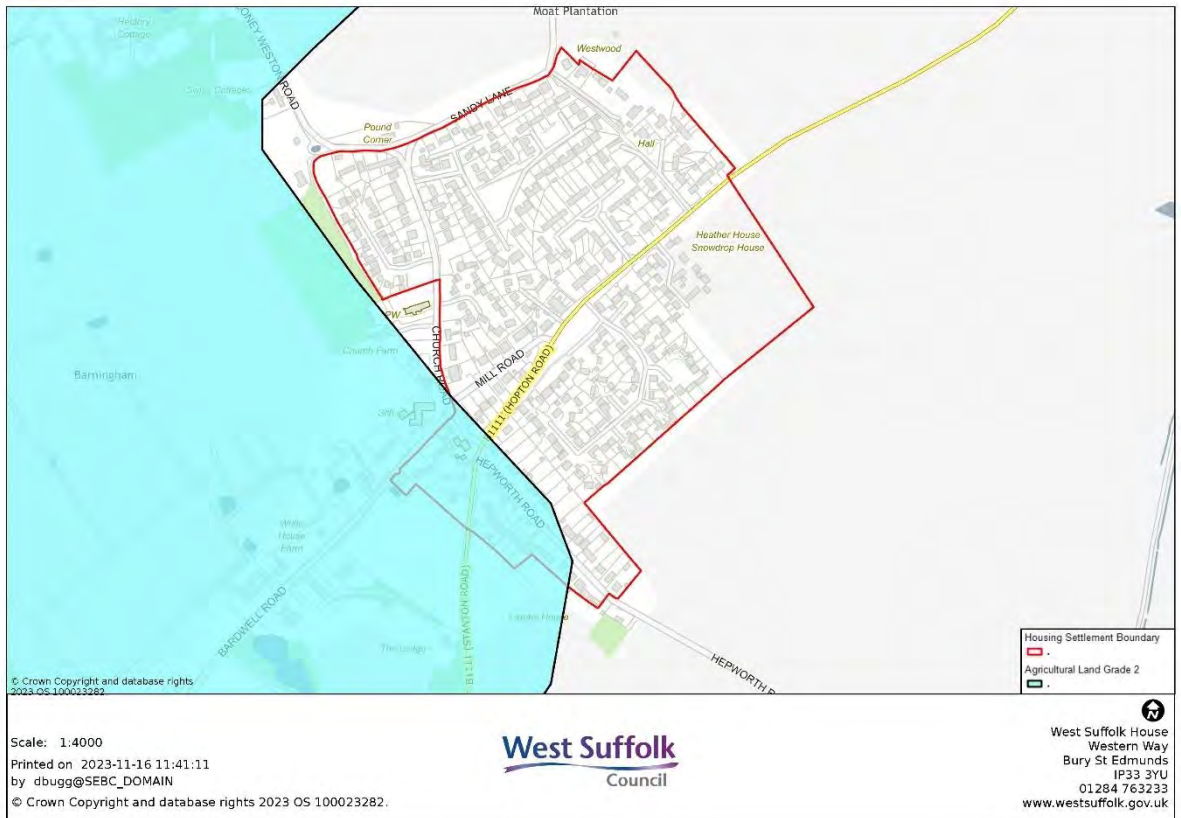
5.13. Barningham

- 5.13.1. Barningham is a village with a population of 860 (Census 2021, using settlement boundaries), located approximately 17 kilometres north-east of Bury St Edmunds and 13 kilometres south-west of Thetford. The village is designated as a local service centre in recognition of the range of local services and facilities it has to serve the community and surrounding rural population, including a shop and post office, a primary school and leisure facilities.
- 5.13.2. The parish council are preparing a neighbourhood plan. The neighbourhood plan area was designated by West Suffolk Council on 18 April 2017.

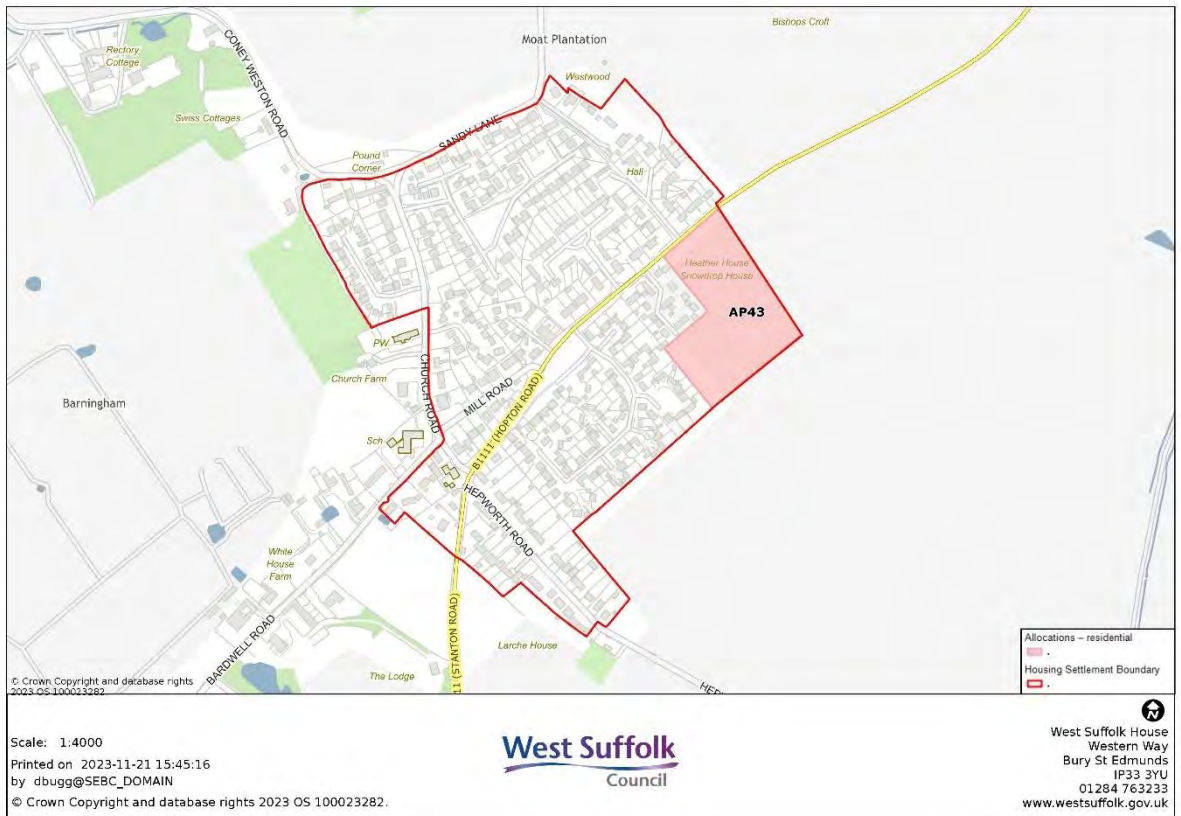
Allocation

- 5.13.3. One new site is proposed for residential development in Barningham providing for around 37 homes. The level of development proposed in the village is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been derived can be seen in the spatial strategy.
- 5.13.4. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.13.5. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Barningham settlement constraints map



Barningham allocation map



Non-strategic allocation

Policy AP43 Land south of Hopton Road, Barningham

- 5.13.6. The allocation lies south of Hopton Road (B1111) wrapping around the north-east and south-east sides of Lingwood Close and is part of a large arable field. An area of wildflower meadow enclosed by species-rich hedgerows with trees lies to the south-west of the site. The field has an ancient hedgerow with trees along the eastern boundary and the western boundary is marked by a recent residential development. The site is largely surrounded by arable fields.



- b. Sustainable travel connections to existing local destinations, including the primary school, nearby public rights of way and the countryside.
- c. Pedestrian and cycle linkages to existing neighbouring development.
- d. Fully accessible informal and formal open space and play space.
- e. Green and blue infrastructure that will include:
 - Strategic landscaping including to screen the visual impacts of development from the surrounding countryside.
 - Sustainable drainage systems features.
 - The existing hedgerows and boundary features should be retained and enhanced by providing appropriate buffers and a new connecting hedgerow to the south-east.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

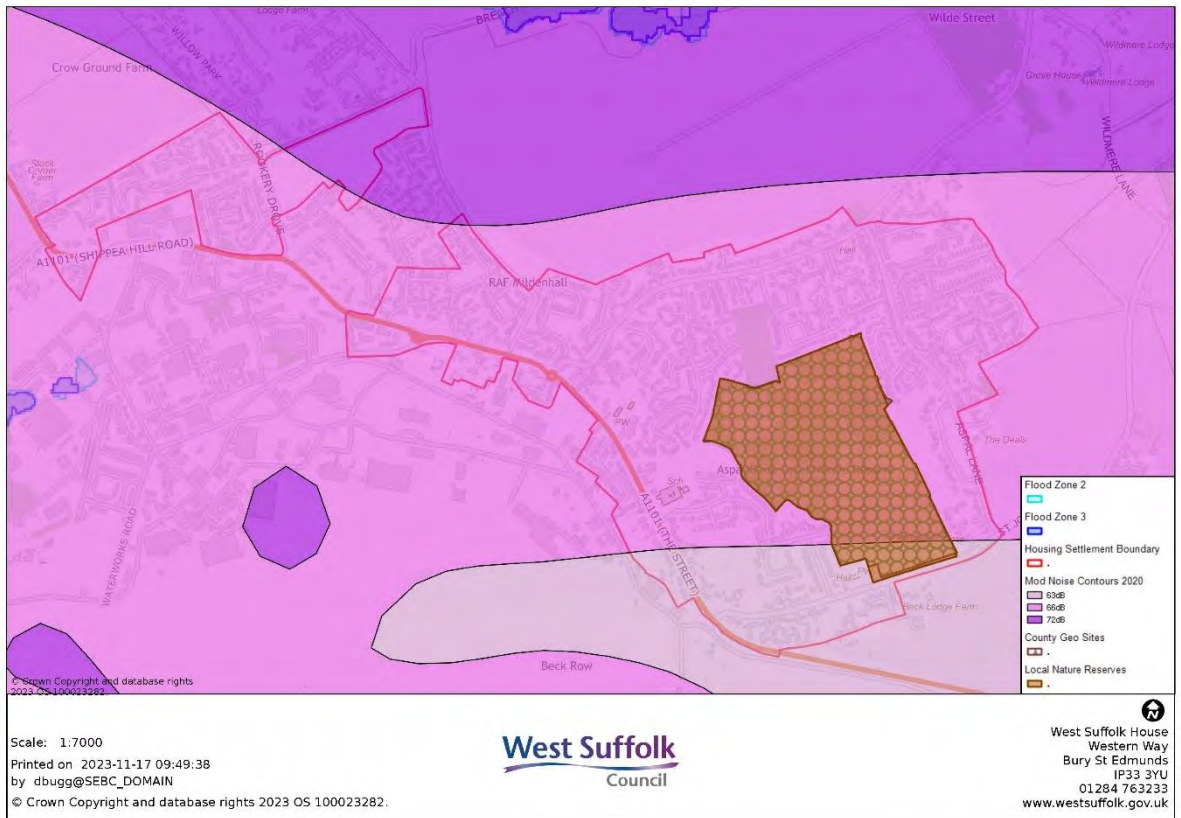
5.14. Beck Row

- 5.14.1. Beck Row is a village with a population of approximately 4,099 (Census 2021, using settlement boundaries for Beck Row, Holywell Row). Beck Row is a local service centre located in the north-western part of the district, around five kilometres from Mildenhall and 18 kilometres from Brandon. RAF Mildenhall is immediately to the south of the village. The settlement has a range of facilities including a primary school, a pre-school and nursery school, a convenience store and leisure facilities.
- 5.14.2. The A1101 together with RAF Mildenhall forms a physical boundary to the south and to the east coalescence should be avoided with settlement of Holywell Row.

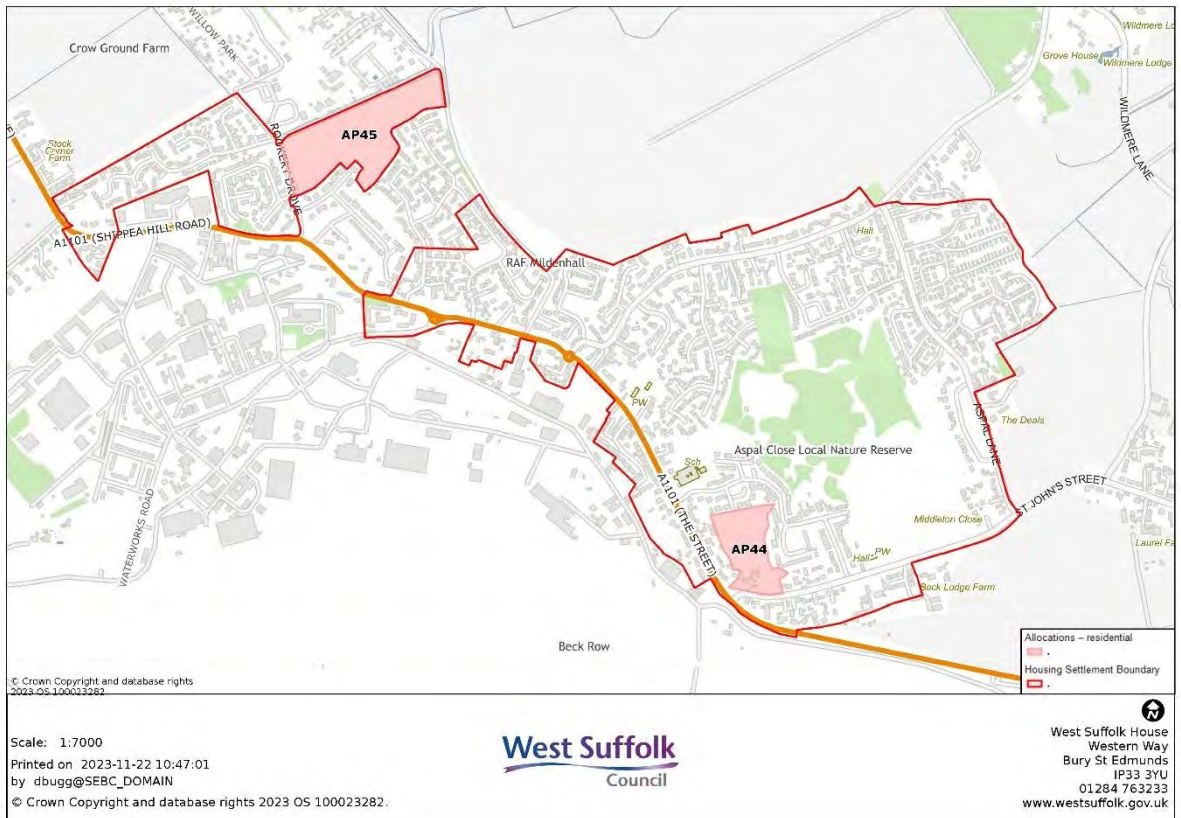
Allocations

- 5.14.3. There are two sites for residential development in Beck Row providing an indicative capacity of around 160 homes. The level of development proposed in the village is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been derived can be seen in the spatial strategy.
- 5.14.4. Further information on alternative site options considered but not taken forward can be seen in the [omission sites in document](#).
- 5.14.5. An existing established rural employment area has been identified for Beck Row. Further details can be seen in the economy section. The site is identified on the [policies map](#).
- 5.14.6. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Beck Row settlement constraints map



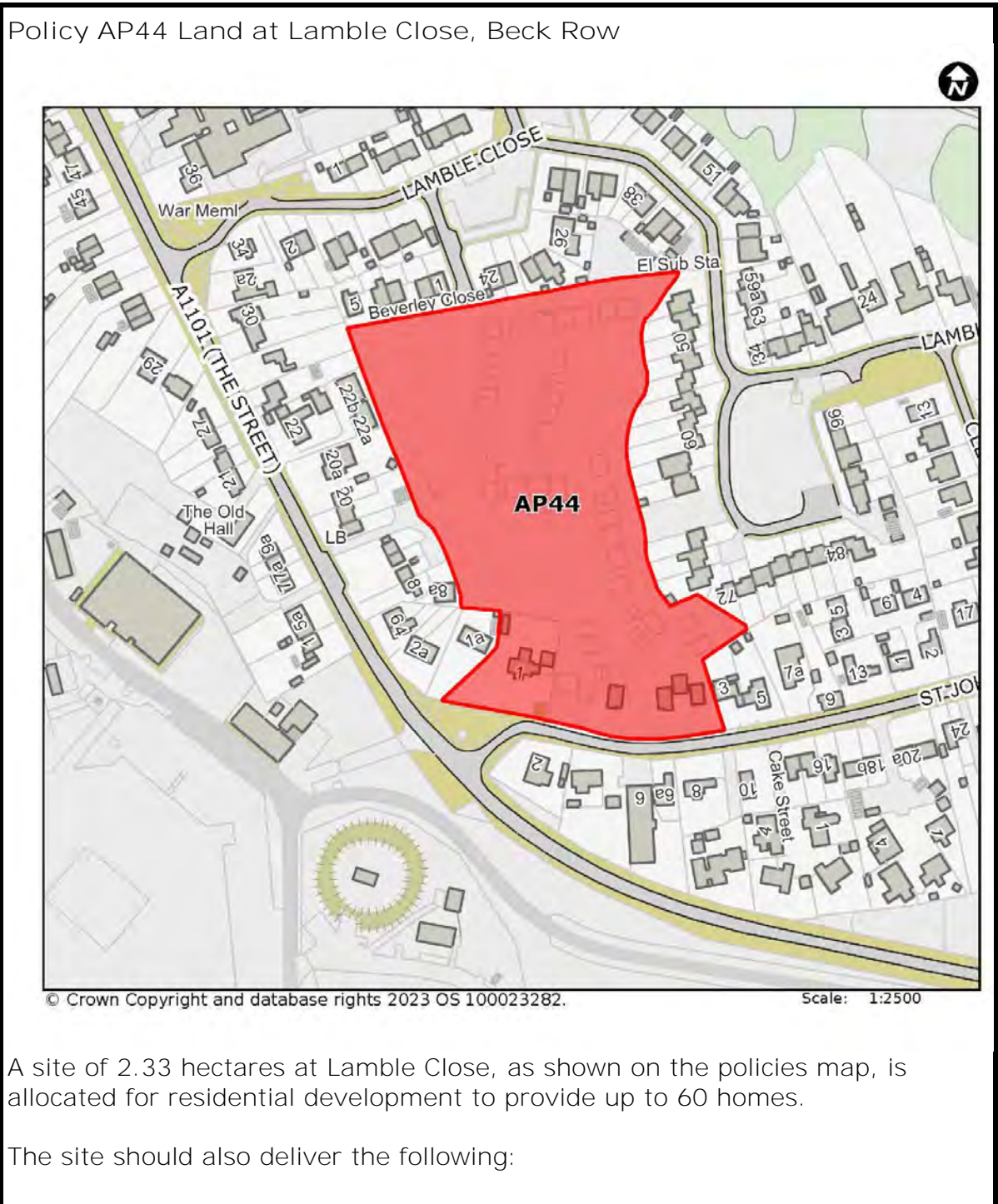
Beck Row allocations map



Non-strategic allocations

Policy AP44 Land at Lamble Close, Beck Row

- 5.14.7. The site lies to the north of St Johns Street and to the east of The Street (A1011). The site comprises a mixture of grazing land and unmanaged grassland, with some agricultural buildings to the south-east. The site is surrounded by residential development.
- 5.14.8. The site was an allocation in the previous local plan and has outline planning permission (DC/18/1993/OUT) for up to 60 homes.



- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping.
 - Sustainable drainage systems) features.
 - Retain and enhance the existing trees and pine line (some protected) with appropriate buffers.

Noise mitigation

Given the proximity to RAF Mildenhall, development must incorporate appropriate noise mitigation measures.

Biodiversity

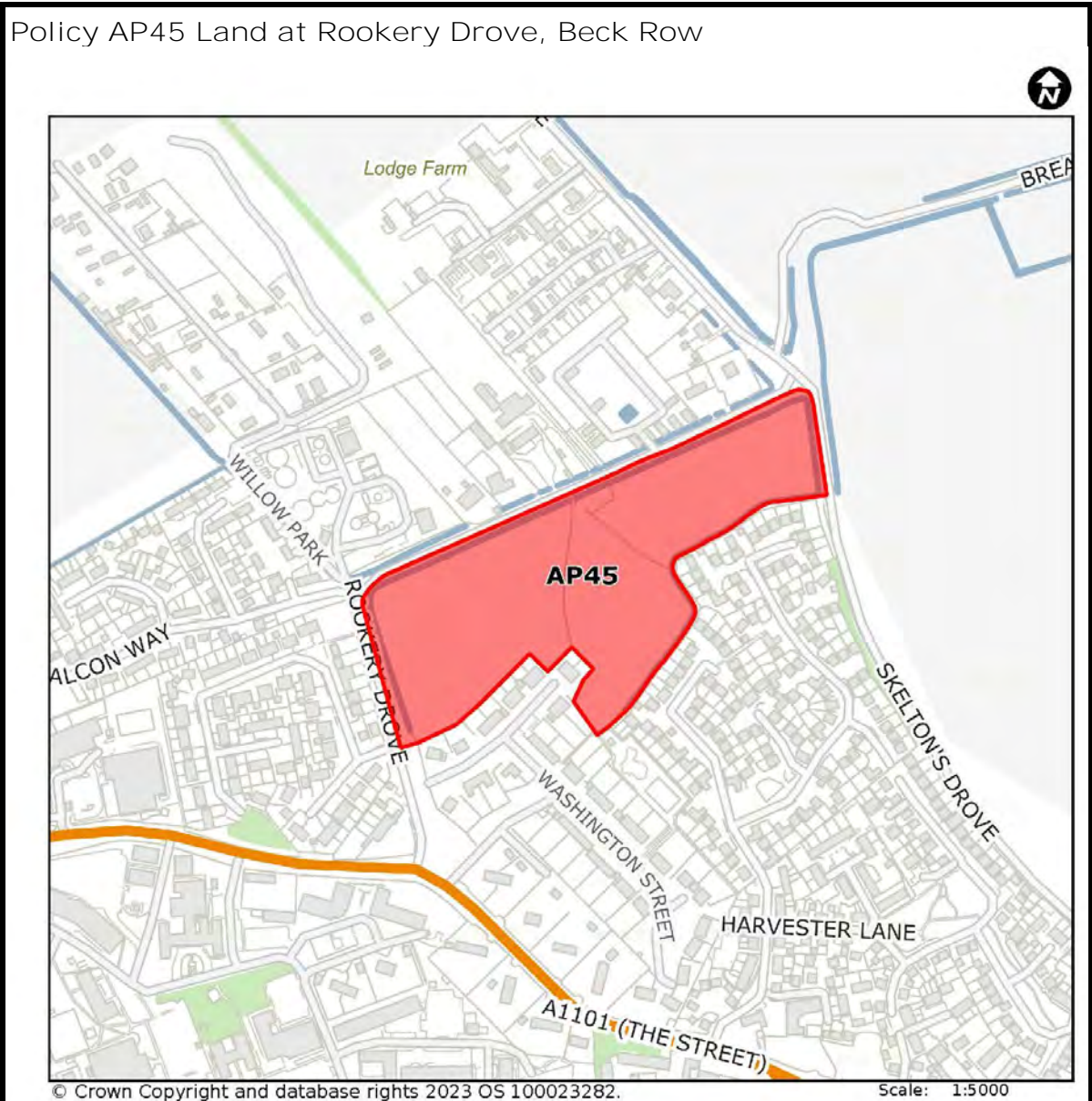
The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Infrastructure

Part of the site lies within the safeguarding boundary of a sewage treatment facility to the south-west and any new development must not inhibit its operation and an appropriate buffer should be provided.

Policy AP45 Land at Rookery Drive, Beck Row

- 5.14.9. The site lies to the south of Rookery Drive and is an agricultural field on the northern edge of the village. The site is bounded by existing residential development to the west and south. To the north of Rookery Drive lies a caravan park and a scrapyard along with a number of residential units.



A site of 5.3 hectares at Rookery Drive, as shown on the policies map, is allocated for residential development for around 100 homes. The site should also deliver the following:

- Adequate access should be provided to the satisfaction of the highways authority.
- Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way.
- Provide at least 10 per cent of the total homes as custom and/or self-build plots (see policy LP25).

- d. Sufficient land to accommodate an early years setting.
- e. Fully accessible informal and formal open space and play space.
- f. Green and blue infrastructure that will include:
 - Strategic landscaping.
 - Sustainable drainage systems features.
 - Retain and enhance any existing hedgerows, scrub habitat on the northern boundary and other boundary features and provide appropriate buffers.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

Noise mitigation and safeguarding

Given the proximity to RAF Mildenhall, development must incorporate appropriate noise mitigation measures.

In order to protect and ensure the operational needs of RAF Mildenhall are met, all buildings within the statutory safeguarding zone should be non-vulnerable and of a robust construction and design.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Minerals

This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself should be assessed, in consultation with the local minerals and waste authority (Suffolk County Council), prior to any planning application being approved.

Infrastructure

Part of the site lies within the safeguarding boundary of a sewage treatment facility to the north-west and any new development must not inhibit its operation and an appropriate buffer should be provided.

5.15. Hopton

5.15.1. Hopton and Knettishall has a population of 483 (Census 2021, using settlement boundaries). Hopton is a local service centre village located approximately 24 kilometres from Bury St Edmunds. It has a reasonable range of facilities including a convenience shop, a primary and pre-school, public house and leisure facilities. The role of Thetford is also acknowledged in terms of the services and facilities it provides for the residents of Hopton and other villages in the northern part of the district.

5.15.2. Hopton lies on the B1111, which provides a north to south link between the A143 to Bury St Edmunds and the A1066 to Thetford and Diss.

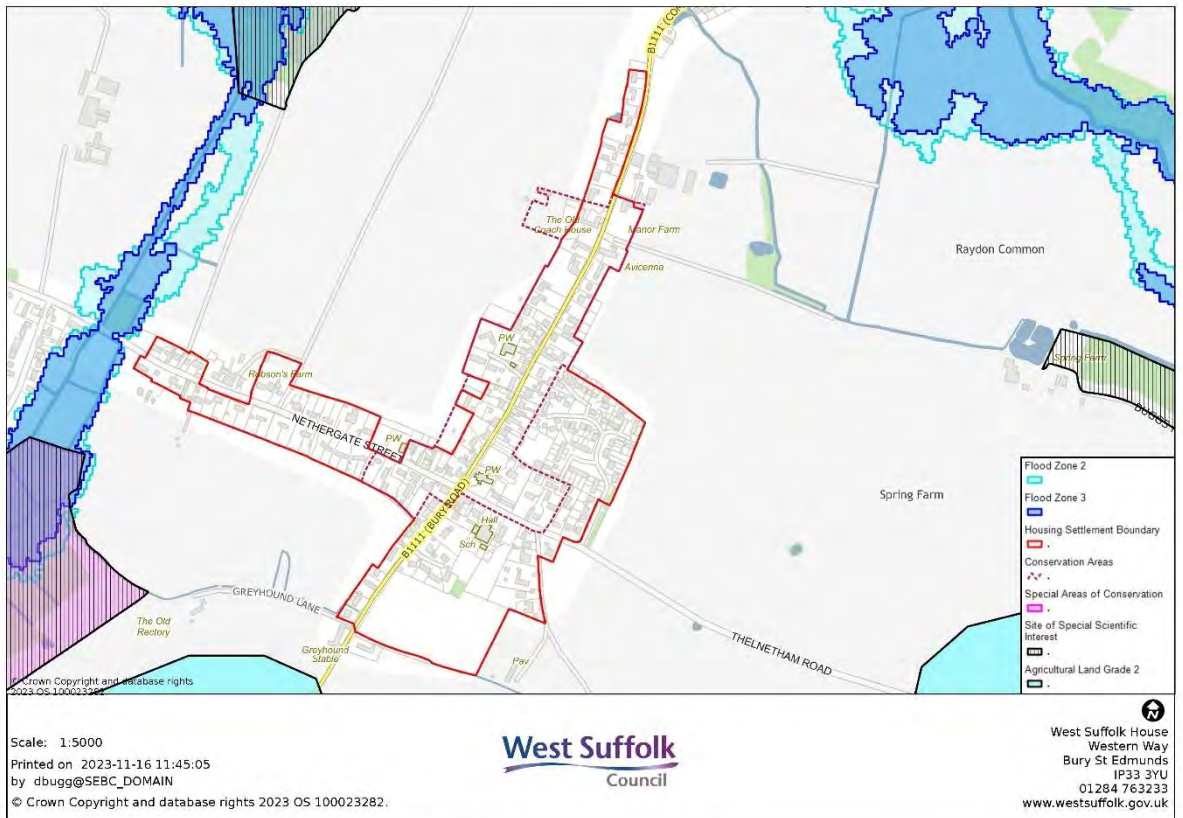
Allocation

5.15.3. One site is identified for mixed use development in Hopton providing up to 37 homes. The site was an allocation in the former St Edmundsbury Rural Vision Local Plan (2014) and development has commenced. The level of development proposed in Hopton is influenced by the need to meet the overall housing requirement and the spatial strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been determined can be seen in the spatial strategy.

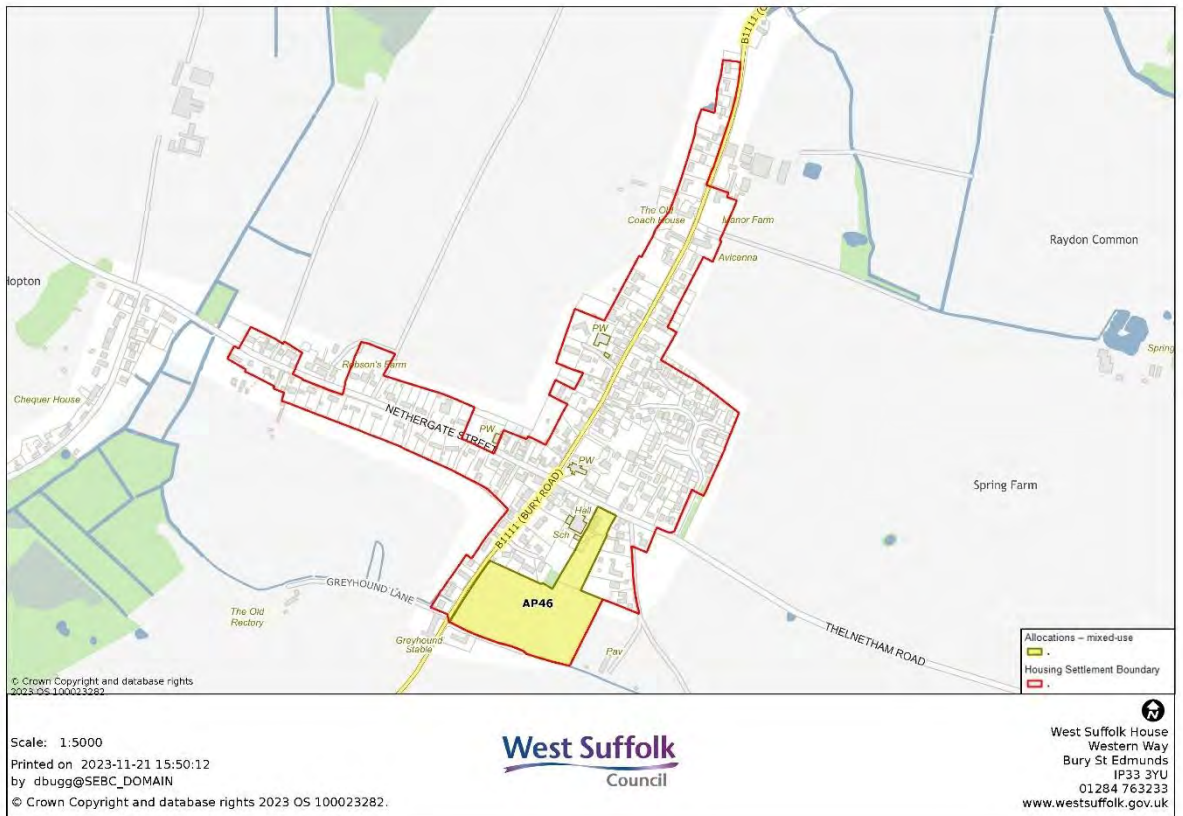
5.15.4. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).

5.15.5. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Hopton settlement constraints



Hopton allocation map

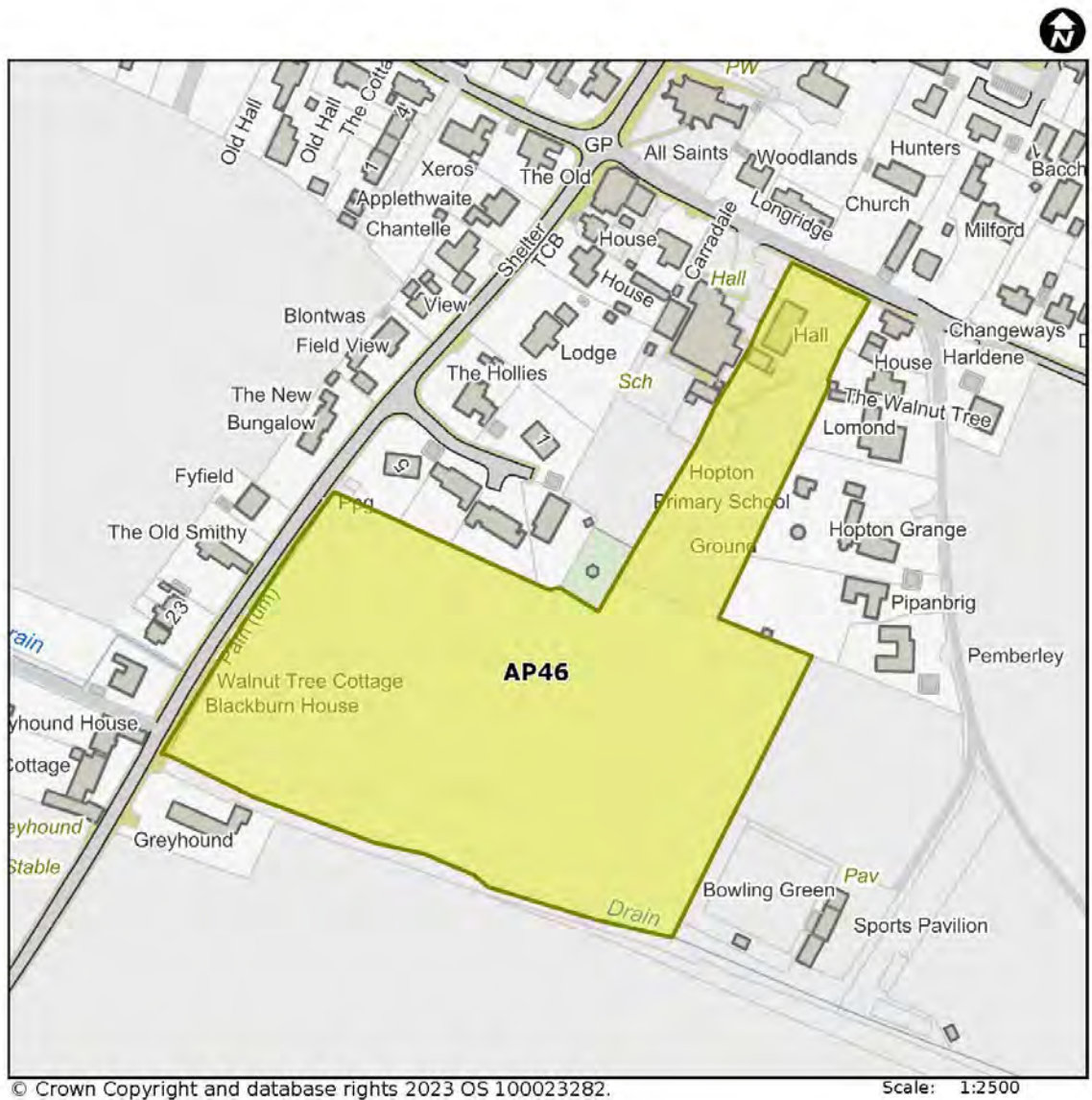


Non-strategic allocation

Policy AP46 Land off Bury Road, Hopton

- 5.15.6. The site lies to the south of Bury Road (B1111). The site was formerly under agricultural use and comprises Hopton Village Hall and its associated playing field to the north, and Sarsons Field to the south.
- 5.15.7. A development brief (2015) has been adopted for the site and full planning permission (DC/15/2298/FUL) was approved in October 2019, along with a subsequent application (DC/22/1257/VAR) which was approved in March 2023 for up to 37 homes, public open space including a new village green, landscaping and access.

Policy AP46 Land off Bury Road, Hopton



A site of 3.25 hectares south of Bury Road, as shown on the policies map, is allocated for up to 37 homes and community facilities.

The site should provide as a minimum the following:

- a. Access to be provided off Bury Road (B1111).
- b. Community facilities.
- c. Extension and alterations to Hopton Village Hall.
- d. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way and a footpath link to the village centre.
- e. Fully accessible informal and formal open space and play space including a village green and football pitch.
- f. Green and blue infrastructure that will include:
 - Strategic landscaping including to reduce the visual impact of the development from the surrounding countryside.
 - Sustainable drainage systems features.
 - Existing hedgerows, trees and boundary features including the stream to the south are to be retained with an appropriate buffer and enhanced.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

5.16. Hundon

- 5.16.1. Hundon is a village located approximately nine kilometres north-east of Haverhill and approximately 18 kilometres south-east of Newmarket, with a population of 728 (Census 2021, using settlement boundaries). Hundon is a local service centre which has a reasonable range of facilities including a primary and pre-school, convenience shop and leisure facilities.

Allocation

- 5.16.2. One new site is proposed for residential development in Hundon providing around 10 homes. The level of development proposed in the village is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been derived can be seen in the spatial strategy.
- 5.16.3. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.16.4. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement.

Hundon settlement constraints map



Hundon allocation map



Non-strategic allocation

Policy AP47 Land at Mill Lane, Hundon

- 5.16.5. The site lies to the north-east of Mill Lane and to the south-east of Windmill Rise. The site lies centrally within the village of Hundon. Playing fields, the village hall and community shop are located to the east of the site.
- 5.16.6. The site is currently an open area of grassland. It is surrounded by the following designated heritage assets as set out in the heritage impact assessment, including:
- **The Old White House, Red Lion House, Street Farmhouse (all grade II and off-site) and Thatchers Hall (grade II* and off-site) are located in North Street.**
 - **The Croft (grade II and off-site) is in Church Street.**
- 5.16.7. The eastern boundary of the allocation abuts the boundary of the Hundon Conservation Area.



A site of 0.52 hectares north-east of Mill Lane, as shown on the policies map, is allocated for around 10 homes. The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way.
- c. Connections to the existing playing fields to the east and open space to the north should be retained.
- d. Fully accessible informal and formal open space and play space.
- e. Green and blue infrastructure that will include:
 - Strategic landscaping.
 - Sustainable drainage systems features.
 - Existing hedgerows, trees and treelines are to be retained and enhanced with appropriate buffers.

- f. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Heritage

Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in **the council's** heritage impact assessment, or any subsequent fieldwork assessment, have been avoided or mitigated through design.

Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:

- Retain and enhance the planting along the eastern boundary of the site and the conservation area.
- Ensure the proposed development reflects the scale of the existing buildings in Mill Lane.

Prior to the determination of any planning application a further detailed heritage impact assessment should be submitted. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

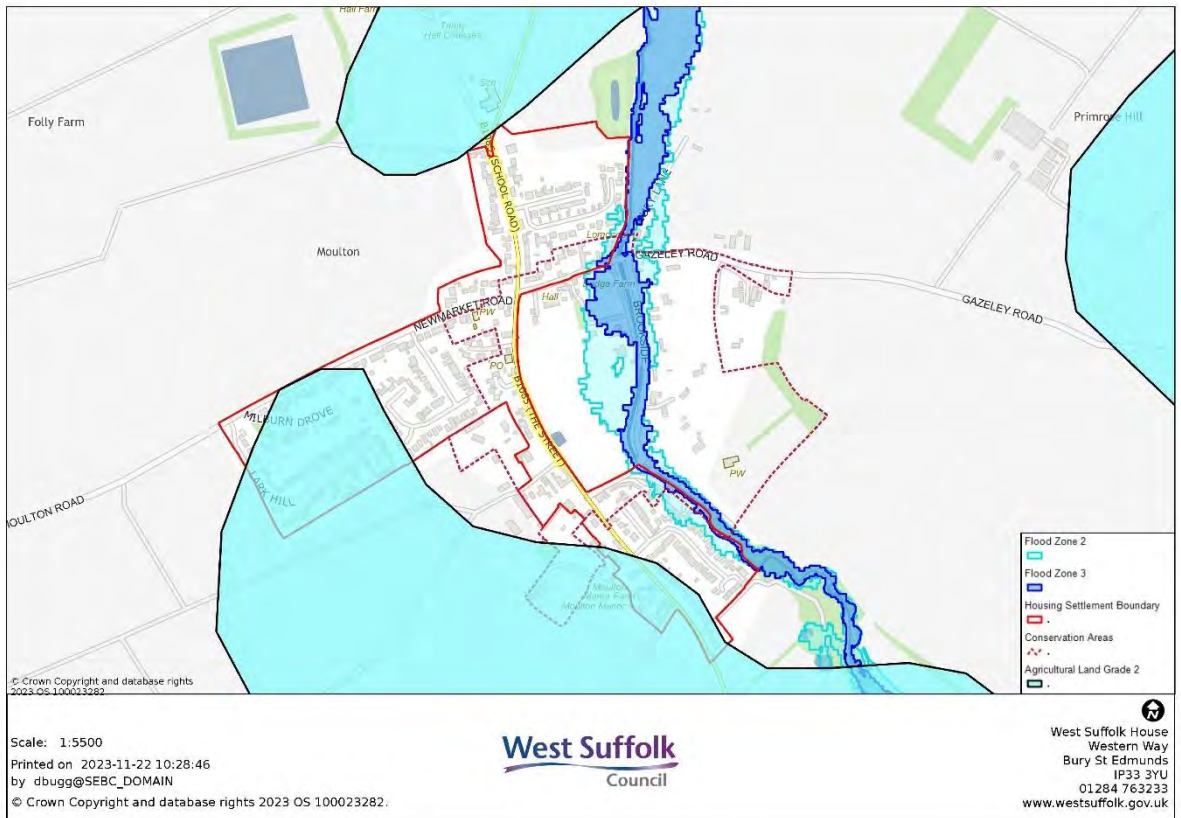
5.17. Moulton

- 5.17.1. Moulton is situated in the west of the district some five kilometres east of Newmarket and 19 kilometres west of Bury St Edmunds and has a population of approximately 707 (Census 2021, using settlement boundaries). The village is designated as a local service centre in recognition of the range of local services and facilities it has to serve the community and surrounding rural population, including a primary school and pre-school, a convenience store, post office, public house and recreation and leisure facilities.

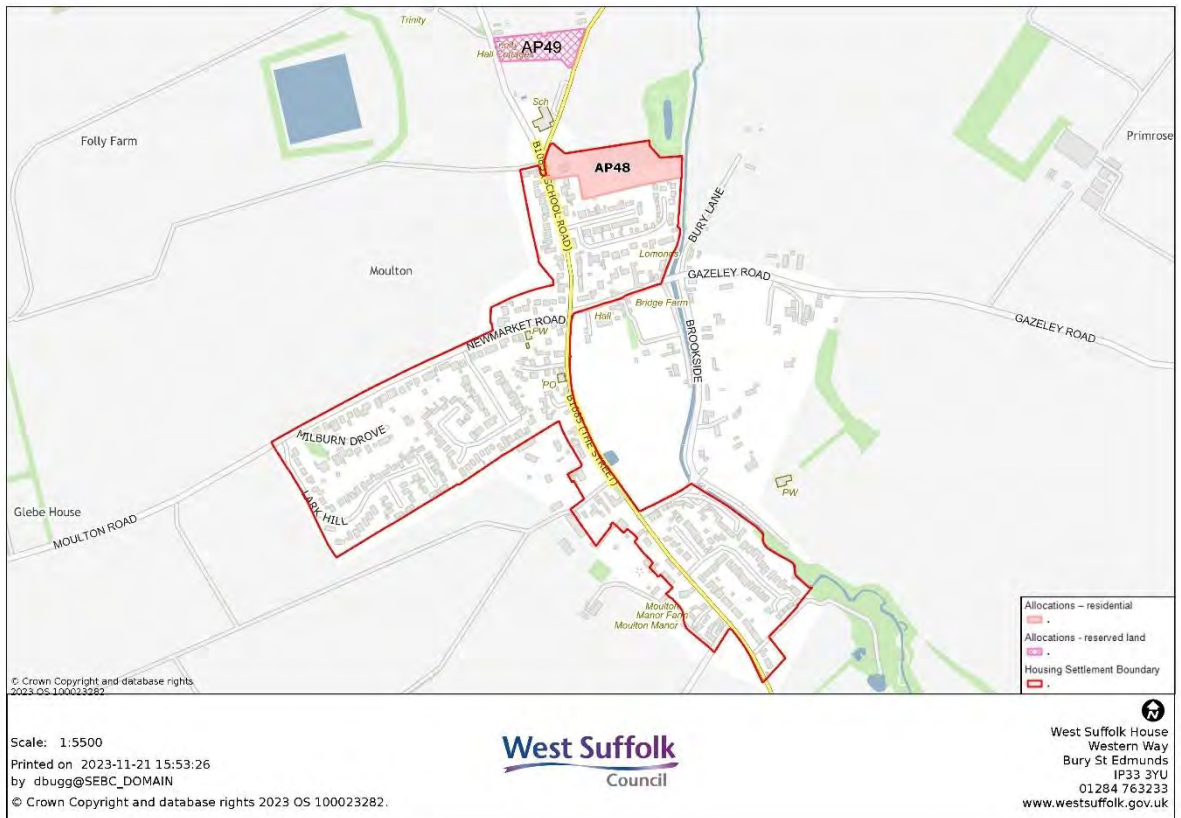
Allocations

- 5.17.2. One new site is allocated for residential development in Moulton providing around 30 homes. The level of development proposed is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on housing numbers can be seen in the spatial strategy.
- 5.17.3. To cater for projected need, a site has been identified for the expansion of Moulton Primary School to the north of the existing school playing fields.
- 5.17.4. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.17.5. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Moulton settlement constraints map



Moulton allocations map

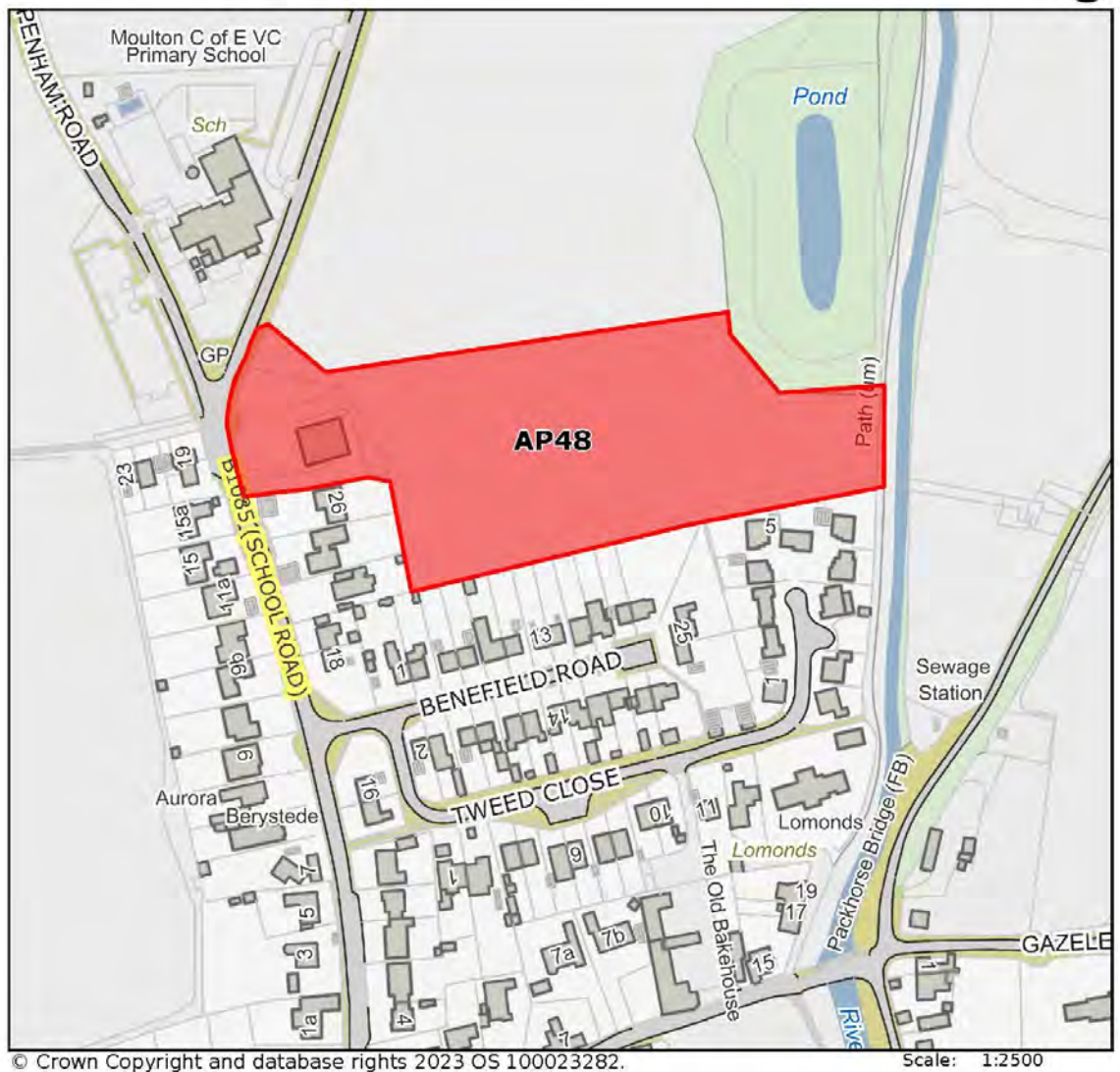


Non-strategic allocations

Policy AP48 Land east of School Road, Moulton

- 5.17.6. This site is located to the east of Kennett Road, Moulton. The majority of the site is part of a larger arable field which slopes down to the River Kennett on the eastern boundary, with an agricultural barn and hardstanding in the west. Moulton Primary School lies to the north-west of the site.
- 5.17.7. The site has existing boundary features which contribute to the wider ecological network, particularly along the river, which should be safeguarded and enhanced. In addition, as there is no hedgerow along the northern boundary, the planting of a thick, native species-rich hedgerow will improve connectivity and link into the existing hedgerow network.
- 5.17.8. The site is located within the Kennett Valley Locally Valued Landscape (LVL) where the loss of key characteristics or legibility that underpins the scenic quality and significance of the LVL should be avoided (see policy SP5).

Policy AP48 Land east of School Road, Moulton



A site of 1.78 hectares to the east of School Road, as shown on the policies map, is allocated for around 30 homes. The site should also deliver the following:

- a. Adequate access onto the B1085 should be provided to the satisfaction of the highways authority.
- b. Sustainable travel connections to existing local destinations, including the village to the south, the primary school, nearby public rights of way including the riverside footpath and the countryside.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping including a substantial new landscape buffer to the northern boundary of the site to form a new settlement edge and to soften the impact of the development from the surrounding countryside.
 - Sustainable drainage systems features.

- Existing trees on the site and other boundary features should be retained and enhanced with appropriate buffers.
 - A minimum 50 metre buffer between the built development edge and the River Kennet should be retained to safeguard and enhance the ecological network and recreational green corridor.
- e. Development must be designed to take account of the edge of settlement location and open nature of the countryside.
- f. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Transport

A transport statement will be required to consider congestion at the School Road and B1085 junction.

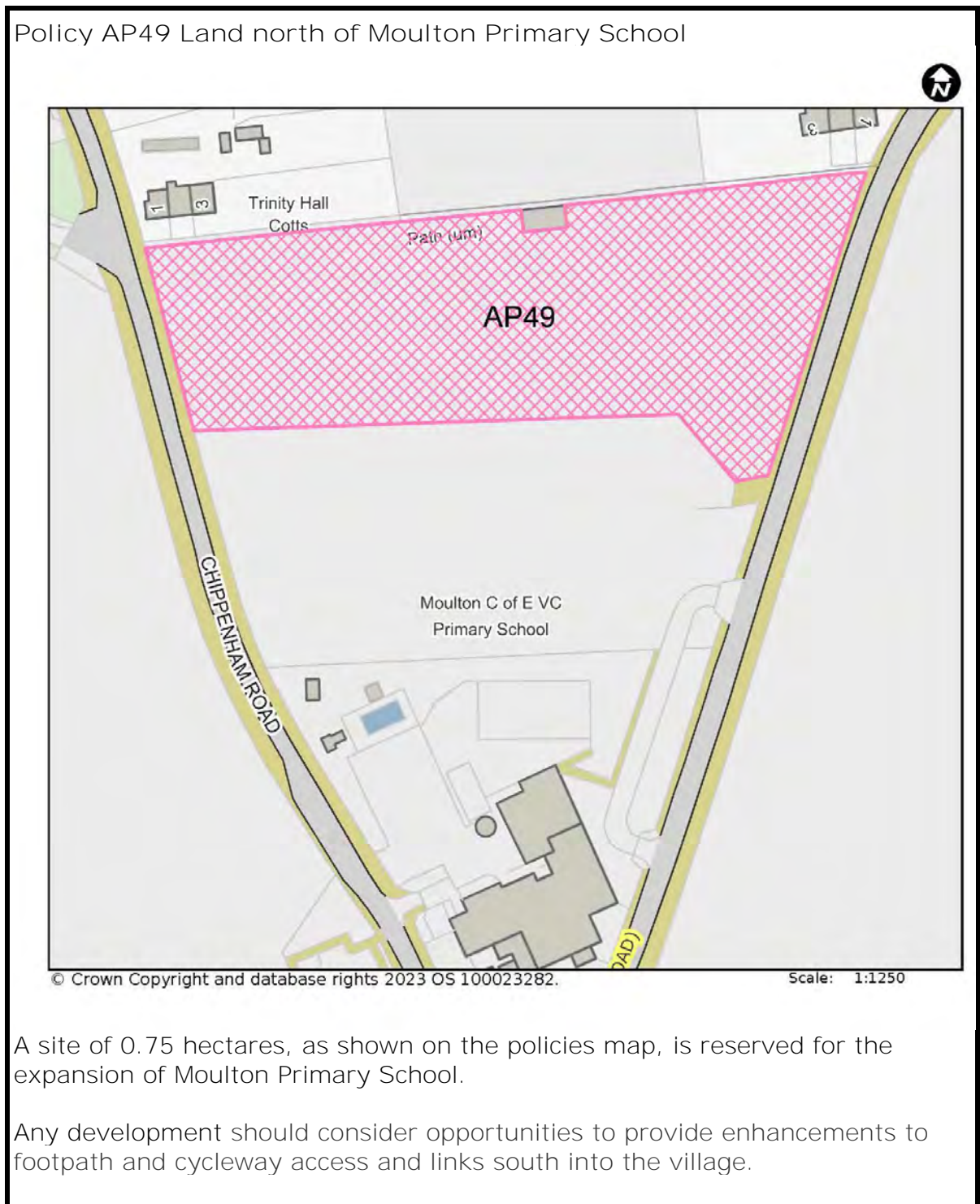
Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Other non-strategic allocation

Policy AP49 Land north of Moulton Primary School

- 5.17.9. To cater for projected education needs, a site has been reserved for the expansion of Moulton Primary School to the north of the existing school playing fields.
- 5.17.10. The site is located within the Kennett Valley Locally Valued Landscape (LVL) where the loss of key characteristics or legibility that underpins the scenic quality and significance of the LVL should be avoided (see policy SP5).



The existing public right of way to the north of the site, hedgerows and boundary features should be retained and enhanced as appropriate.

The opportunity to include some additional car and cycle parking to serve the primary school should be explored as part of any application for development.

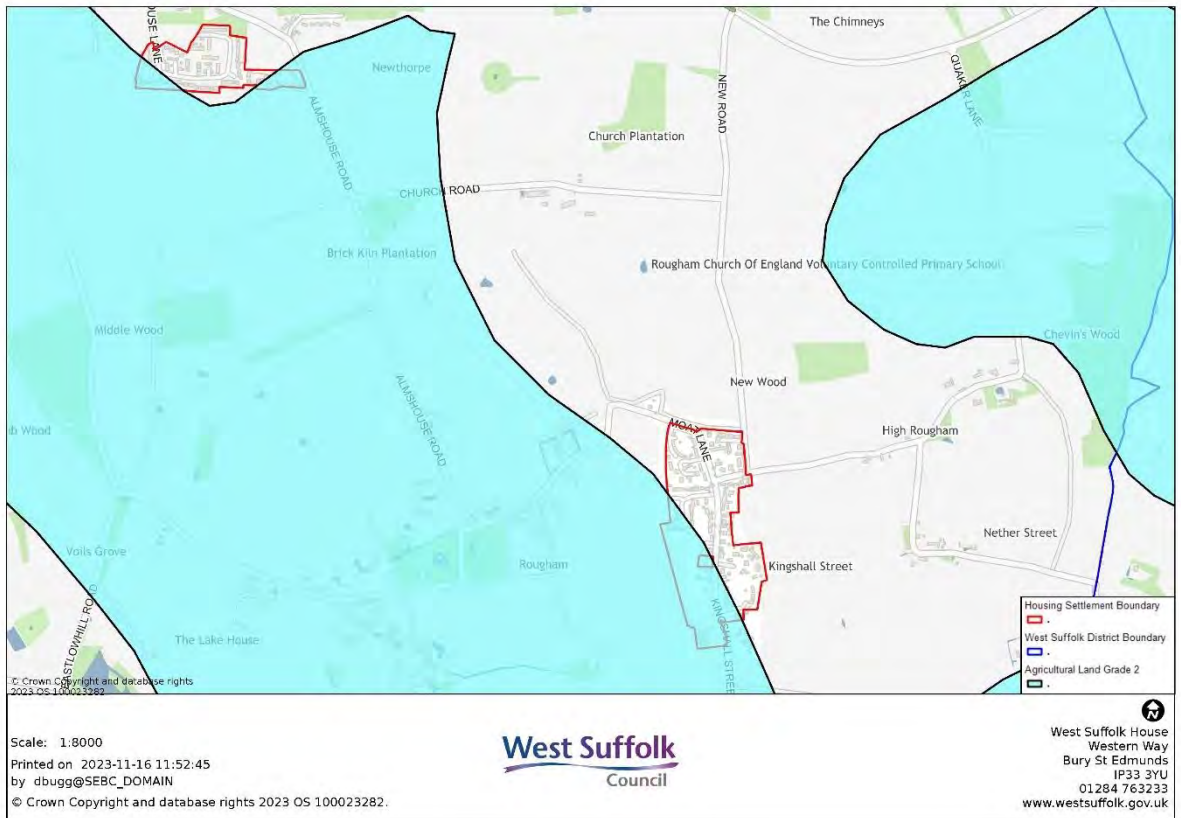
5.18. Rougham

- 5.18.1. Rougham is a small village with a population of 1,286 (2021 parish mid-year estimate for Rushbrooke with Rougham), located approximately 11 kilometres from Bury St Edmunds. The village comprises the main settlement of Kingshall Street with a smaller group of homes to the north-west at Blackthorpe and a more rural grouping of mainly older properties around Rougham Green.
- 5.18.2. The village is designated as a local service centre in recognition of the range of local services and facilities it has to serve the community and surrounding rural population, including a primary school, shop and post office and leisure facilities.

Allocation

- 5.18.3. One site is allocated for residential development in Rougham providing for around 30 homes. The level of development proposed in the village is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on housing numbers can be seen in the spatial strategy.
- 5.18.4. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.18.5. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Rougham settlement constraints



Rougham allocation map

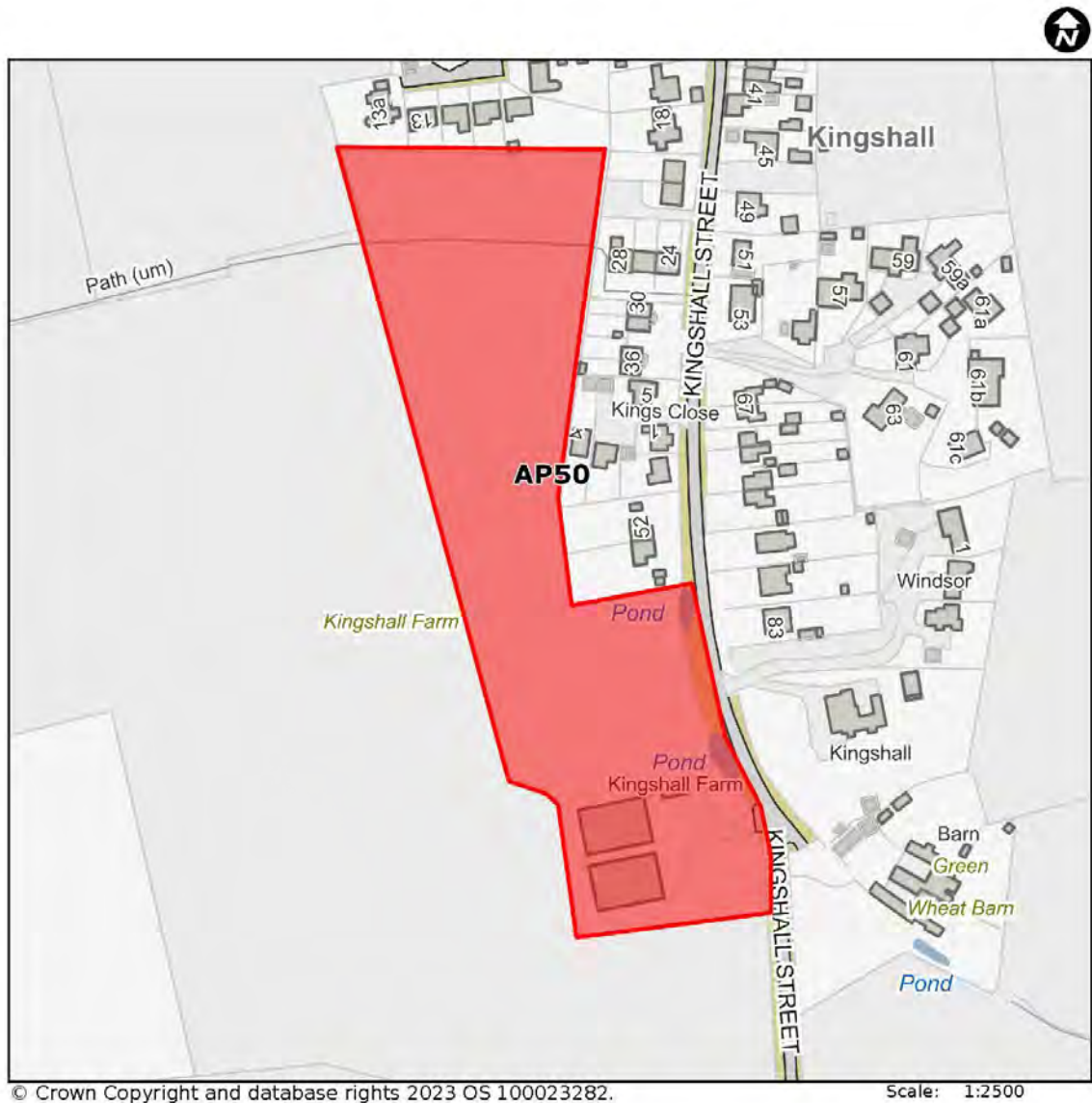


Non-strategic allocation

Policy AP50 Land west of Kingshall Street, Rougham

- 5.18.6. The site is situated on the western side of Kingshall Street at the southern end of Rougham village. The majority of the allocation is part of a larger arable field, with a footpath running through the northern part of the site, which marks the boundary between the field and an area of grassland. The northern and eastern boundaries back onto neighbouring properties, and the southernmost part of the site comprises agricultural buildings used for grain storage.
- 5.18.7. A small part (0.76 hectares) of the site is allocated in the former St Edmundsbury Rural Vision 2031 Local Plan (2014) for an indicative capacity of 12 homes. Outline planning approval (DC/19/1405/OUT) for 13 homes was granted in 2020 and the permission is yet to be implemented.
- 5.18.8. The inclusion of the above land with planning permission, along with additional land to the north and south, will ensure a comprehensive development is delivered on this edge of settlement site, allowing full consideration of access, connectivity and landscaping issues.

Policy AP50 Land west of Kingshall Street, Rougham



A site of 2.68 hectares to the west of Kingshall Street, as shown on the policies map, is allocated for up to 30 homes (The capacity includes the 13 homes subject to outline planning permission DC/19/1405/OUT). The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations, including the primary school and Kingshall Street, and nearby public rights of way.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - strategic landscaping including to reduce the impact of the development from the surrounding countryside.
 - Sustainable drainage systems features.
 - The existing pond, hedgerows and boundary features with appropriate buffers are to be retained and enhanced including the provision of a new hedgerow to the west and south.

- e. Development must be designed to reflect the edge of settlement location and open nature of the countryside.

Sustainable transport

A transport assessment will be required as part of any application for development on the site.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

The site is within a great crested newt (GCN) risk zone and participation in the GCN District Level Licensing Scheme should be considered.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

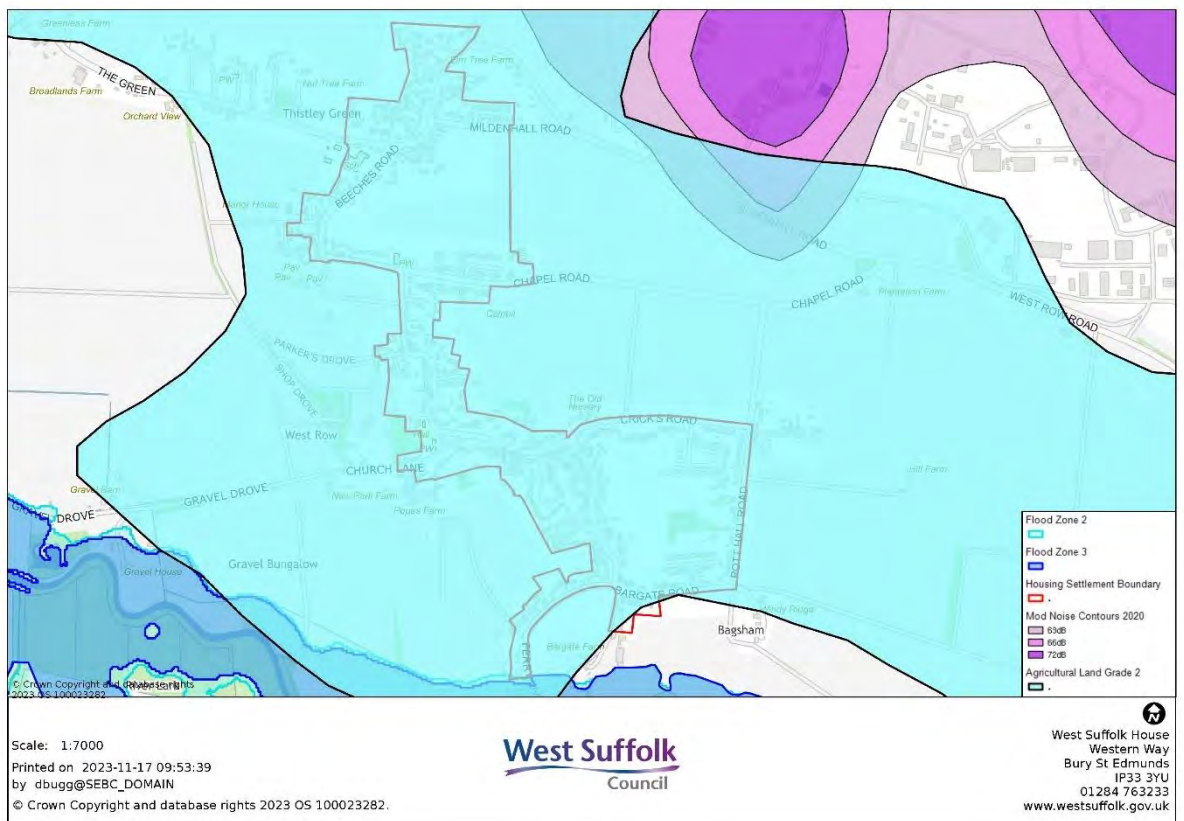
5.19. West Row

- 5.19.1. West Row is a local service centre village located approximately two kilometres to the west of Mildenhall, which until 2019 formed part of a combined parish with Mildenhall. The village has a population of 1,303 (Census 2021, using settlement boundaries). RAF Mildenhall (the United States Air Force in Europe airbase) is immediately north-east of the village and to the south the settlement extends to the River Lark. Facilities include a primary and pre-school, village store and post office and sports and leisure facilities.
- 5.19.2. The parish council has embarked on the process of preparing a neighbourhood plan. The neighbourhood plan area was designated by West Suffolk Council on 14 May 2021.

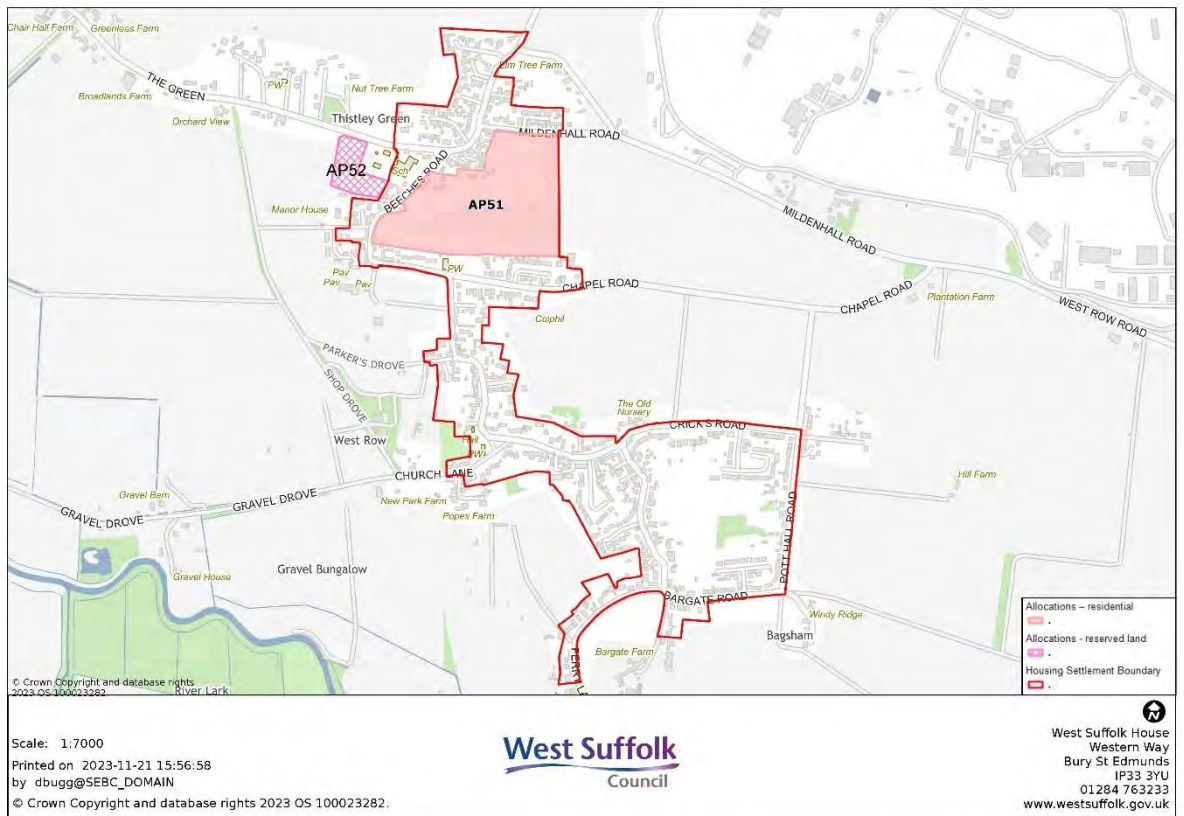
Allocations

- 5.19.3. One site is identified for residential development in West Row providing an indicative capacity of 161 homes. The site was an allocation in the previous local plan and development has commenced. The level of development proposed is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been derived can be seen in the spatial strategy.
- 5.19.4. To cater for projected need, a site has been identified for the expansion of West Row Primary School to the south-west of the existing school playing fields.
- 5.19.5. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.19.6. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

West Row settlement constraints map



West Row allocations map

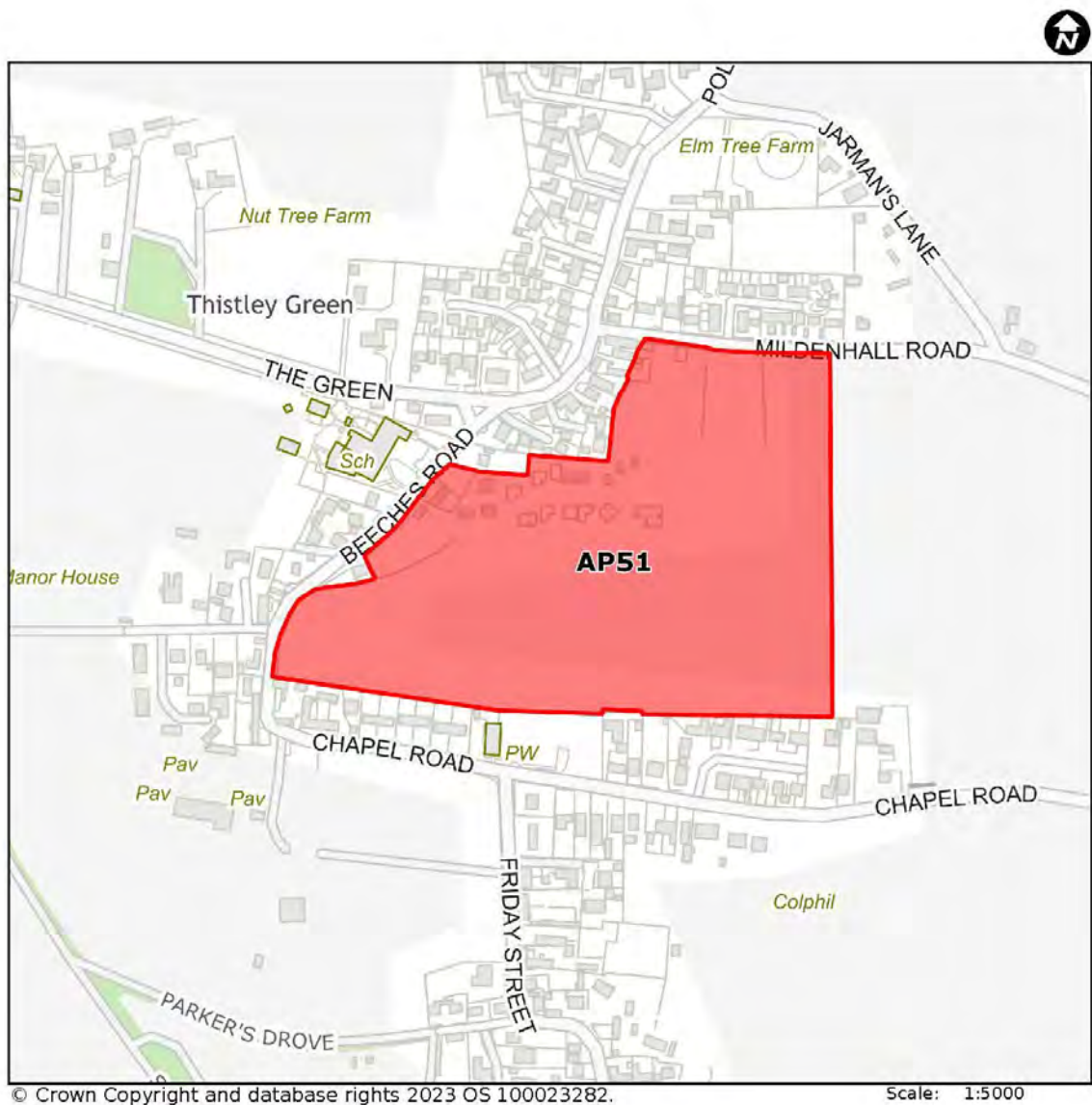


Non-strategic allocation

Policy AP51 Land east of Beeches Road, West Row

- 5.19.7. The site lies to the east of Beeches Road and south of Mildenhall Road. The site is partially in use as large arable fields and is bounded by residential development to the north, west and south.
- 5.19.8. The site was an allocation in the former Forest Heath Site Allocations Local Plan (2019). The boundary of the site and site capacity has been updated to reflect approved planning permissions on the site.
- 5.19.9. Two outline planning permissions (DC/21/2337/OUT – 106 homes and DC/22/1926/OUT – nine homes) were approved in March 2023 and a full planning permission (DC/18/0614/FUL – 46 homes) was approved in November 2018.

Policy AP51 Land east of Beeches Road, West Row



A site of 9.37 hectares to the east of Beeches Road, as shown on the policies map, is allocated for up to 161 homes.

The site should provide as a minimum the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Community uses including parish office and car parking.
- c. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way.
- d. Fully accessible informal and formal open space and play space.
- e. Green and blue infrastructure that will include:
 - Strategic landscaping to include softening of the development edge and reduction of the visual impacts when viewing from the surrounding countryside to the east.
 - Sustainable drainage systems features.

- Retention and enhancement of existing hedgerows and boundary features providing appropriate buffers.

Biodiversity

The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Archaeology

Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

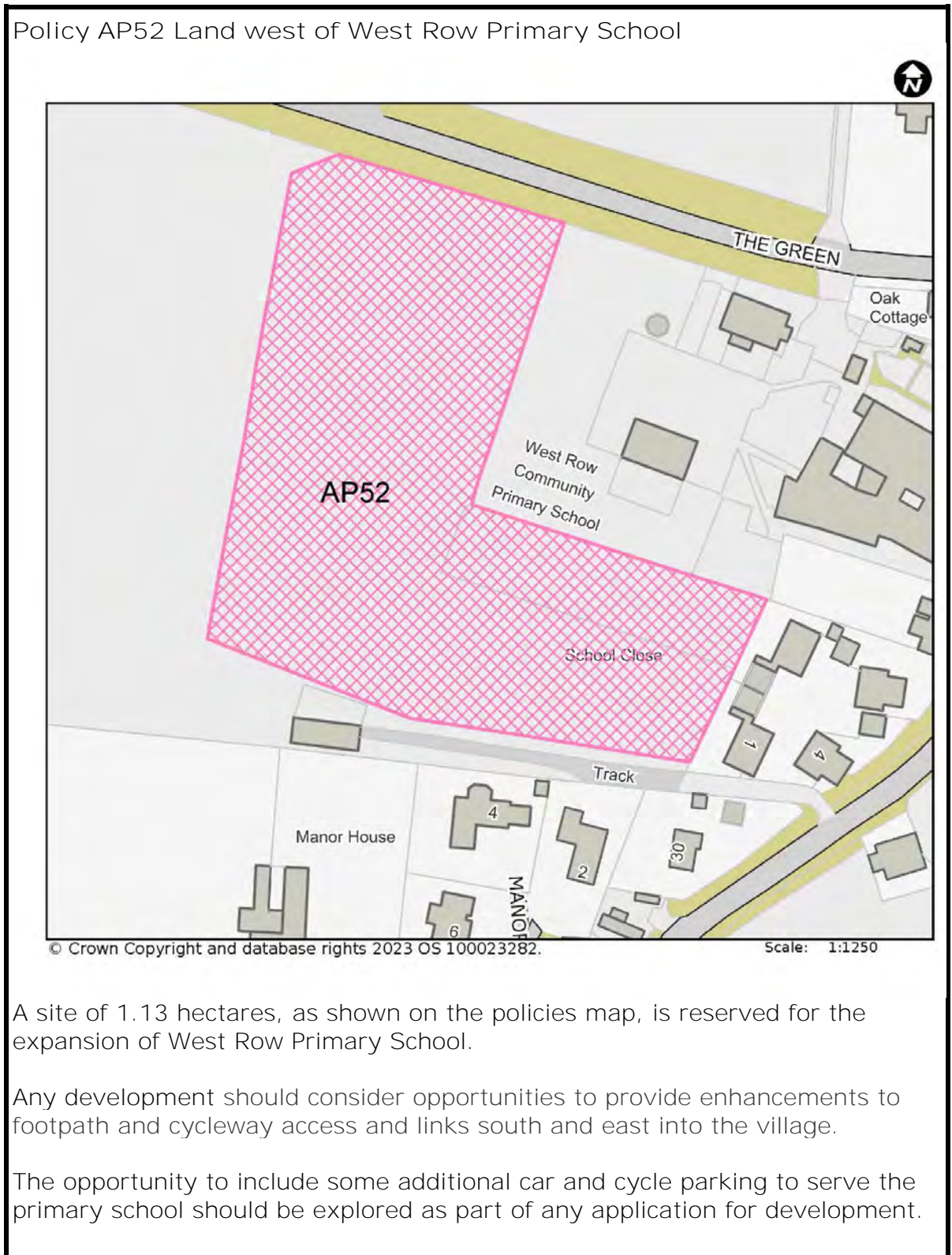
Infrastructure

The site lies within safeguarding area of waste transfer facility and any development should not impact on, or inhibit, its operation.

Other non-strategic allocation

Policy AP52 Land west of West Row Primary School

- 5.19.10. To cater for projected educational needs, a site has been reserved for the expansion of West Row Primary School to the south-west of the existing school playing fields.



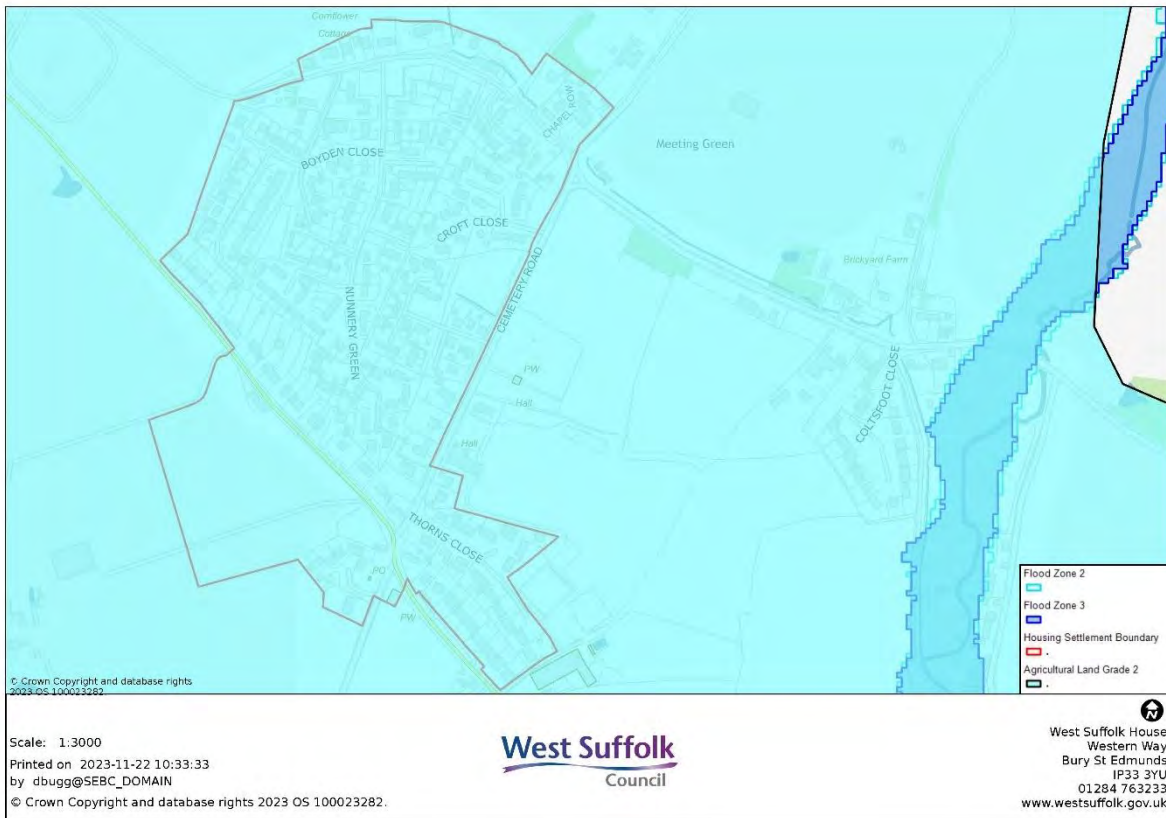
5.20. Wickhambrook

- 5.20.1. Wickhambrook is a village located in the southern part of the district 16 kilometres from Haverhill and Newmarket and 18 kilometres from Bury St Edmunds. It has a population of 545 (Census 2021, using settlement boundaries). The village is designated as a local service centre in recognition of the range of local services and facilities it has to serve the community and surrounding rural population, including a primary school, GP Surgery, a public house, recreation facilities and convenience store and post office.
- 5.20.2. Wickhambrook comprises of a core village area surrounded by a number of hamlets and small groups of homes to the north-west, south and east. There is a need to prevent coalescence of these historic hamlets to preserve the character of the area.
- 5.20.3. The parish council has embarked on the process of preparing a neighbourhood plan. The neighbourhood plan area was designated by West Suffolk Council on 1 October 2021. A regulation 14 pre-submission consultation on the neighbourhood plan took place between November and December 2024.

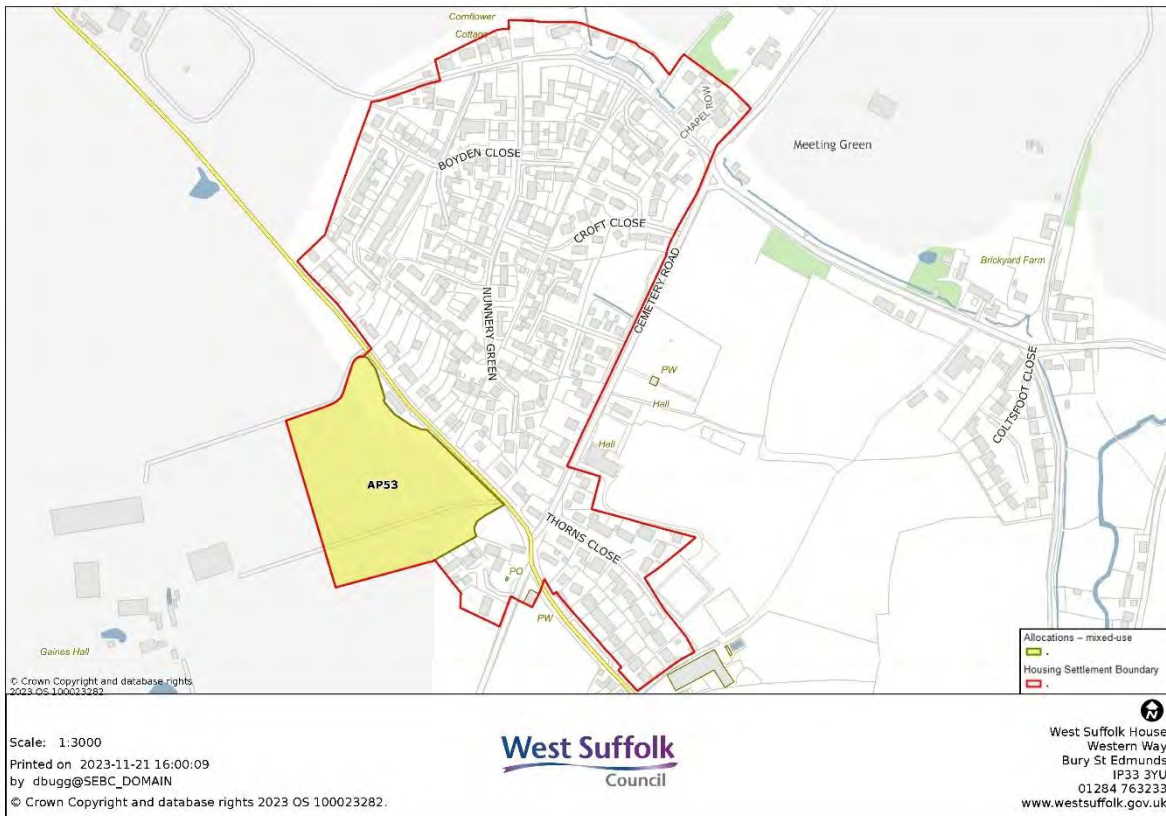
Allocation

- 5.20.4. One new site is proposed for mixed-use development in Wickhambrook providing for around 40 homes, with the opportunity for community facilities or retail and/or employment to be explored and determined through a site development brief.
- 5.20.5. The level of development proposed is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been derived can be seen in the spatial strategy.
- 5.20.6. Further information on alternative site options considered but not taken forward can be seen in the [omission sites document](#).
- 5.20.7. Information on infrastructure can be seen in the [draft infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement as well as the key infrastructure required to support development. Where site specific infrastructure is required, this is included within the policy.

Wickhambrook settlement constraints map



Wickhambrook allocation map

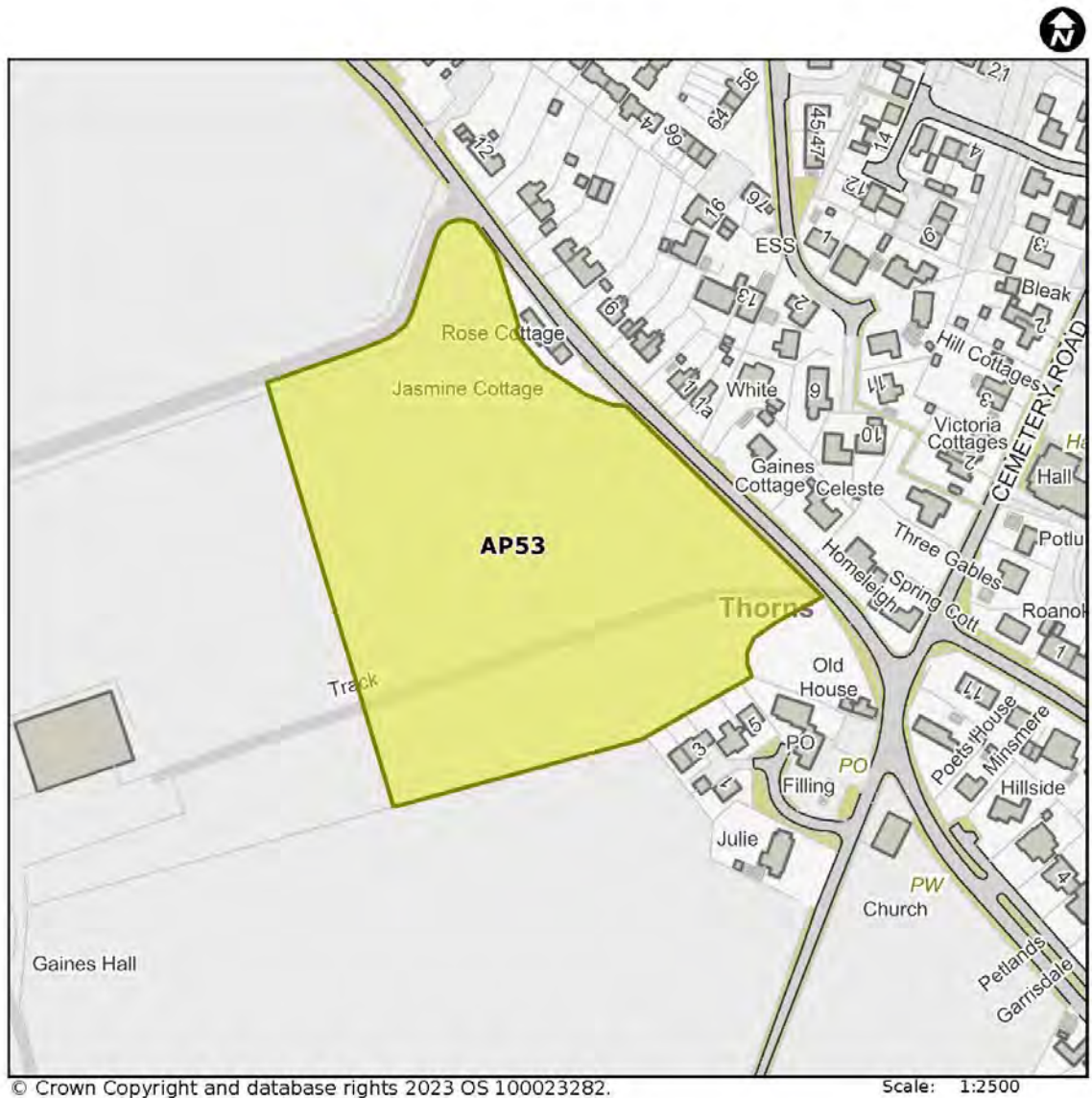


Non-strategic allocation

Policy AP53 Land west of Bunters Road, Wickhambrook

- 5.20.8. This site is located to the west of Wickhambrook and comprises part of an **arable field. To the west lies Claydon's agricultural business site and to the east is the B1063 Bunters Road.**
- 5.20.9. The types and locations of these uses within the site will be determined through the neighbourhood plan process in consultation with the local community.
- 5.20.10. This site is surrounded by the following designated heritage assets as set out in the heritage impact assessment including:
- 5.20.11. **Gaines Cottage (grade II and off-site) lies directly opposite the site in Bunters Road.**
- 5.20.12. **Gaines Hall (grade II and off-site) is located to the west.**
- 5.20.13. Specific mitigation measures are set out in the policy to ensure any negative impacts on these heritage assets is avoided.

Policy AP53 Land west of Bunters Road, Wickhambrook



A site of 2.85 hectares west of Bunters Road, as shown on the policies map, is allocated for around 40 homes and community facilities and/or retail or local employment. The types and locations of these uses within the site will be determined through the neighbourhood plan. The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority **via the B1063 Bunter's Road.**
- b. Sustainable travel connections to existing local destinations, including the **primary school and doctors' surgery, nearby public rights of way and the countryside.**
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften the development and settlement edge and reduce the visual impacts on the surrounding countryside in particular the long-distance views and to provide buffers between any areas of employment and residential use.
 - Sustainable drainage systems features.

- Existing hedgerows and trees are to be retained and enhanced with appropriate buffers.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable transport

A transport assessment will be required as part of any application for development on the site.

Heritage

Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in **the council's** heritage impact assessment, or any subsequent fieldwork assessment, have been avoided or mitigated through design.

Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:

Retaining and enhancing the existing trees and hedges around the site.
Providing a buffer along Bunters Road so the new development is not readily apparent and the rural character of the road is maintained.
Using the design, layout and landscaping to create an enhanced view from Gaines Cottage.

Prior to the determination of any planning application, a further detailed heritage impact assessment should be submitted. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.

Archaeology

Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Type A villages

This local plan is promoting a sustainable pattern of development to meet the needs of the district. To help achieve this, national planning guidance promotes sustainable development in rural areas by seeking to locate housing where it will enhance or maintain the vitality of rural communities.

“Planning policies should identify opportunities for villages to grow and thrive especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby” (National Planning Policy Framework).

The West Suffolk Sustainable Settlements Study (2022) is a core piece of evidence to support the identification of those settlements in the district which are the most appropriate to deliver sustainable growth. The document also establishes a settlement hierarchy as set out in the spatial strategy.

The West Suffolk settlement hierarchy contains six categories of place, with type A villages being the fourth tier of settlement. These villages have a more limited range of services and facilities than the higher tier local and key service centres but can still meet some of the day to day needs of their residents. For example, some of these villages may have a village shop but no health facility or other services you would find in other large settlements which people may need. Some of these villages will also have opportunities for sustainable access to higher tier settlements which can help support their services and facilities.

Small scale housing allocations have been identified in some type A villages, with allocations made depending on local constraints and opportunities for development. Settlement maps showing constraints and opportunities for all type A villages can be seen in the opportunity and constraints study (2022) which is evidence to support this plan. Information on infrastructure can be seen in the [infrastructure delivery plan \(2023\)](#) which sets out baseline data for each settlement.

There are some type A villages where no allocated sites have been identified. This is because the sites submitted were unsuitable, or because no sites were available. There are other ways in which these villages can see growth, for example by bringing forward development which accords with other policies in the local plan, through the preparation of a neighbourhood plan or through the identification of a rural housing exception site to help meet affordable housing needs in an area.

It is important to set broad parameters for the scale of growth within each category of settlement to ensure it is proportionate in scale to the settlement and where it sits in the settlement hierarchy. While the number of homes allocated within a particular settlement will be dependent on infrastructure and environmental capacity, it is anticipated that for type A villages the indicative maximum scheme size is around 20 homes.

Allocations

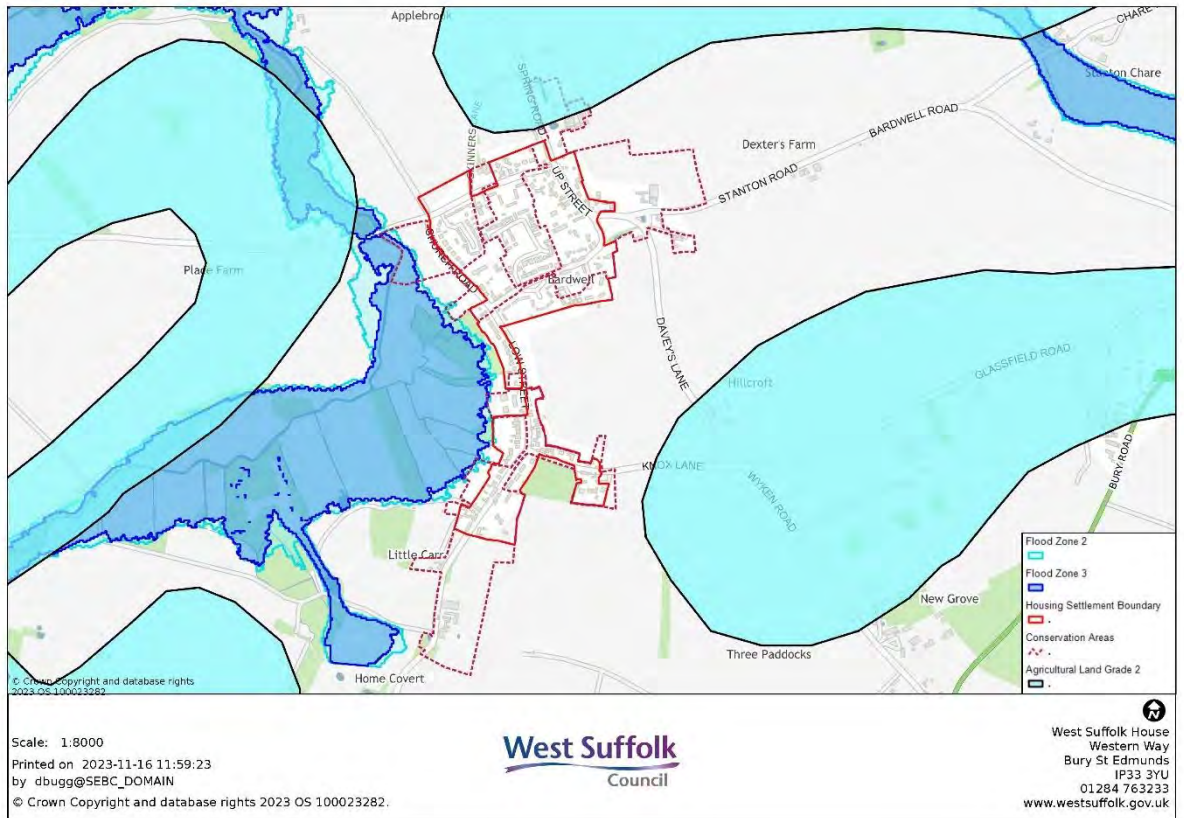
Set out below are the site allocation policies and maps for those type A villages where development is proposed (see also table of sites in appendix B).

The level of development proposed is influenced by the overall housing requirement and the settlement strategy. The distribution of development across the district takes into account existing environmental and physical constraints and the overall capacity for growth in the settlement. Further information on how housing numbers have been derived can be seen in the spatial strategy of this local plan.

5.21. **Bardwell**

- 5.21.1. Bardwell is a village with a population of 725 (Census 2021, using settlement boundaries), located approximately 18 kilometres north-east from Bury St Edmunds and 13 kilometres from Thetford. Services and facilities include a primary school, a village hall, public house, post office and recreation area. The village is served by a bus service to Bury St Edmunds and Diss.

Bardwell settlement constraints map



Bardwell allocation map

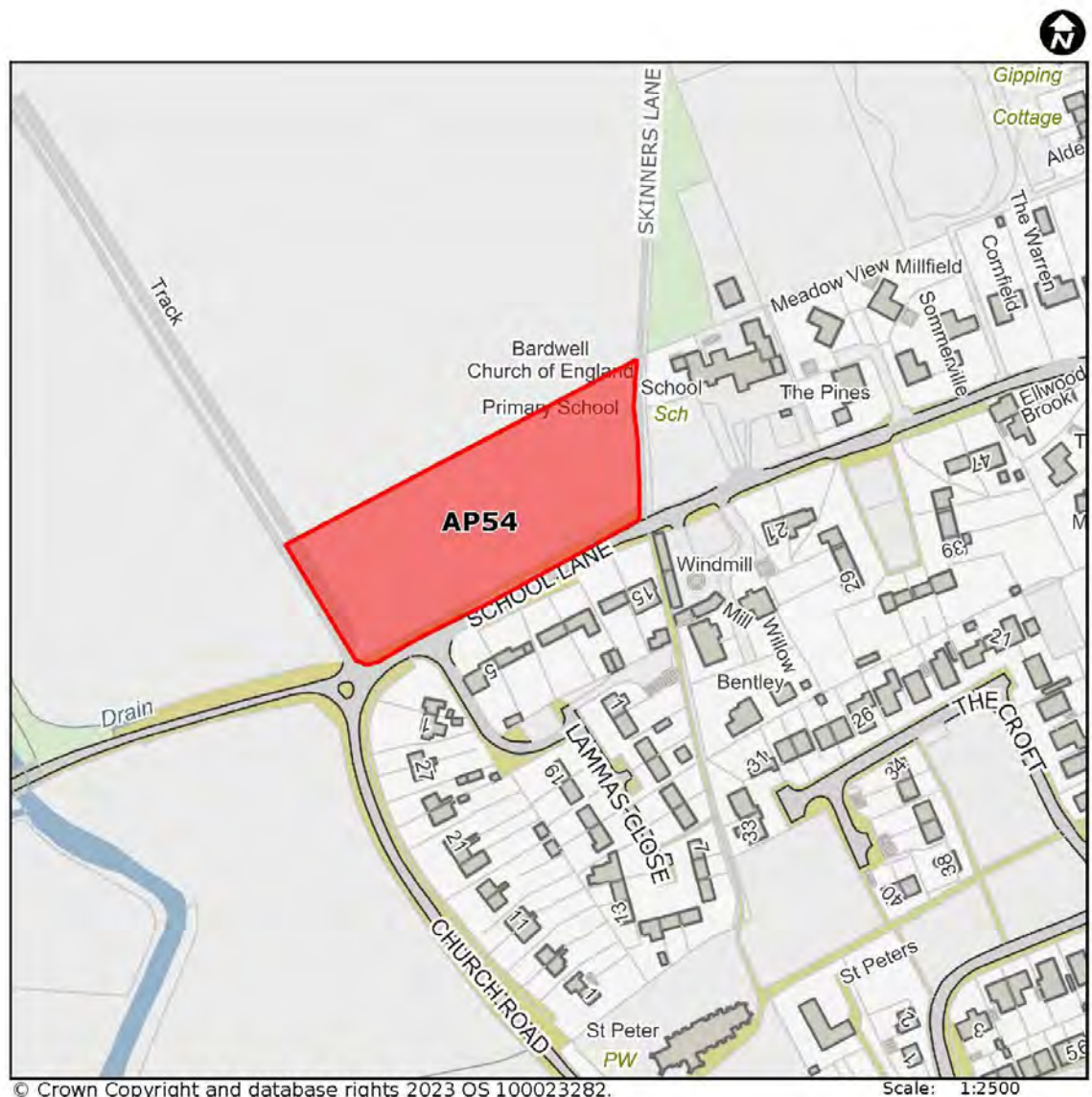


Non-strategic allocation

Policy AP54 Land at School Lane, Bardwell

- 5.21.2. The site forms part of a larger field previously under arable use to the north of School Lane. Its eastern boundary is a no-through road, Skinners Lane, and the western boundary is a farm track. To the north lie further arable fields.
- 5.21.3. This allocation is close to the following designated heritage assets and non-designated heritage assets as set out in the heritage impact assessment including:
- Primary school and attached school house (both grade II listed buildings and off site) in School Lane to the east of the site.
 - Bardwell Windmill (grade II* listed building and off site) located on the other side of School Lane with its historic mill cottage.
 - Church of Saints Peter and Paul (grade I listed building and off site) to the south of the site.
- 5.21.4. The eastern boundary of the allocation site is located next to the boundary of the Bardwell Conservation Area. A second part of the conservation area boundary lies close to the south-west corner of the site at the junction of Ixworth Thorpe Road and Church Road.
- 5.21.5. The site is located within the Brecks Fringe and River Valleys Locally Valued Landscape (LVL) where the loss of key characteristics or legibility that underpins the scenic quality and significance of the LVL, should be avoided (see policy SP5).

Policy AP54 Land at School Lane, Bardwell



A site of 0.7 hectares at School Lane, as shown on the policies map, is allocated for around 15 homes. The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping to soften the development edge and reduce the visual impacts when viewed from the surrounding countryside and the conservation area.
 - Sustainable drainage systems features.
 - The trees on the site, particularly the mature oaks in the north-east corner, should be retained with appropriate buffers and enhanced by improving connectivity to the wider ecological corridor.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8

Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Heritage

Future development must demonstrate that any negative impacts on the significance of the designated heritage assets and their settings identified in the council's heritage impact assessment (HIA) or any subsequent fieldwork assessment, have been avoided or mitigated through design.

Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:

- Retain and enhance the planting along the east boundary along the public footpath to maintain a green backdrop to the setting of the listed school and school house (both grade II listed).
- Set the building line behind a landscaped frontage to maintain the green character of the street and views into and out of the conservation area.
- Provide planting along the west side of the site to screen direct views of the development from the corner of the conservation area to the south-west.
- Provide a specialist assessment of the impact of development on wind flow to the windmill (grade II listed) to demonstrate that the working of the windmill will not be adversely affected.

Prior to the determination of any planning application a further detailed HIA should be submitted. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.

Archaeology

Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

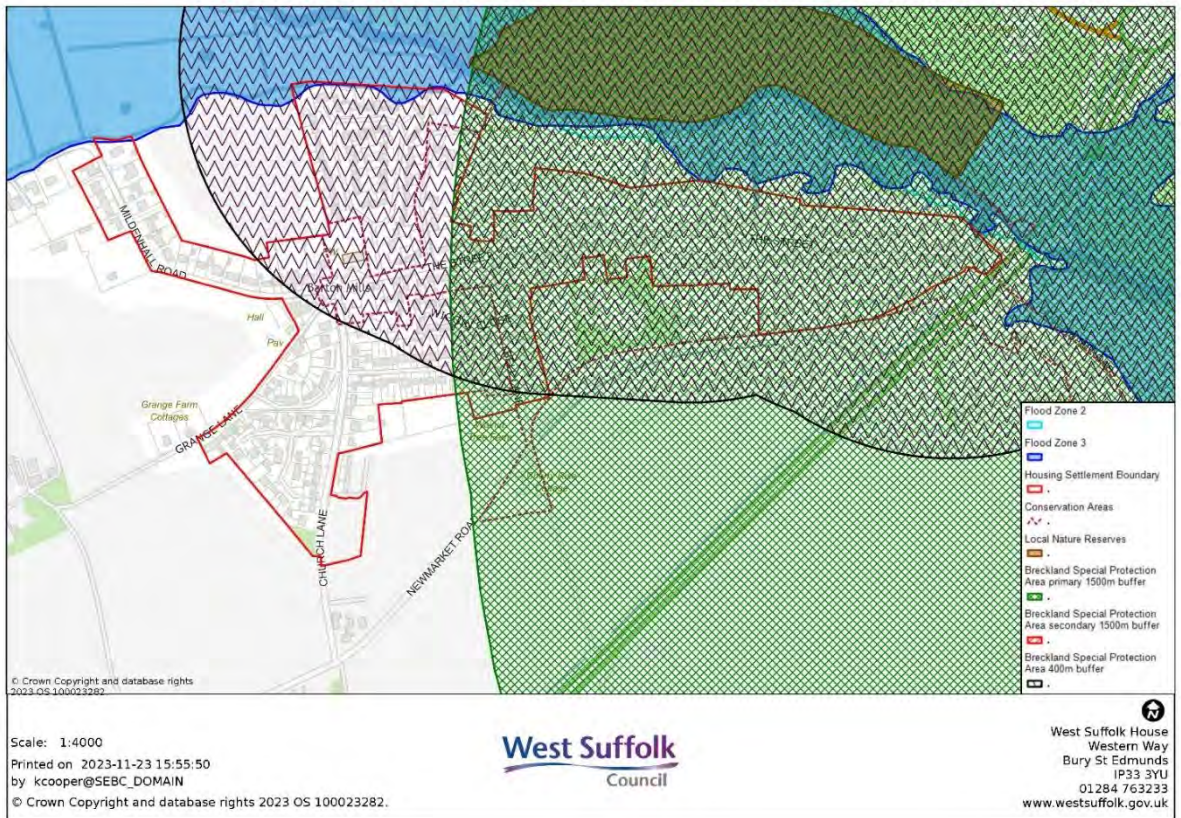
Minerals

This site is partially or wholly within a minerals consultation area. The quantity and quality of the minerals resources beneath the site and the feasibility of either extraction prior to development of the site or use of some of the sand and gravel in the development itself, should be assessed in consultation local minerals and waste authority (Suffolk County Council), prior to any planning application being approved.

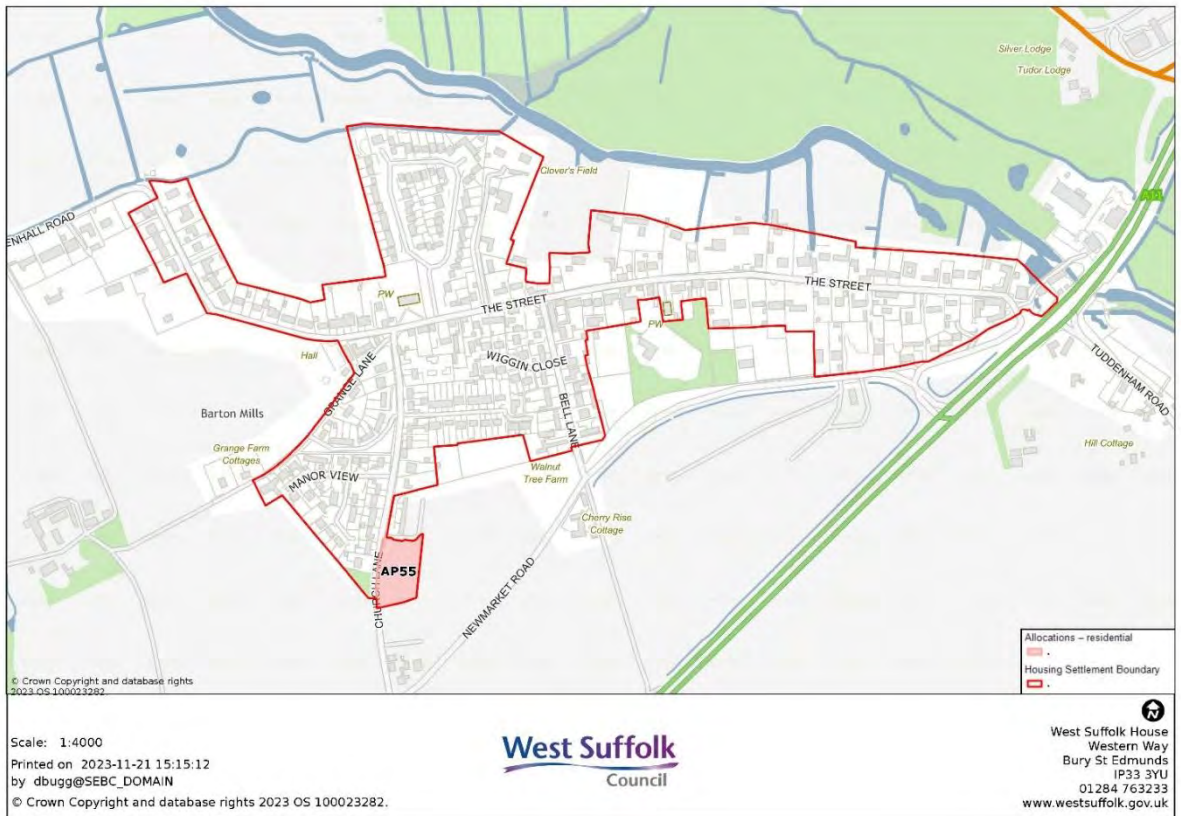
5.22. **Barton Mills**

- 5.22.1. Barton Mills is located three kilometres from Mildenhall and 13 kilometres from Newmarket and has a population of 707 (Census 2021, using settlement boundaries). The village is next to the A11, has good sustainable access links to Mildenhall, and services and facilities include a public house, village hall and play area and limited bus service.
- 5.22.2. The parish council has embarked on the process of preparing a neighbourhood plan. The neighbourhood plan area was designated by West Suffolk Council on 4 March 2022.

Barton Mills settlement constraints map



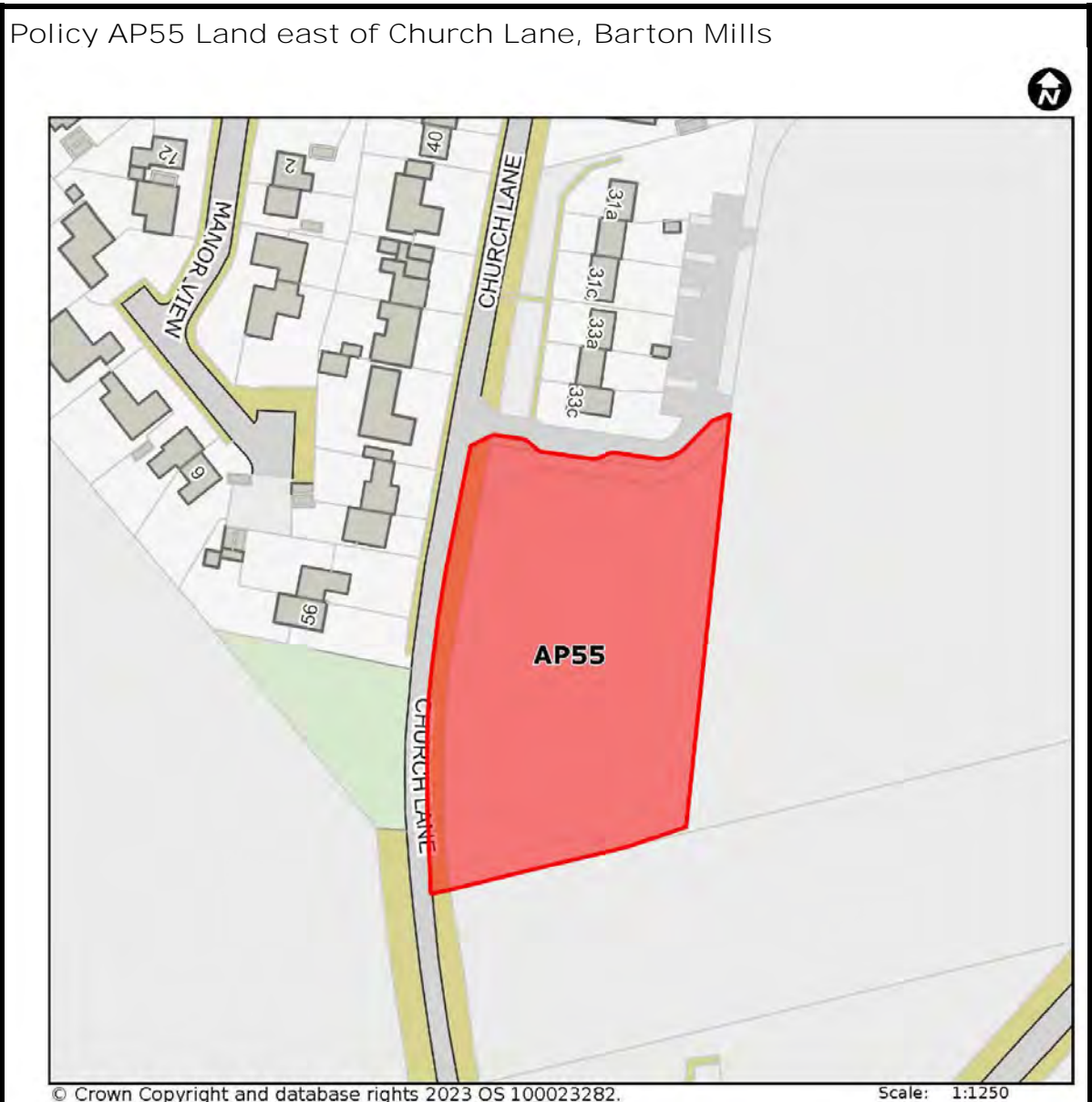
Barton Mills allocation map



Non-strategic allocation

Policy AP55 Land east of Church Lane, Barton Mills

- 5.22.3. The site is part of a larger agricultural field and is bounded by a residential housing exception site to the north, open fields to the east and south and Church Lane to the west.



A site of 0.4 hectares east of Church Lane, as shown on the policies map, is allocated for around 12 homes. The site should also deliver the following:

- Adequate access should be provided onto Church Lane to the satisfaction of the highways authority.
- Sustainable travel connections to existing local destinations, and nearby public rights of way including the provision of a pedestrian crossing to footway on western side of Church Lane.
- Fully accessible informal and formal open space and play space.
- Green and blue infrastructure that will include:

- Strategic landscaping to soften the development edge and reduce the visual impacts when viewed from the surrounding countryside.
 - Sustainable drainage systems features.
 - Existing hedgerows and boundary features to be retained with appropriate buffers and enhanced.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

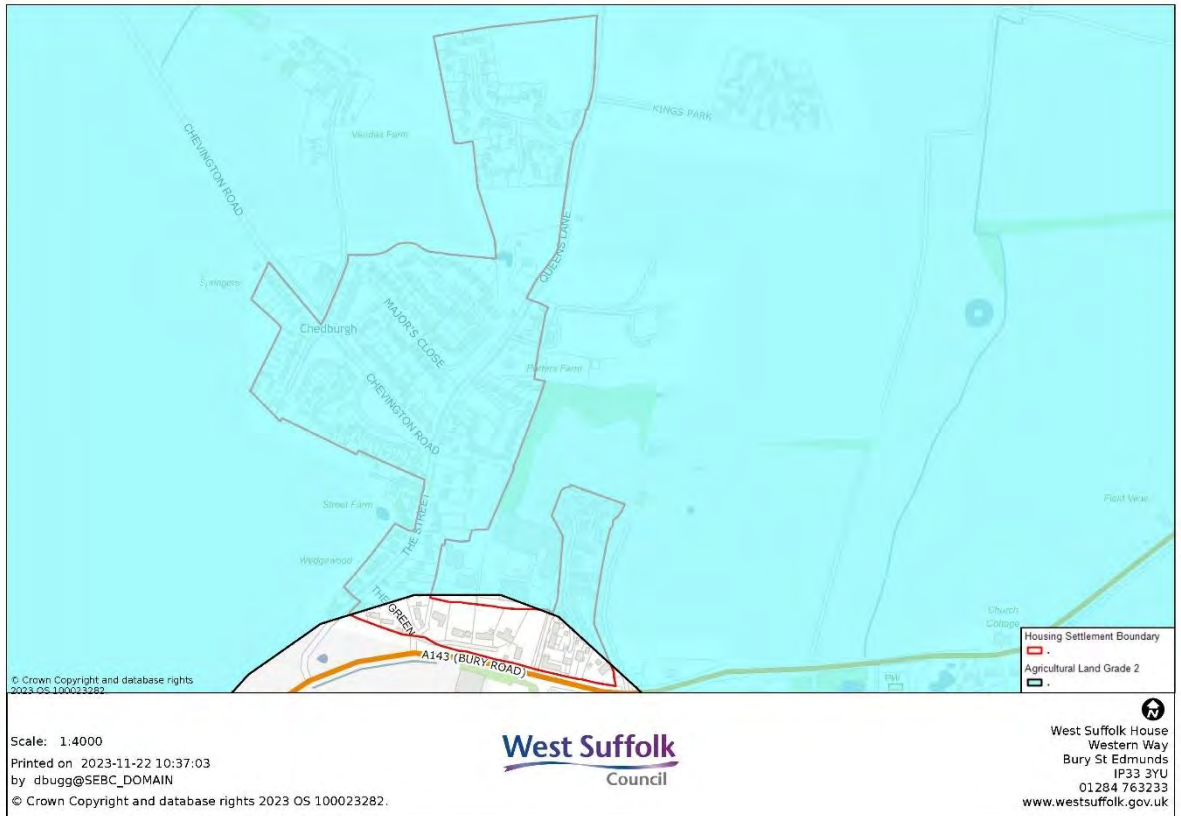
Archaeology

Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

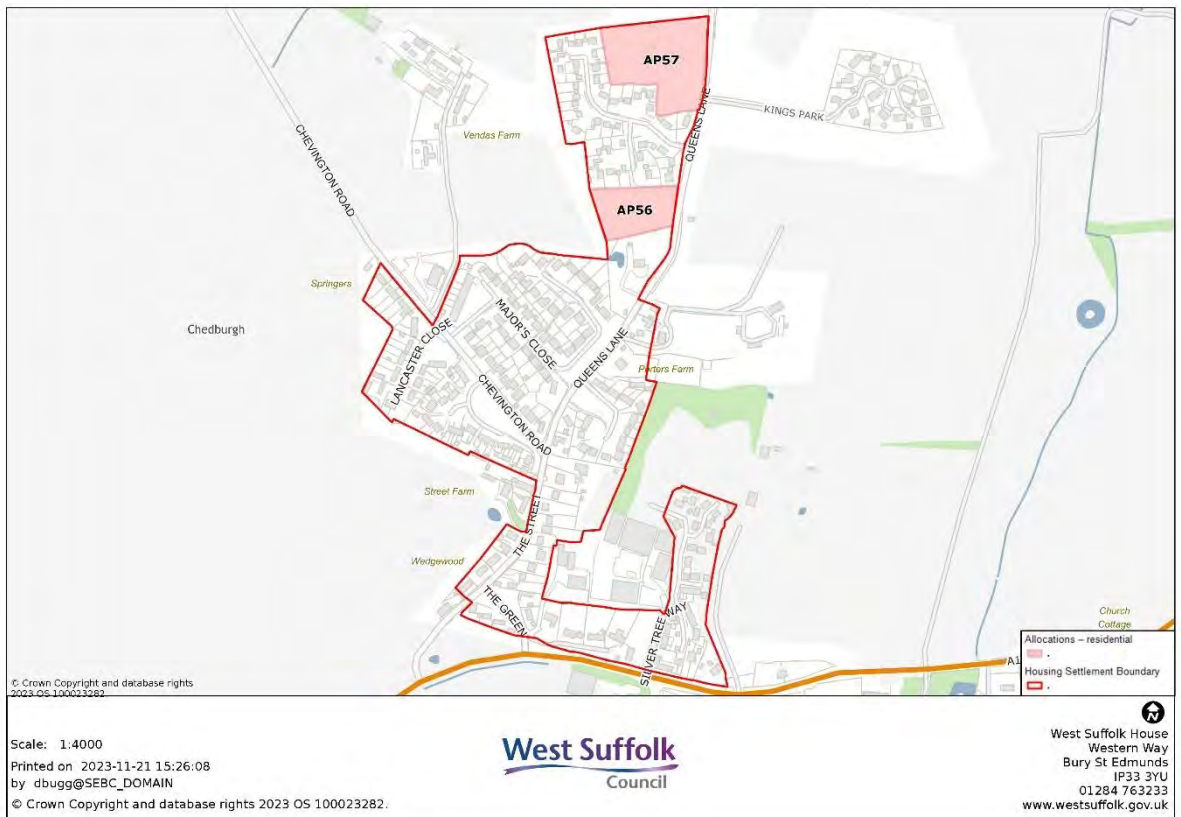
5.23. **Chedburgh**

- 5.23.1. Chedburgh is a village with a population of 586 (Census 2021, using settlement boundaries). The village is located approximately 10 kilometres south-west of Bury St Edmunds and 18 kilometres south-east of Newmarket. The village has good transport links with direct access onto the A143, and services and facilities include early years provision, a village hall and a recreation area, as well as a bus service to Bury St Edmunds and Haverhill.

Chedburgh settlement constraints map



Chedburgh allocations map



Non-strategic allocations

Policy AP56 Land at Queens Lane, Chedburgh

- 5.23.2. This site lies adjacent to Queens Lane in Chedburgh and forms part of a larger arable field which lies between two existing residential areas.
- 5.23.3. Ditches run along the eastern and southern boundaries of the site which have been known to flood and this must be mitigated against as part of any new development.

Policy AP56 Land at Queens Lane, Chedburgh



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Scale: 1:1250

A site of 0.6 hectares at Queens Lane, as shown on the policies map, is allocated for around 10 homes. The site should also deliver the following:

- Adequate access should be provided onto Queens Lane to the satisfaction of the highways authority.
- Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside.

- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften the development edge and reduce the visual impacts from the surrounding countryside.
 - Sustainable drainage systems features. The existing intermittent hedgerows trees and boundary features to be retained with appropriate buffers and enhanced by improving connectivity to the wider ecological corridor.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Infrastructure

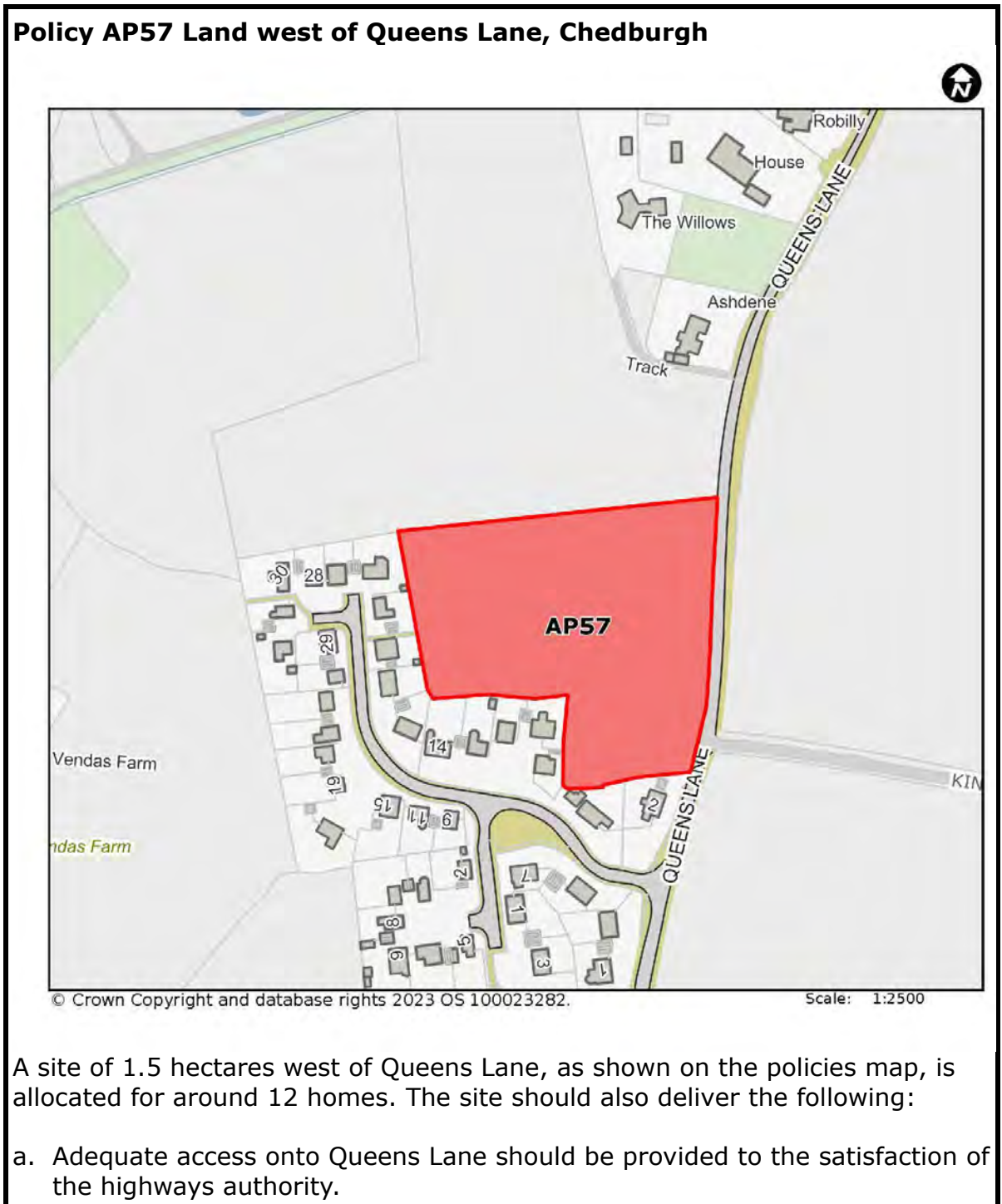
Any application for development should demonstrate how surface water flooding issues will be mitigated.

Archaeology

Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Policy AP57 Land west of Queens Lane, Chedburgh

- 5.23.4. This site is part of a larger grassland field situated between Queens Lane and the properties bordering Elizabeth Drive.
- 5.23.5. Ditches run along the eastern boundary of the site which have been known to flood and measures to address this should be delivered as part of the drainage strategy for the development.
- 5.23.6. A footpath runs east to west across the middle of the site which should be retained and improved as part of any development proposals.



- b. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside to include:
 - The maintenance and enhancement of the east to west footpath crossing the site.
 - A pedestrian crossing to the footway on the western side of Queens Lane.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping including to soften the development edge and reduce the visual impacts from the surrounding countryside.
 - Sustainable drainage systems features.
 - Existing trees and boundary features to be retained with an appropriate buffer and enhanced by providing new hedges to the northern and eastern boundaries improving connectivity to the wider ecological network.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Infrastructure

Any application for development should demonstrate how surface water flooding issues will be mitigated.

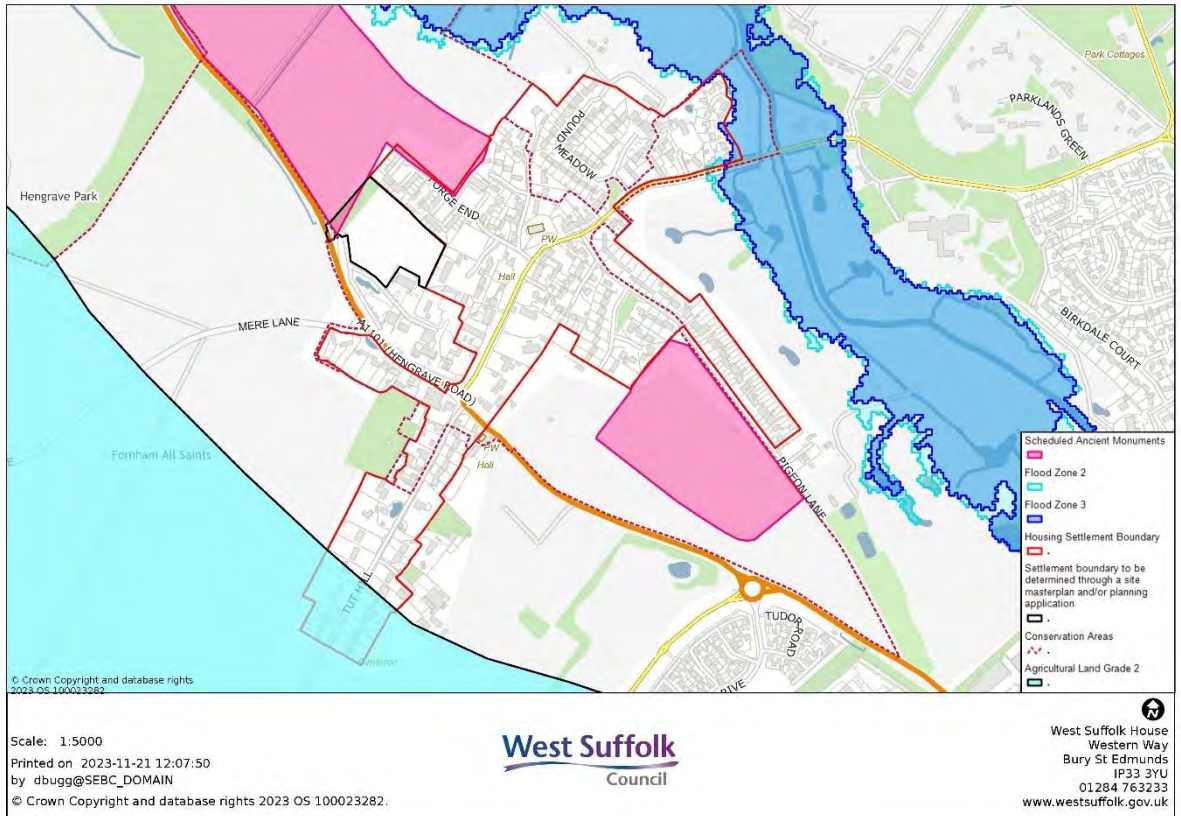
Archaeology

Any future planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

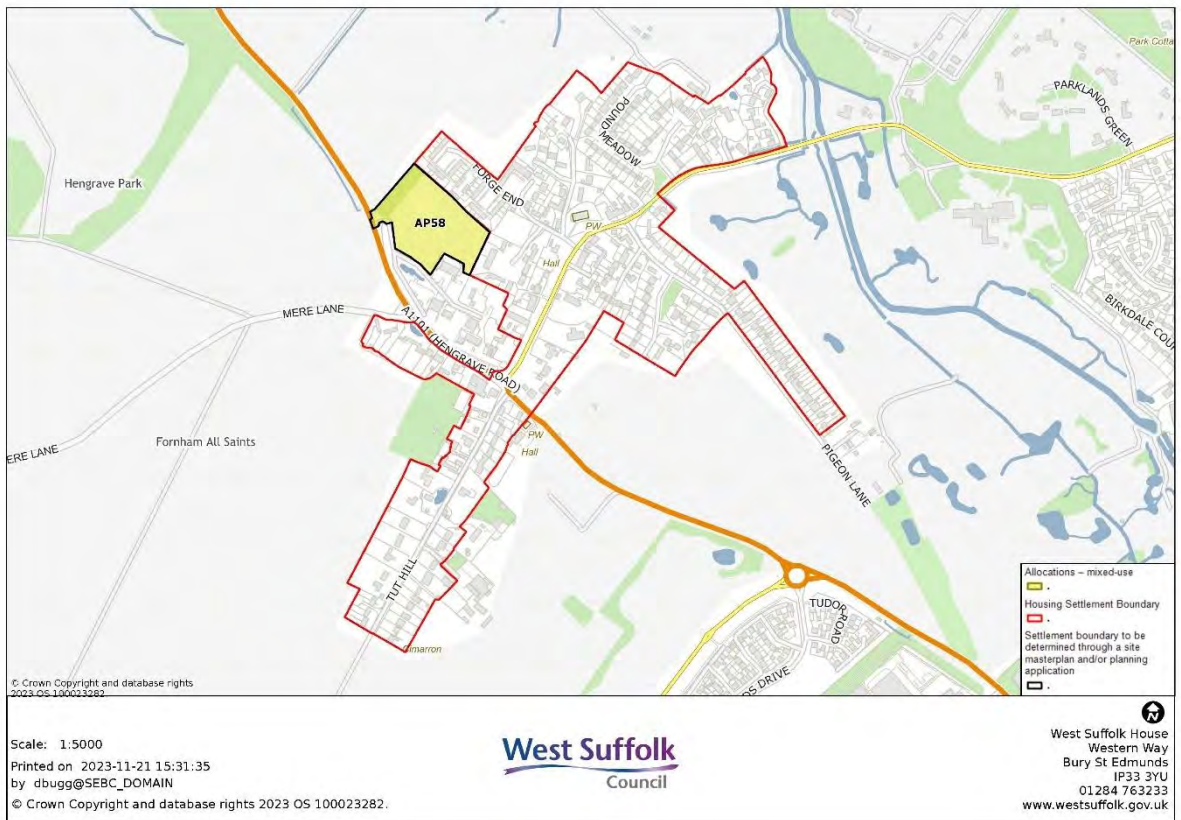
5.24. **Fornham All Saints**

- 5.24.1. Fornham All Saints is located centrally in the district, five kilometres north of Bury St Edmunds and 21 kilometres from Newmarket and has a population of approximately 781 (Census 2021, using settlement boundaries). The village has sustainable access to Bury St Edmunds via walking and cycling routes, and services and facilities include a public house, village hall, recreation area and a bus service.
- 5.24.2. Coalescence should be avoided with the settlement of Bury St Edmunds which lies to the south-east and Fornham St Genevieve to the north-east.

Fornham All Saints settlement constraints map



Fornham All Saints allocation map

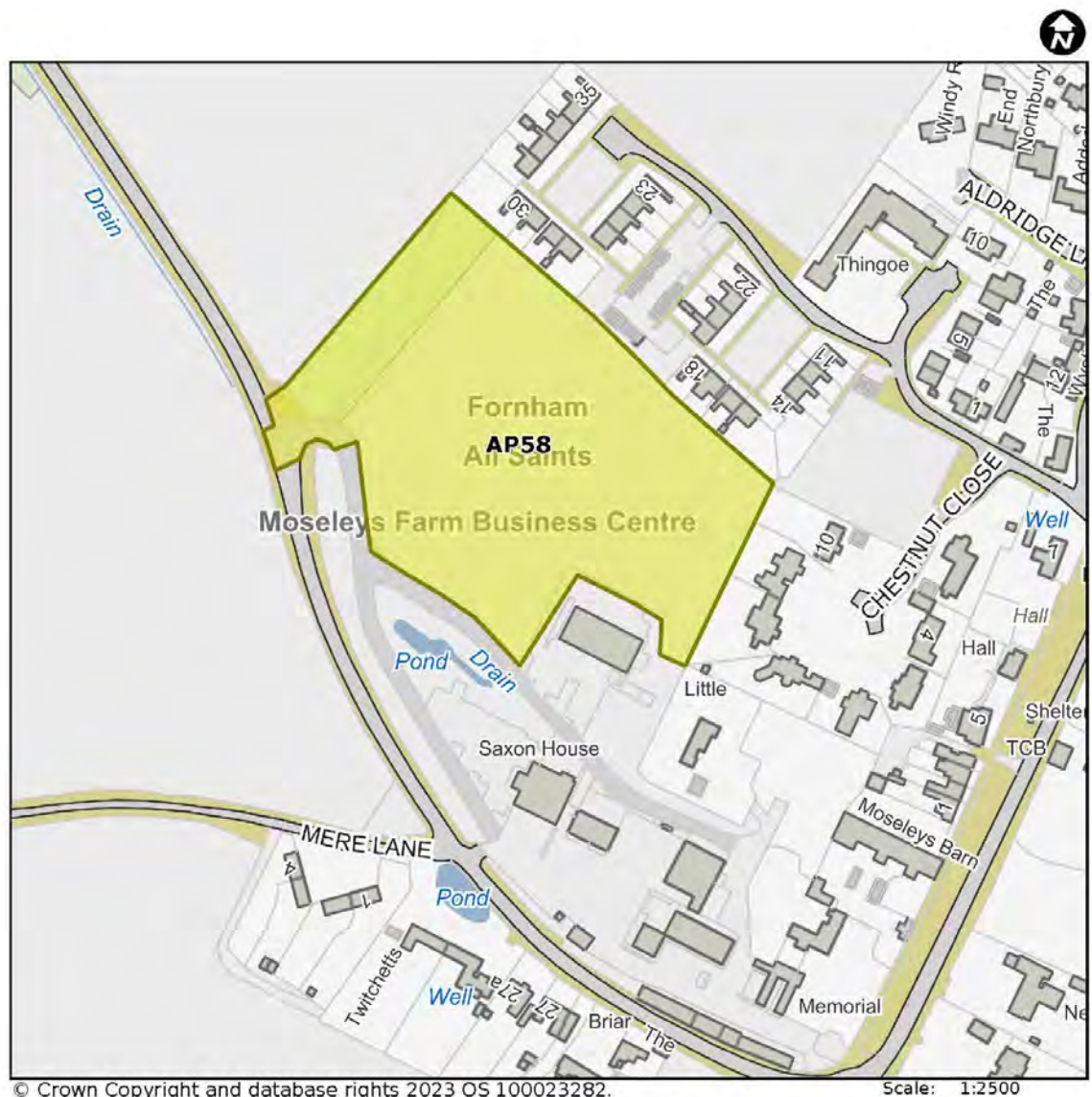


Non-strategic allocation

Policy AP58 Land adjacent to Moseleys Farm, Fornham All Saints

- 5.24.3. The site is an area of undeveloped land next to an existing employment area to the east and residential areas to the south-east and north-east. The north-west boundary comprises a fairly dense bank of trees which physically and visually separates the allocation site from a scheduled monument.
- 5.24.4. While the extent of the whole allocation is shown on the map, the housing settlement boundary has not been defined. The housing settlement boundary will be defined through the planning application process and determined through the next review of the local plan.
- 5.24.5. This allocation is surrounded by the following designated heritage assets and non-designated heritage assets as set out in the heritage impact assessment including:
- A scheduled monument adjoins the north-west boundary, comprising an interrupted ditch and/or causewayed enclosure system, potentially Neolithic in date.
 - A listed farm building (grade II) together with other historic farm buildings and boundary wall are within the adjoining site which is allocated for employment uses.
 - The Three Kings Public House, Cleves Cottage, Briar Cottage, 27 and 28 Hengrave Road and Twitchett's End are listed buildings (all grade II and off-site) located along Hengrave Road, to the south.
 - Moseleys Farmhouse and Moseleys Barn (both grade II and off-site) are located close to the eastern boundary of the allocation site.
 - A cluster of listed houses (grade II and off-site) and All Saints Church (grade I and off-site), located at the north end of The Street and around The Green.
- 5.24.6. The site lies within the Fornham All Saints Conservation Area.

Policy AP58 Land adjacent to Moseleys Farm, Fornham All Saints



A site of 2.5 hectares at Moseley's Farm, as shown on the policies map, is allocated for around 10 homes as enabling development to bring forward 0.43 hectares of employment land and an extension to the village cemetery. The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping.
 - Sustainable drainage systems features.
 - Existing woodland, hedgerows and trees to be retained with appropriate buffers apart from any removal necessary to allow a link between the existing cemetery and its extension.

- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level Appropriate Assessment will be required.

The planning application for the site will need to demonstrate how the proposed uses, their location, access arrangements, design and landscaping will be accommodated on the site and how these will be delivered. This is to ensure the enabling housing development secures the provision of employment land and the extension to the village cemetery.

Employment

The employment uses, mix and scale should reflect that of the adjacent rural employment area at Moseley Farm, Fornham All Saints (policy SP12ak) being low rise, low density and high quality. Suitable uses include:

- Offices
- research and development
- light industrial.

General industrial and storage and distribution will not be supported at this location due to the potential detrimental impact on both the current neighbouring and proposed residential development.

Extension to village cemetery

The cemetery extension must be suitably landscaped, enclosed and linked by a path to the existing facility. The extension should be of sufficient size to meet the burial demands of the parish for at least the next 75 years (the parishes current period exclusive right of burial) and must also have vehicular access with suitable turning space for a hearse and funeral cortege.

Sustainable travel

An appropriate off-site contribution shall be requested for the delivery of an active travel route between Fornham All Saints and Hengrave. The proposed route will form part of an improved green infrastructure network and help achieve the objectives set out in the Suffolk Rights of Way Improvement Plan.

Heritage

Future development must demonstrate that any negative impacts on the significance of the designated and heritage assets and their settings identified in the council's heritage impact assessment, or any subsequent fieldwork assessment, have been avoided or mitigated through design.

Specific mitigation measures to help protect the significance of the heritage assets in the vicinity of the site should include:

- Retaining and enhancing the tree bank between the western boundary of site and the scheduled monument.

- Having regard to the settings of the listed buildings within and surrounding the sites and locate new buildings where they would not adversely affect their settings.
- Locating any new buildings within the site away from the boundaries, in order to maintain the character and appearance of the conservation area.
- The design and scale of the new buildings and the palette of materials selected should reflect the historic use of the site and complement the existing buildings.

Prior to the determination of any planning application, a further detailed heritage impact assessment should be submitted. This should demonstrate how the settings and significance of the heritage assets and above mitigation measures have been addressed in the proposals.

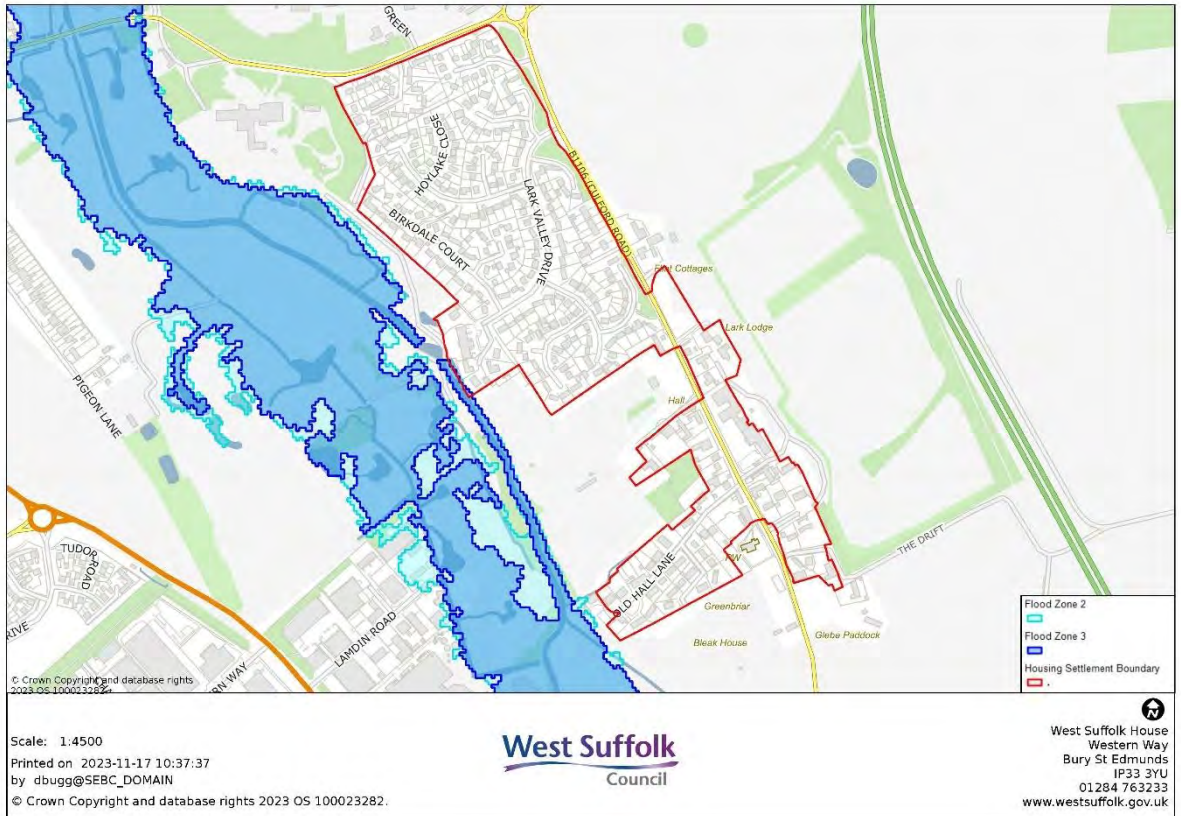
Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

5.25. **Fornham St Martin**

- 5.25.1. Fornham St Martin is a village with a population of 840 (Census 2021, using settlement boundaries) and is located one kilometre north of Bury St Edmunds and 16 kilometres south-east of Mildenhall. The village has sustainable access to the Bury St Edmunds by walking and cycling routes, while facilities include a public house, village hall and recreation area. It is also served by a bus service.
- 5.25.2. The identity of Fornham St Martin must be protected and coalescence between the village and Bury St Edmunds should be avoided.

Fornham St Martin settlement constraints map



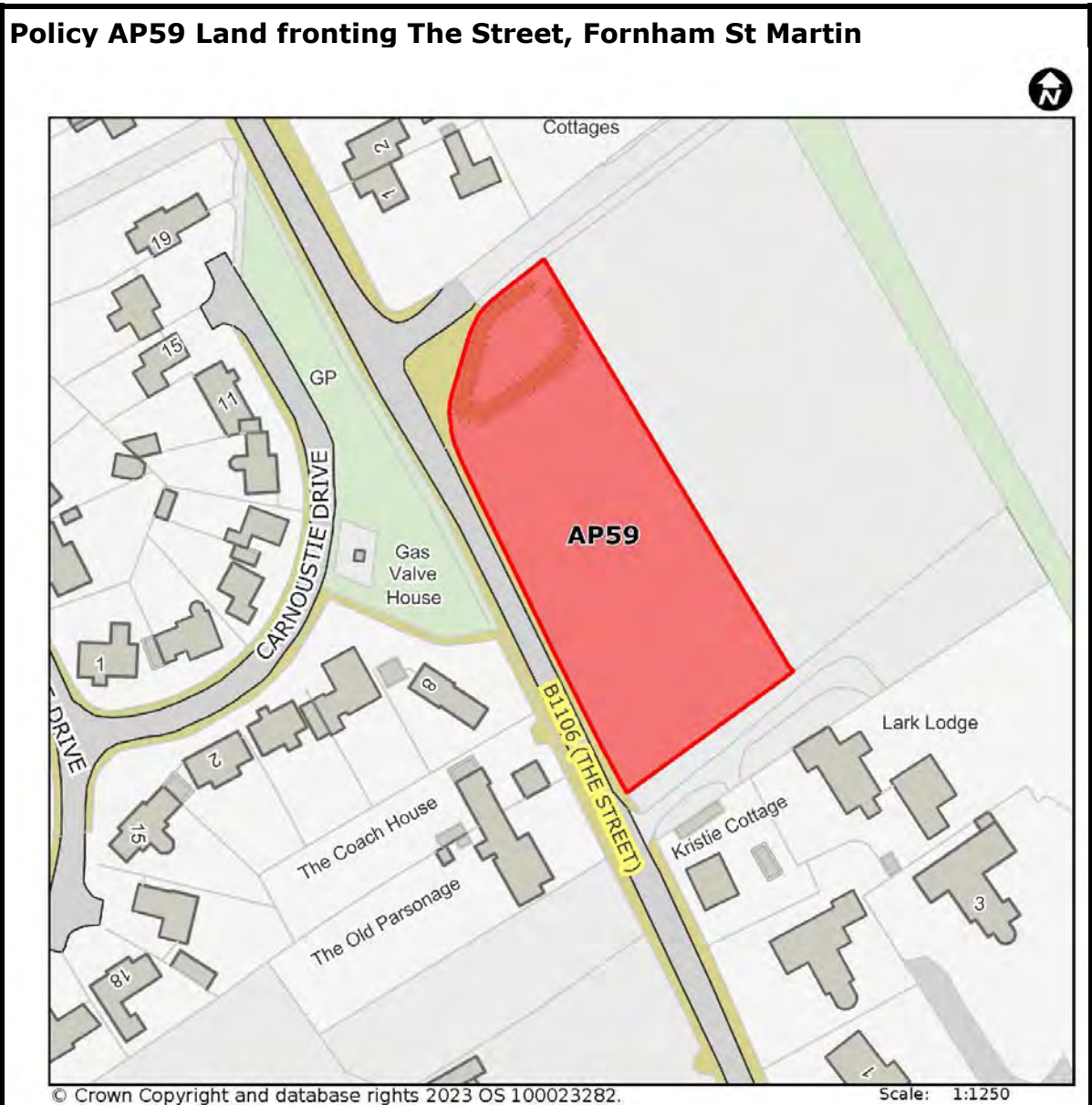
Fornham St Martin allocation map



Non-strategic allocation

Policy AP59 Land fronting The Street, Fornham St Martin

- 5.25.3. The site is a former grazing paddock now overgrown with scrub. In the north of the site, there is a small copse of woodland while residential homes lie to the south-east. A hedgerow and pavement separate the site from The Street.



A site of 0.4 hectares fronting The Street, as shown on the policies map, is allocated for around 10 homes. The site should also deliver the following:

- Adequate access should be provided onto The Street to the satisfaction of the highways authority.
- Sustainable travel connections to the wider village, nearby public rights of way and the countryside, including the provision of a pedestrian crossing to the footway on the eastern side of The Street.
- Fully accessible informal and formal open space and play space.
- Green and blue infrastructure that will include:

- Strategic landscaping.
 - Sustainable drainage systems features.
 - The existing woodland and hedgerows to be retained with appropriate buffers and enhanced.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

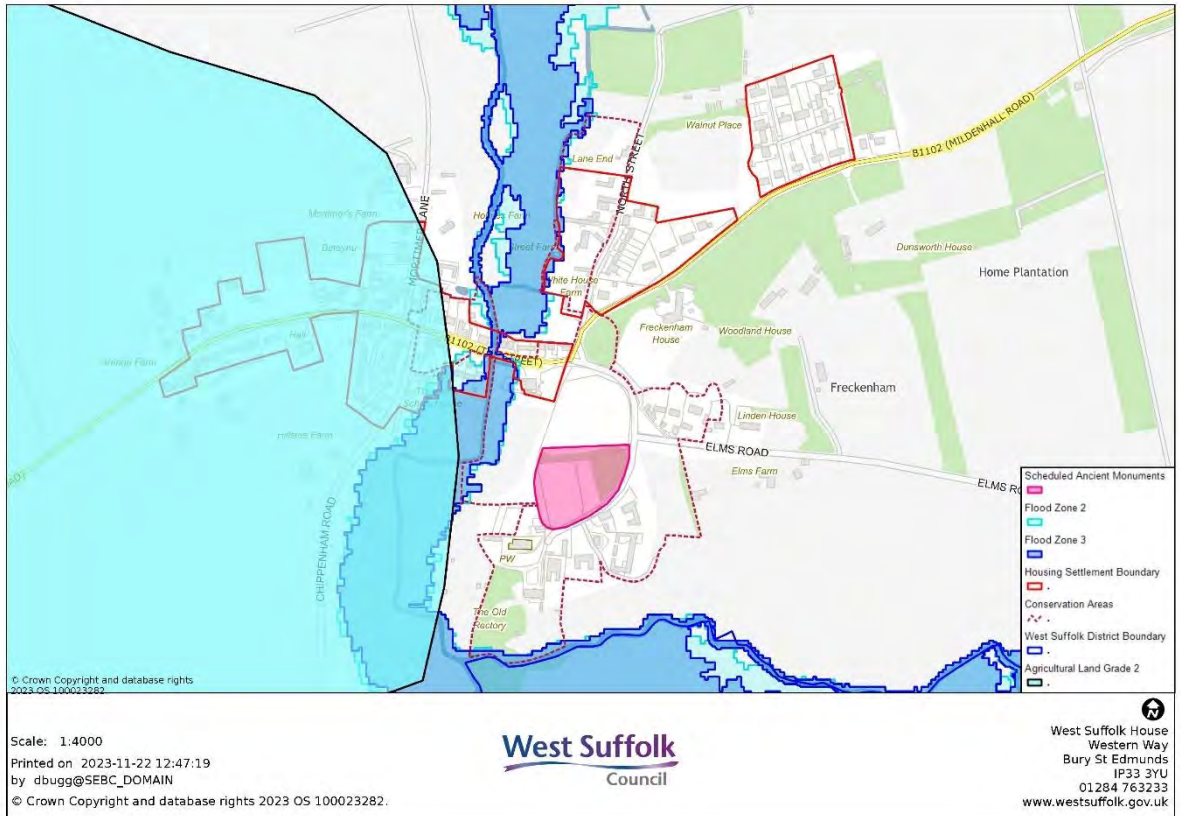
Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

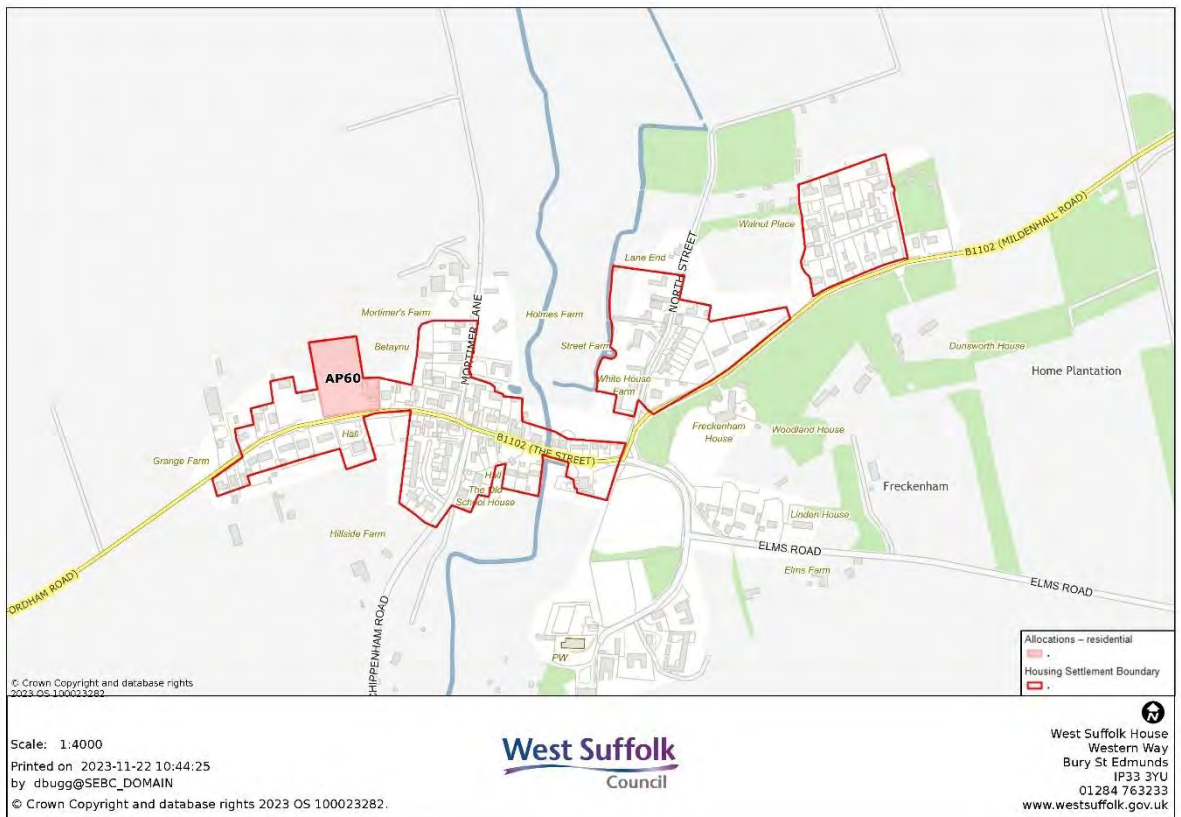
5.26. **Freckenham**

- 5.26.1. Freckenham has a population of 266 (Census 2021, using settlement boundaries) and is situated 5.5 kilometres south-west of Mildenhall close to the boundary with East Cambridgeshire. Services and facilities include early years education provision, a village hall, public house and a play area and a bus service.
- 5.26.2. The parish council has embarked on the process of preparing a neighbourhood plan. The neighbourhood plan area was designated by West Suffolk Council on 2 November 2018.

Freckenham settlement constraints map



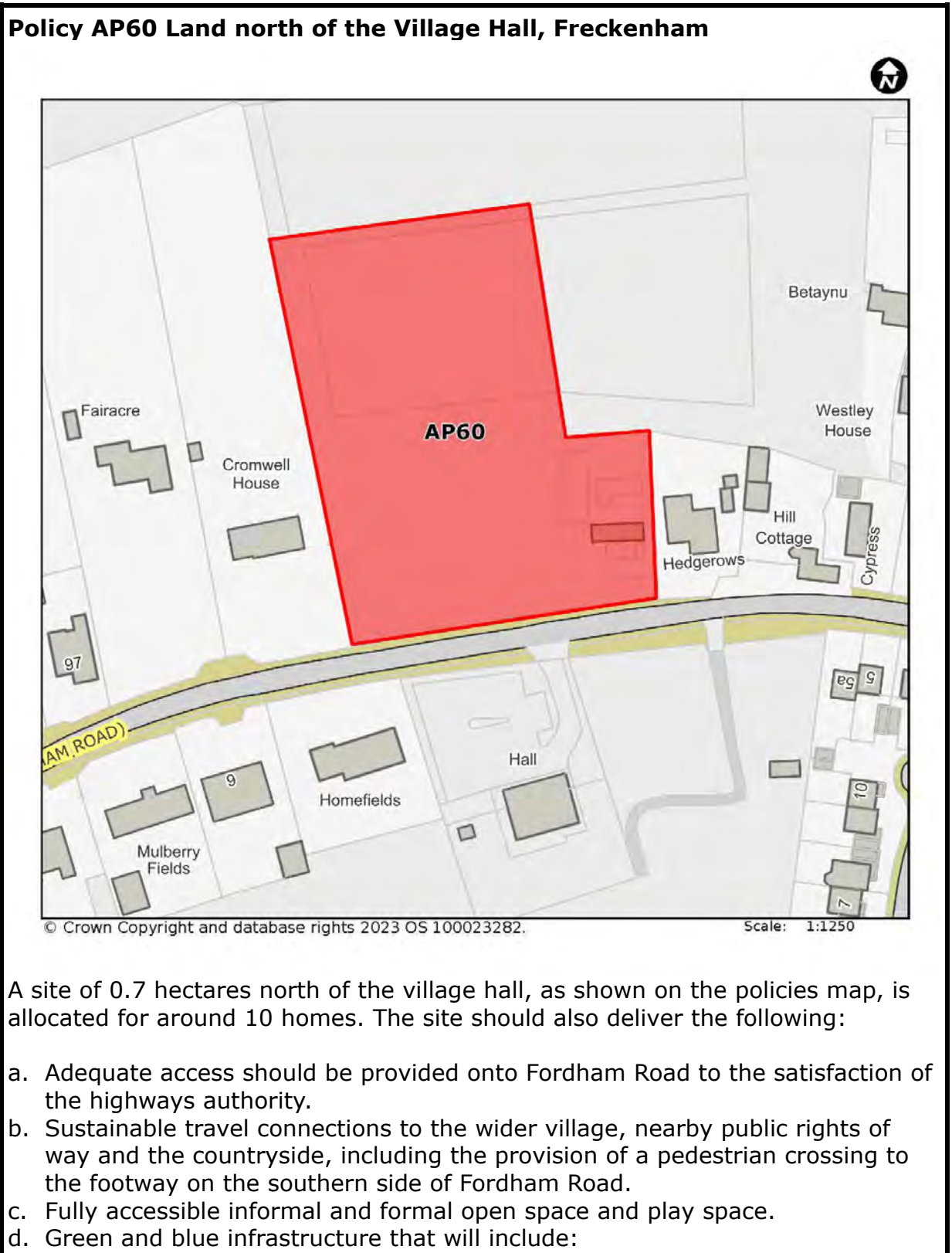
Freckenham allocation map



Non-strategic allocation

Policy AP60 Land at north of the village hall, Freckenham

- 5.26.3. The site is part of a larger landholding to the north of Fordham Road at the western end of the village. It comprises horse paddocks and semi-improved grassland.



- Strategic landscaping to soften the development edge and reduce the visual impacts on the surrounding countryside.
 - Sustainable drainage systems features.
 - The existing hedgerow to be retained with an appropriate buffer, and connectivity to the ecological network enhanced through planting of native hedgerows on the boundaries.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

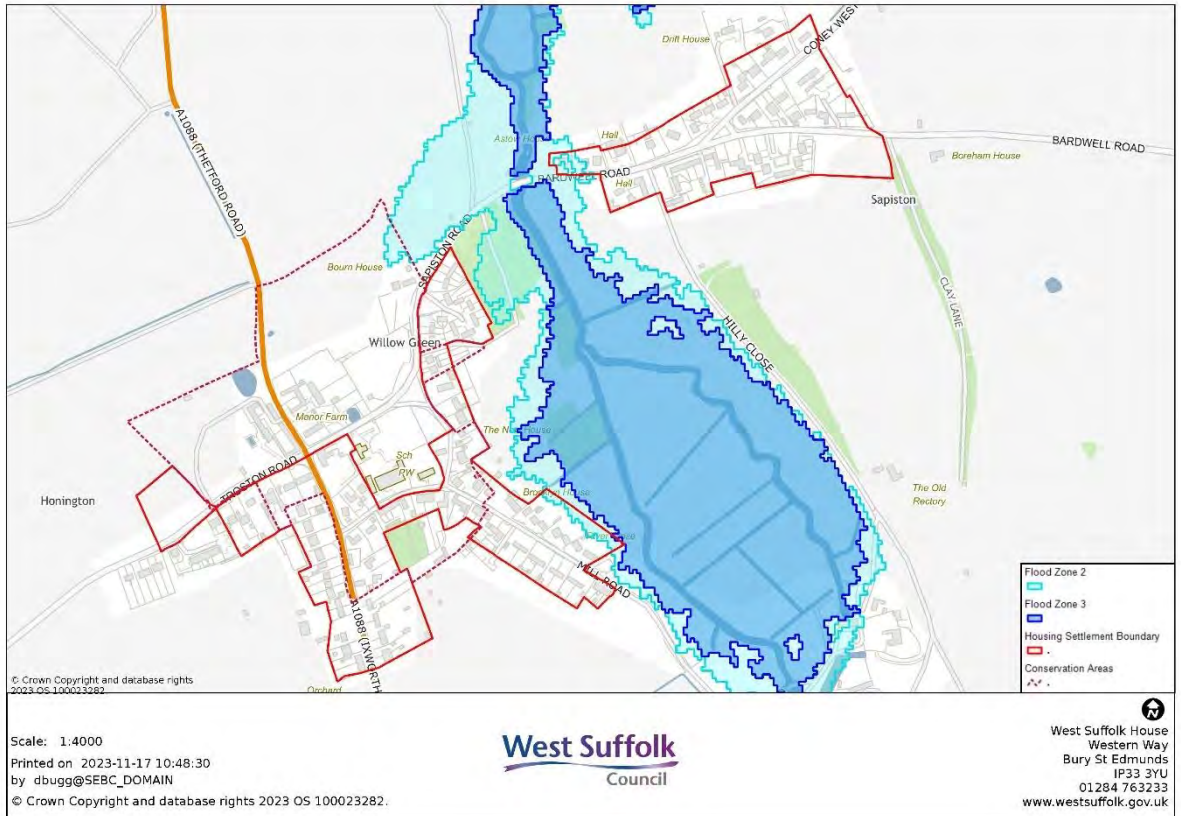
Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

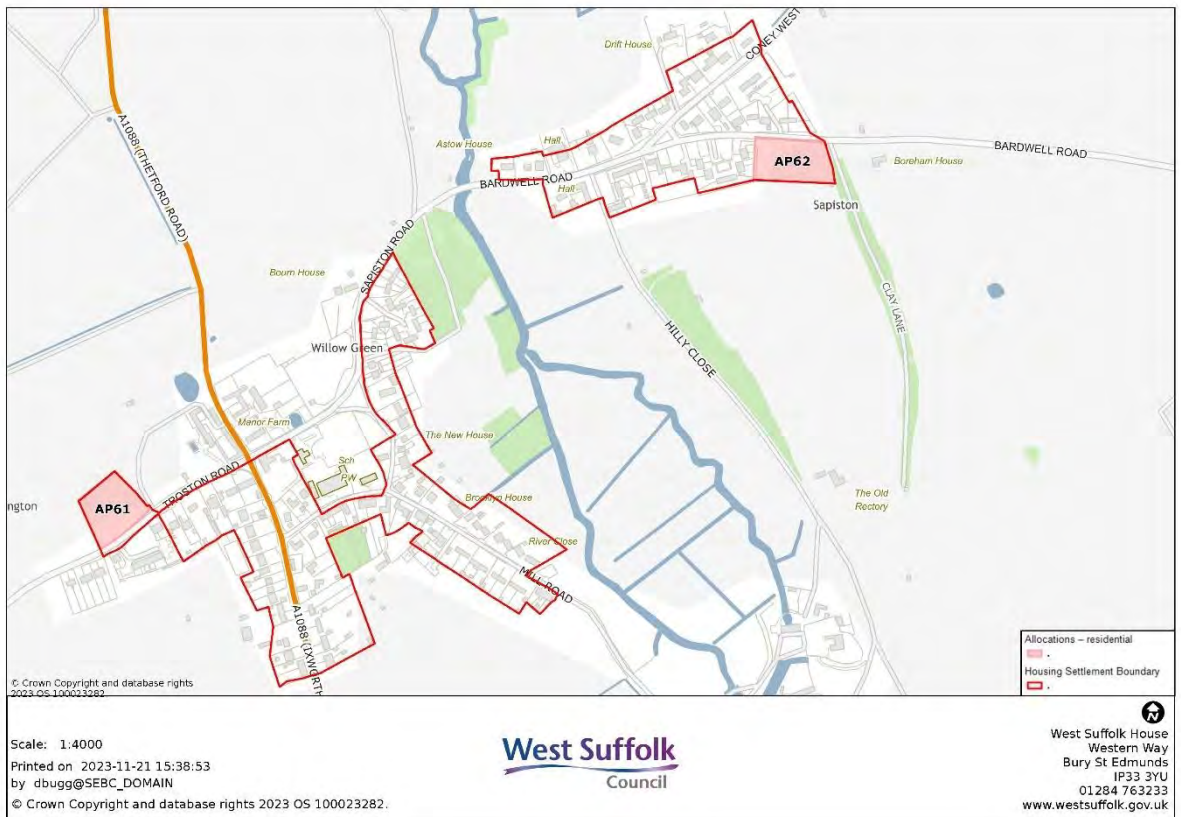
5.27. **Honington and Sapiston**

- 5.27.1. Honington and Sapiston are conjoining villages located approximately 13 kilometres from Bury St Edmunds and 10 kilometres from Thetford. They have a combined population of 412 (Census 2021, using settlement boundaries). Services and facilities include a school, early years provision, a public house, shop, village hall and a bus service.
- 5.27.2. RAF Honington is situated approximately two kilometres to the west of the village and facilities available to the wider community include a post office and stores, hairdresser, Chinese take-away and fish and chip shop.

Honington and Sapiston settlement constraints map



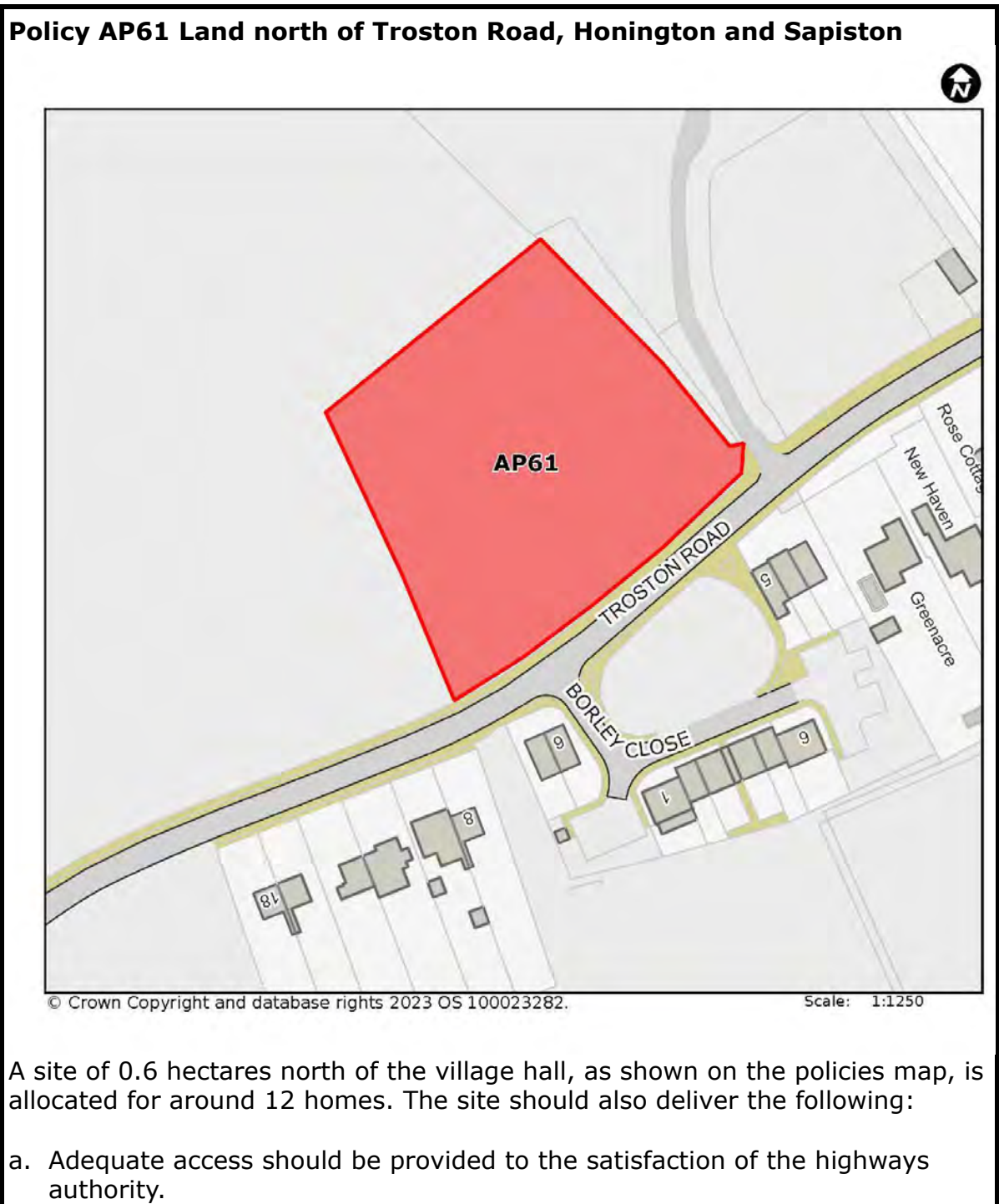
Honington and Sapiston allocations map



Non-strategic allocation

Policy AP61 Land north of Troston Road, Honington and Sapiston

- 5.27.3. This site is an arable field and lies north of Troston Road, to the west of the village of Honington. The site is largely surrounded by other arable fields and some residential homes.
- 5.27.4. The site lies adjacent to the Brecks Fringe and River Valleys Locally Valued Landscape (LVL) where the loss of key characteristics or legibility that underpins the scenic quality and significance of the LVL, should be avoided (see policy SP5).



- b. Sustainable travel connections to existing local destinations, including the wider village, the national cycle route along Troston Road, nearby public rights of way and the countryside, including the provision of a pedestrian crossing to the footway on the southern side of Troston Road.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping to soften the development edge and reduce the visual impacts on the surrounding countryside.
 - Sustainable drainage systems features.
 - The existing boundary hedgerows and trees are to be retained with appropriate buffers and enhanced.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable travel

A transport assessment will be required as part of any application for development on the site.

Archaeology

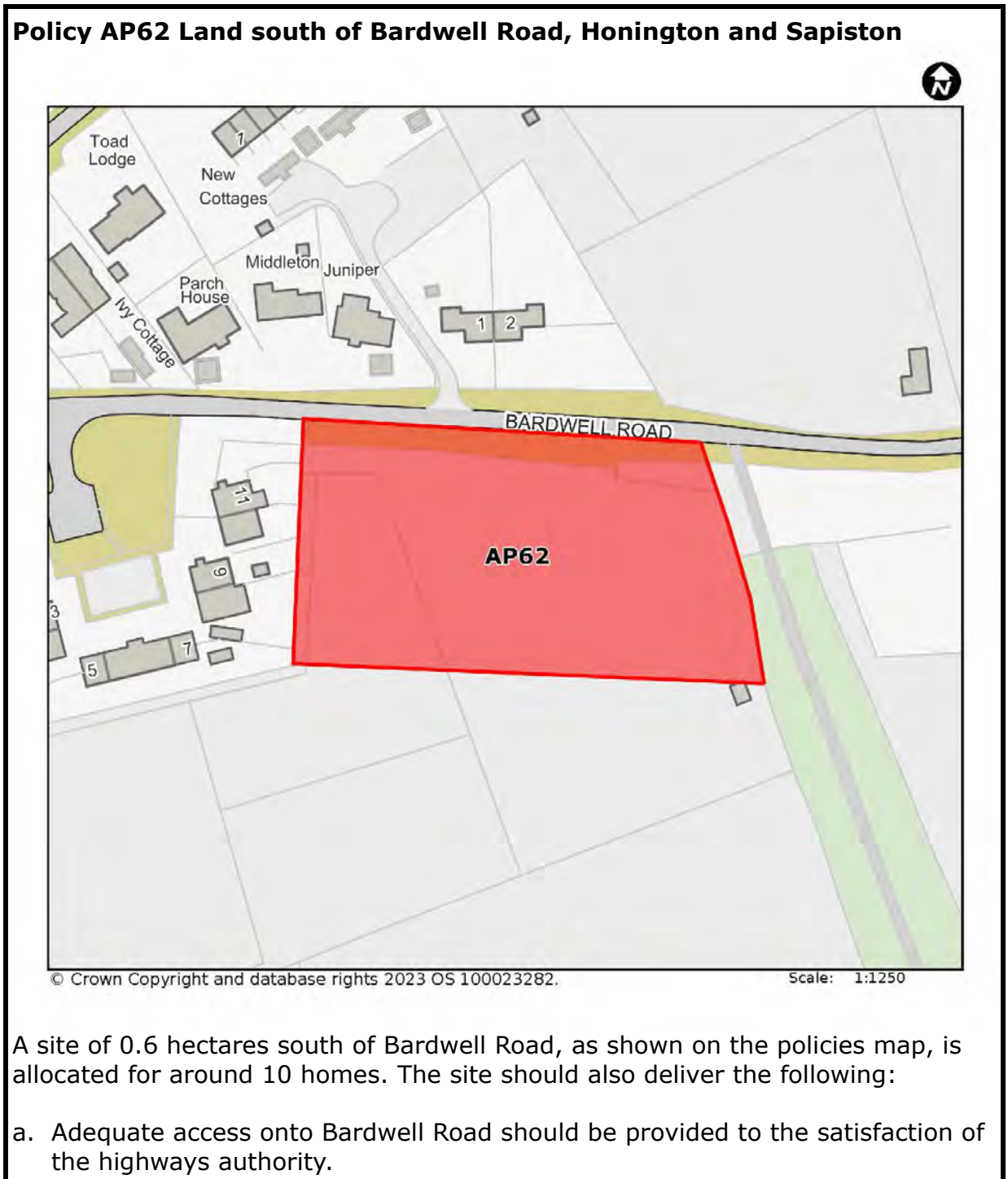
Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Infrastructure

Part of the site lies within the safeguarding boundary of a wastewater treatment facility and any new development must not inhibit its operation.

Policy AP62 Land south of Bardwell Road, Honington and Sapiston

- 5.27.5. This site lies to the south of Bardwell Road and is the northern part of a fenced field. It is partitioned into grazing paddocks for horses, with hedgerow with trees on the northern and eastern boundaries and a band of scrub running along the outside of the eastern boundary.
- 5.27.6. The site is located within the Brecks Fringe and River Valleys Locally Valued Landscape (LVL) where the loss of key characteristics or legibility that underpins the scenic quality and significance of the LVL, should be avoided (see policy SP5).



- b. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside, including:
- Extension of the existing footway to the site frontage.
 - Provision of a new bus shelter at the Coney Western Road stop.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
- Strategic landscaping to soften the development edge and reduce the visual impacts on the surrounding countryside.
 - Sustainable drainage systems features.
 - The existing boundary hedgerows and trees, and the woodland to the east are to be retained with appropriate buffers and enhanced.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable travel

A transport statement will be required as part of any application for development on the site.

Infrastructure

Part of the site lies within the safeguarding boundary of a wastewater treatment facility and any new development must not inhibit its operation.

Archaeology

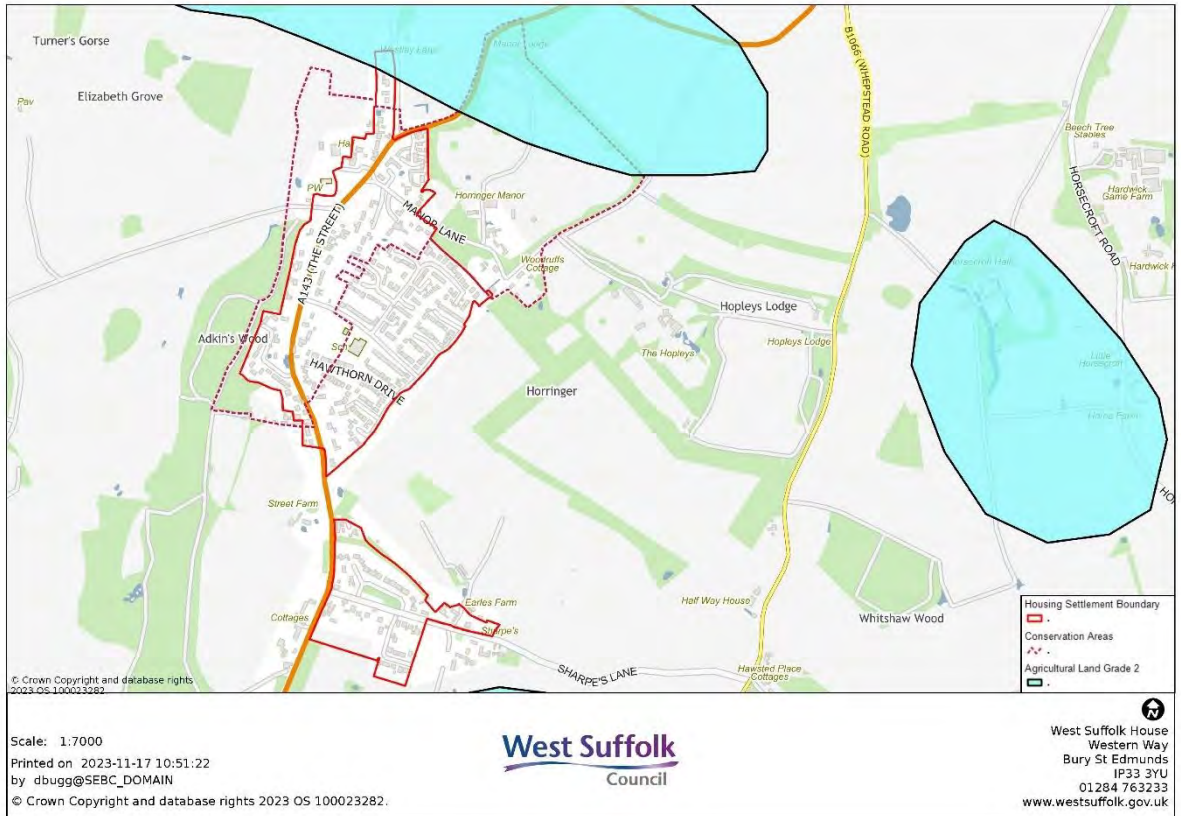
Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

5.28. **Horringer**

- 5.28.1. Horringer is situated in the centre of the district approximately four kilometres south-west of Bury St Edmunds on the A143 and 23 kilometres north-east of Haverhill. The village has a population of approximately 835 (Census 2021, using settlement boundaries). Services and facilities include a primary school, early years provision, village hall, pub and play area and a bus service between Bury St Edmunds and Haverhill. Ickworth Park, a historic park and garden and county wildlife site, borders the village to the west.

- 5.28.2. The parish council has embarked on the process of preparing a neighbourhood plan. The neighbourhood plan area was designated by West Suffolk Council on 7 March 2022.

Horringer settlement constraints map



Horringer allocation map

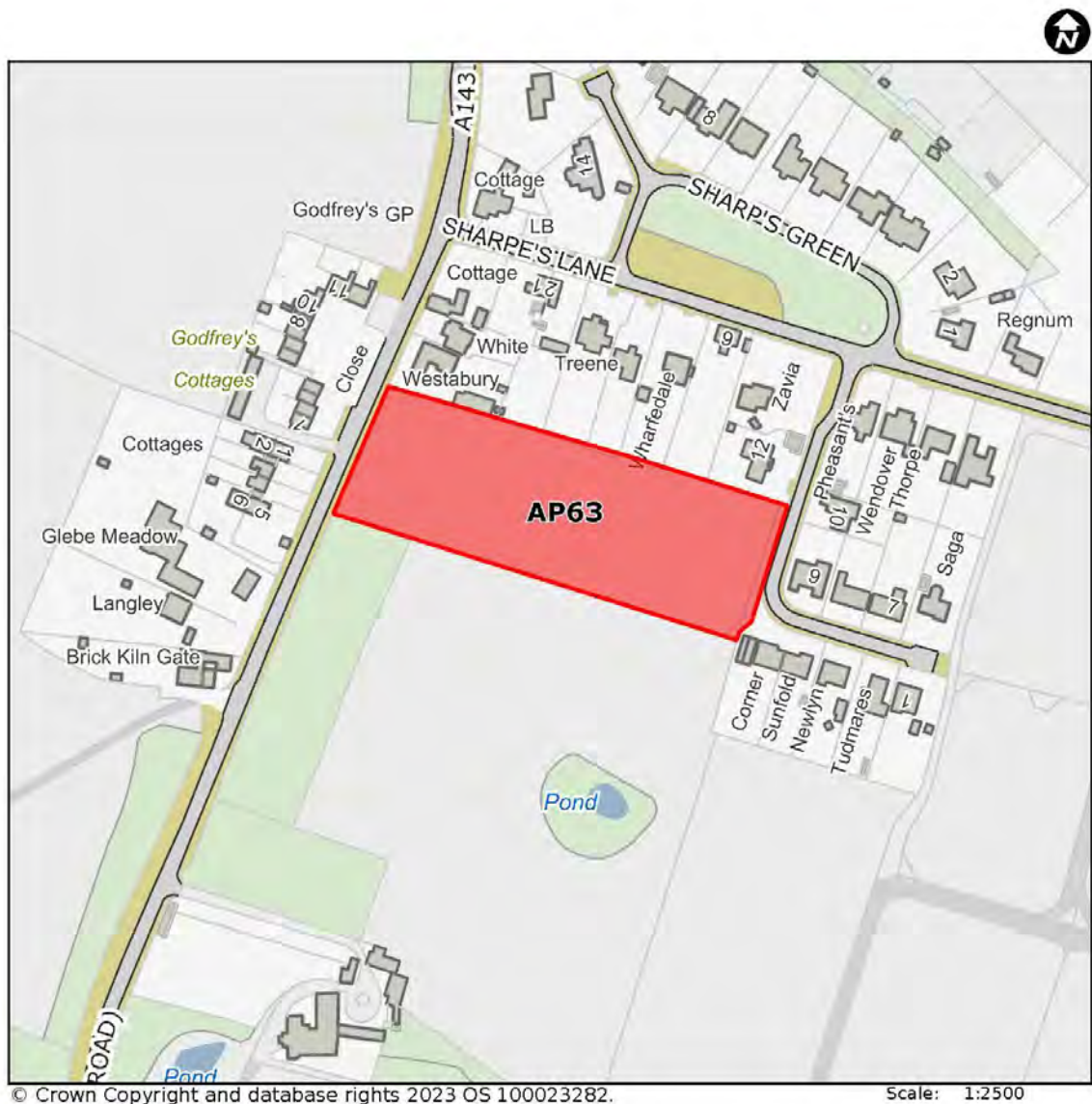


Non-strategic allocation

Policy AP63 Land off Chevington Road, Horringer

- 5.28.3. The site comprises a small paddock situated to the south of the village, between Glebe Close and the A134. A mixture of hedgerows and trees form the boundaries.
- 5.28.4. The site is located within the Horringer Farmland and Parks Locally Valued Landscape (LVL) where the loss of key characteristics or legibility that underpins the scenic quality and significance of the LVL, should be avoided (see policy SP5).

Policy AP63 Land off Chevington Road, Horringer



A site of one hectare between Glebe Close and the A143 Chevington Road, as shown on the policies map, is allocated for around 10 homes. The site should also deliver the following:

- a. Adequate access should be provided to the satisfaction of the highways authority.
- b. Sustainable travel connections to existing local destinations, nearby public rights of way and the countryside, including:
 - The provision of a footpath and cycle link onto the A143 Chevington Road.
 - Improvements to the nearest bus stop.
- c. Fully accessible informal and formal open space and play space.
- d. Green and blue infrastructure that will include:
 - Strategic landscaping.
 - Sustainable drainage systems features.
 - The existing boundary hedgerows and trees are to be retained with appropriate buffers and enhanced.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Sustainable travel

A transport statement will be required as part of any application for development on the site.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

5.29. **Ingham**

- 5.29.1. Ingham is eight kilometres north of Bury St Edmunds and 19 kilometres south of Brandon. The village has a population of 416 (Census 2021, using settlement boundaries). The settlement has a public house and post office and stores. The role of the town of Thetford is also recognised in terms of the services and facilities it provides for residents of Ingham and other villages in the northern part of the district.

Ingham settlement constraints map



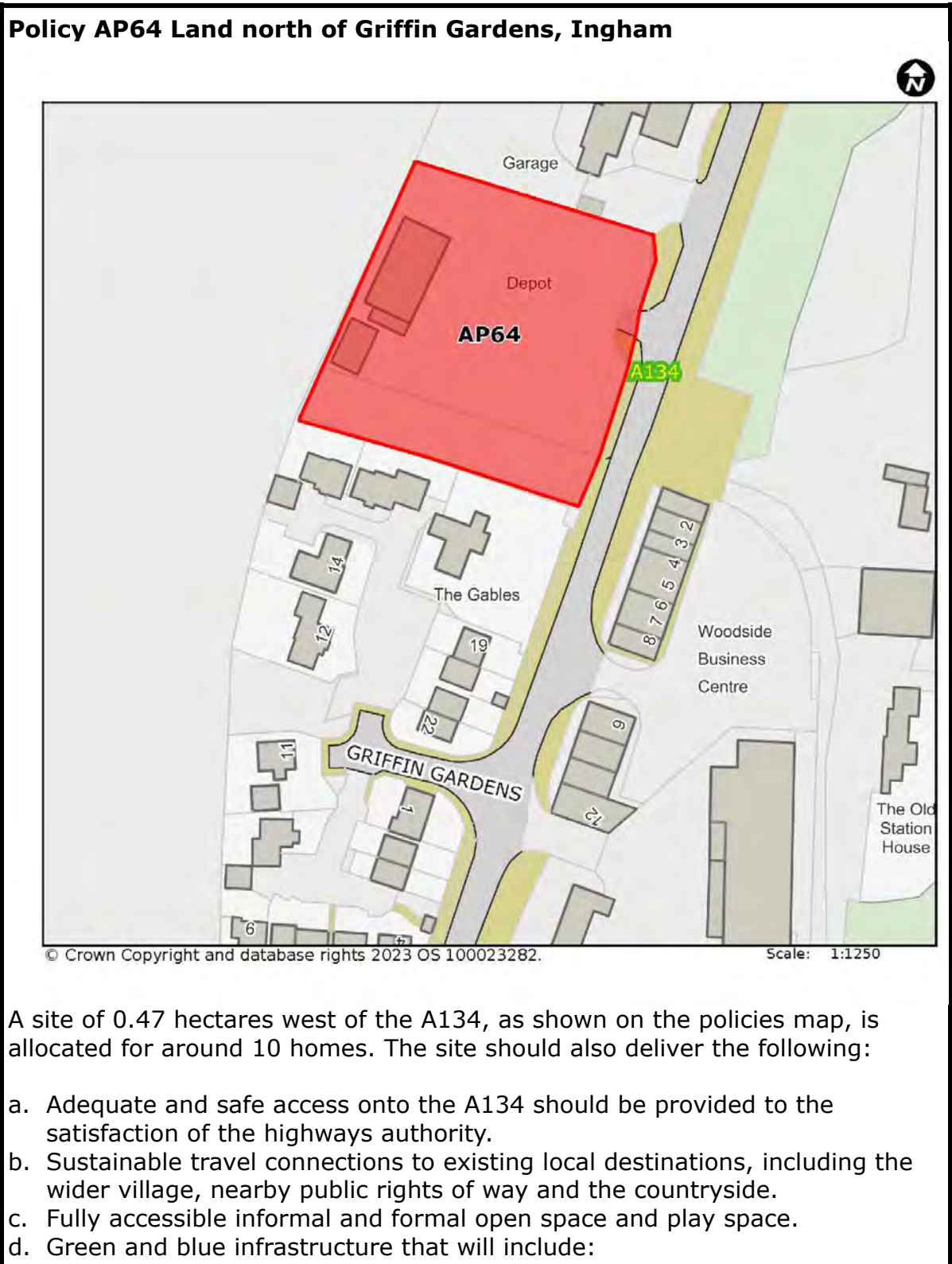
Ingham allocation map



Non-strategic allocation

Policy AP64 Land north of Griffin Gardens, Ingham

- 5.29.2. The site comprises an area of hardstanding adjoining the A134 to the east, with a car sales business to the north, residential development to the south and open countryside to the west.



- Strategic landscaping to soften the development edge and reduce the visual impacts on the surrounding countryside.
 - Sustainable drainage systems features.
 - Retain and enhance the existing hedgerow.
- e. The development must mitigate for its recreational effects on designated sites of nature conservation interest in accordance with Policy SP8 Recreational effects of development. Information to inform a project level appropriate assessment will be required.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

Type B Villages

Type B villages perform an important characteristic and social function in West Suffolk. These villages have only a limited range of services and facilities. Any area not listed in the settlement hierarchy is designated as countryside. These places are characterised by having very few, or no services and facilities, and so large amounts of growth in these locations would not be sustainable.

In type B villages, in order to cater for appropriate small scale local growth, developments of five homes or less within the designated housing settlement boundary would be permitted. Those settlements designated as type B villages are listed in the settlement hierarchy in the spatial strategy policy SP9 and below:

- Bradfield St George
- Chevington
- Coney Weston
- Cowlinge
- Elveden
- Eriswell
- Gazeley
- Great Bradley
- Hargrave
- Hawkedon
- Hepworth
- Holywell Row
- Icklingham
- Lidgate
- Lord's Walk
- Market Weston
- Ousden
- RAF Honington
- Rede
- Stanningfield
- Stansfield
- Stradishall
- Thelnetham
- Troston
- Wepstead
- Withersfield
- Worlington

There may be circumstances where policies will allow development to take place in either type B villages or in the countryside and further details are set out in local policies of this plan. Examples of where development may be appropriate include:

- Small scale infill residential development comprising one or two homes.
- Replacement of existing homes on a one for one basis.
- Conversion and re-use of buildings for employment or residential purposes.
- An affordable housing exception site next to a settlement boundary.
- An agricultural and/or essential workers home.
- Where a neighbourhood plan is prepared and proposes site allocations.

Neighbourhood plans

Neighbourhood plans have been or are currently being prepared for the following type B villages:

- Hargrave: the neighbourhood plan was 'made' in July 2018. The parish is currently reviewing its plan and a pre-submission (regulation 14) consultation took place in autumn 2023.
- Withersfield: the neighbourhood plan area was designated by West Suffolk Council in January 2020. A pre-submission (regulation 14) consultation took place in autumn and winter 2022.
- Worlington: the neighbourhood plan area was designated by West Suffolk Council in July 2021. A pre-submission (regulation 14) consultation took place in spring 2023.

The council will continue to work with those parishes preparing neighbourhood plans to ensure that this local plan aligns with the parishes aspirations as far as possible.

Countryside

5.30. Employment allocation

Policy AP65 Land adjacent to Park Farm, Fornham St Genevieve

- 5.30.1. The site is an area of countryside with existing road access and it lies next to an existing designated rural employment area. Park Farm is a small business centre, with low-rise and low density, high-quality buildings. It caters for small to medium scale businesses and lies within a parkland setting.
- 5.30.2. Road access has been implemented linking Park Farm to the B1106, to service new development within Park Farm and a site with planning permission granted for 360 square metres for employment uses (DC/21/0426/FUL) on the north-west corner of the proposed allocation. The remainder of the allocation is undeveloped countryside.
- 5.30.3. The site has been allocated to address some of the district's rural employment needs as identified by the employment land review and in recognition of the success of the existing neighbouring employment area and the proposed development for employment uses already permitted on the allocated site.
- 5.30.4. General industrial, storage and distribution and strategic logistics will not be supported at this site due to its rural location.

Policy AP65 Land adjacent to Park Farm, Fornham St Genevieve



A site of 4.4 hectares on land next to Park Farm, as shown on the policies map, is allocated for employment land.

The amount of land available for development, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been agreed by the local planning authority. This masterplan will be prepared by the site promoters and be subject to public engagement with the local community and key stakeholders in accordance with the statement of community involvement.

The employment uses, mix and scale should reflect that of the neighbouring rural employment area at Park Farm, Fornham St Genevieve (policy SP12a1) being low rise, low density and high quality. Suitable uses include:

- Offices
- research and development
- light industrial.

General industrial, storage and distribution and strategic logistics will not be supported at this location due to its rural location.

Sustainable travel

A transport assessment and travel plan will be required as part of any application for development on the site.

Green and blue infrastructure

Green and blue infrastructure within the site should include:

- Strategic landscaping including to reduce the impact of proposals from the surrounding countryside to the south and east, to form a landscape framework and setting for the new development, and to soften the impact of new development on adjacent users and the business park environment.
- Sustainable drainage systems features.
- Existing woodland and tree belts are to be retained and enhanced with appropriate buffers.

Archaeology

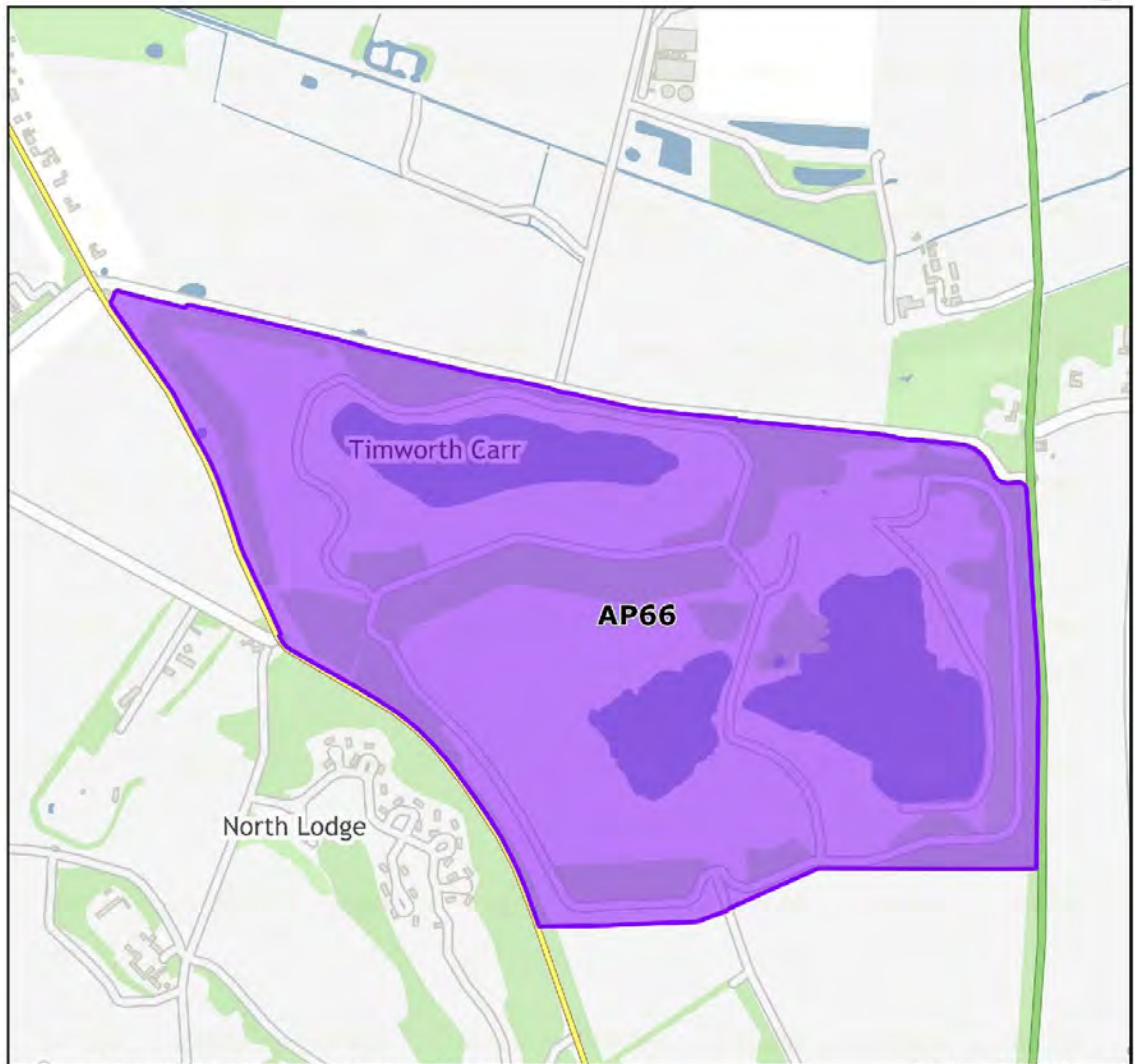
Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

5.31. **Other allocation**

Policy AP66 Park Farm (St Genevieve Lakes), Ingham

- 5.31.1. The restoration of land three kilometres to the north of Bury St Edmunds, used as a former sand and gravel quarry, has brought forward the opportunity for the creation of recreational, leisure and tourism facilities serving both the locality and the wider area.
- 5.31.2. The restoration of the quarry has already included the creation of a variety of habitats on the site. These, along with the existing woodland on the northern boundary, should be retained and enhanced further as part of the development to maximise nature conservation value at the site.
- 5.31.3. A concept statement (2016) and masterplan (2017) have been adopted for the site and a planning application (DC/17/2470/FUL) was approved in September 2018 for part of the site to include three leisure buildings, arrivals gatehouse and three holiday homes for marketing use.
- 5.31.4. The remainder of the site should be delivered in accordance with the masterplan which envisaged up to 100 lodges, together with retail and leisure units and open space, creating a new leisure and tourism destination for Bury St Edmunds.

Policy AP66 Park Farm (St Genevieve Lakes), Ingham



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Scale: 1:10000

A site of 86 hectares at Park Farm, Ingham, as shown on the policies map, is allocated for leisure, recreation and tourism.

The following specific requirements should be met on the site:

- Up to 100 holiday lodges.
- Public footpath and cycleway access within the site and to the nearby villages of Fornham All Saints, Fornham St Genevieve, Ingham and Culford.
- Public transport links.
- Areas of public open space and recreational open space.
- A landscape managed to enhance nature conservation value and provide opportunities for contact with nature.

Development will be subject to the necessary planning controls to restrict the use of lodges to holiday accommodation only.

Sustainable travel

A transport assessment and safety audit will need to be provided as part of any proposal for development on the site.

Landscape and biodiversity

The area of woodland on the northern boundary of the site is to be retained and enhanced with an appropriate buffer to protect its integrity.

All planning proposals should be supported by an up-to-date ecological survey to ensure that the existing habitats and species on the site are protected and enhanced.

Archaeology

Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

6. Appendices

Appendix A: Development plan documents and policies replaced by the West Suffolk Local Plan

Forest Heath Core Strategy 2010

The former Forest Heath Core Strategy was adopted in 2010. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy CS1 Spatial strategy	SP9 The spatial strategy
Policy CS2 Natural environment	SP4 Green infrastructure SP5 Locally valued landscape SP6 Biodiversity net gain SP7 Breckland Special Protection Area and Special Area of Conservation SP8 Recreational effects of development
Policy CS3 Landscape character and historic environment	SP4 Green infrastructure SP5 Locally valued landscape SP14 Historic environment
Policy CS4 Reduce emissions, mitigate and adapt to climate change	SP1 The climate and environment emergency and sustainable development
Policy CS5 Design quality and local distinctiveness	SP2 Health and wellbeing SP3 Design
Policy CS6 Sustainable economic and tourism development	SP12 Strategic employment LP39 Tourism development
Policy CS7 Overall housing provision	SP10 Housing needs
Policy CS8 Provision for Gypsy and Travellers	SP10 Housing needs LP24 Provision for Gypsies and Travellers and travelling showpeople
Policy CS9 Affordable housing provision	SP10 Housing needs LP20 Affordable housing

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy CS10 Sustainable rural communities	SP9 The spatial strategy LP18 Development in the countryside
Policy CS11 Retail and town centre strategy	SP13 Retail and other complimentary town centre uses LP40 Town centres LP41 Local Centres
Policy CS12 Strategic transport improvement and sustainable transport	SP15 Infrastructure LP57 Active and sustainable travel LP58 Rights of way LP59 Transport assessments, transport statements and travel plans
Policy CS13 Infrastructure and developer contributions	SP15 Infrastructure

Core Strategy Single Issue Review 2019

The former Forest Heath Core Strategy Single Issue Review was adopted in 2019. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy CS7 Overall housing provision and distribution	SP9 The spatial strategy SP10 Housing needs

Site Allocations Local Plan 2019

The former Forest Heath Site Allocations Local Plan was adopted in 2019. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy SA1 Settlement boundaries	LP17 Housing settlement boundaries
Policy SA2 Housing allocations in Brandon	

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Site SA2(a) Land at Warren Close Site SA2(b) Land off Gas House Drove	AP1 Land at Warren Close, Brandon Deleted
Policy SA3 Brandon Cemetery	AP2 Brandon Cemetery
Policy SA4 Focus of growth – Land West of Mildenhall	AP16 Land west of Mildenhall
Policy SA5 Housing allocations in Mildenhall Site SA5(a) Land at 54 Kingsway Site SA5(b) Council Offices, College Heath Road	 Deleted AP17 Land at College Heath Road, Mildenhall
Policy SA6 Housing and mixed-use allocations Newmarket Site SA6(a) Brickfield Stud, Exning Road Site SA6(b) Land at Black Bear Lane and Rowley Drive Site SA6(c) Land at Phillips Close Site SA6(d) Former St Felix Middle School Site SA6(e) Land adjacent to Jim Joel Court Site SA6(f) Land at 146a High Street Site SA6(g) Hatchfield Farm	 Deleted AP21 Land off High Street, Black Bear Lane and Rowley Drive (Queensbury Lodge) Deleted AP22 Former St Felix Middle School Deleted Deleted AP19 Hatchfield Farm, Fordham Road
Policy SA7 Housing and mixed-use allocations Lakenheath Site SA7(a) Matthews Nursery Site SA7(b) Land west of Eriswell Road	 AP32 Matthews Nursery, High Street AP33 Land west of Eriswell Road
Policy SA8 Focus of growth – North of Lakenheath Site SA8(a) Rabbit Hill Covert, Station Road Site SA8(b) Land north of Station Road Site SA8(c) Land off Briscoe Way	 AP34 Land at Rabbithill Covert, Station Road AP35 Land north of Station Road AP36 Land off Briscoe Way, Lakenheath
Policy SA9 Housing allocations in Red Lodge	

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Site SA9(a) Land off Turnpike Road and Coopers Yard Site SA9(b) Land east of Red Lodge (north) Site SA9(c) Land east of Red Lodge (south) Site SA9(d) Land west of Newmarket Road and north of Elms Road	Deleted AP39 Land east of Warren Road Deleted Deleted
Policy SA10 Focus of growth – North of Red Lodge	AP38 Land north of Acorn Way, Red Lodge
Policy SA11 Housing allocations in Beck Row Site SA11(a) Land adjacent to St Johns Street Site SA11(b) Land adjacent to and south of the caravan park, Aspal Lane Site SA11(c) Land east of Aspal Lane Site SA11(d) Land adjacent to Beck Lodge Farm	AP44 Land at Lamble Close, Beck Row Deleted Deleted Deleted
Policy SA12 Housing allocation in Exning	Deleted
Policy SA13 Housing and mixed-use allocations Kentford Site SA13(a) Land to the rear of The Kentford Site SA13(b) Land at Meddler Stud	Deleted Deleted
Policy SA14 Housing allocation and school expansion in West Row	AP51 Land east of Beeches Road AP52 Land west of West Row Primary School
Policy SA15 Moulton Primary School	AP49 Land north of Moulton Primary School
Policy SA16 Existing employment areas	SP12 Strategic employment
Policy SA17 Employment allocations SA17(b)St Ledger	SP12 Strategic employment Deleted AP18 Mildenhall Dome AP19 Hatchfield Farm, Fordham Road AP38 Land north of Acorn Way, Red Lodge

Policy heading	Where policy is superseded by the West Suffolk Local Plan
	AP16 Land west of Mildenhall
Policy SA18 Retail allocations	Deleted
Policy SA19 Town centre masterplans	Deleted

Joint Development Management Policies Document 2015

The Joint Development Management Policies Document was adopted in 2015. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy DM1 Presumption in favour of sustainable development	Deleted
Policy DM2 Creating places – development principles and local distinctiveness	LP9 Designing for health and wellbeing and impacts of new development LP10 Well-designed spaces LP12 Design codes
Policy DM3 Masterplans	LP11 Masterplans
Policy DM4 Development briefs	Deleted
Policy DM5 Development in the countryside	LP18 Development in the countryside
Policy DM6 Flooding and sustainable drainage	LP5 Flood risk and sustainable drainage
Policy DM7 Sustainable design and construction	LP1 Sustainable design and construction
Policy DM8 Low and zero carbon energy generation	LP7 Renewable and low carbon energy
Policy DM9 Infrastructure services and telecommunications	LP61 Digital infrastructure
Policy DM10 Sites of biodiversity and geo-diversity	LP15 Biodiversity and geodiversity
Policy DM11 Protected species	LP16 Protected species
Policy DM12 Mitigation, enhancement and management of biodiversity	SP6 Biodiversity net gain LP15 Biodiversity and geodiversity

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy DM13 Landscape features	LP13 Trees LP14 Landscape
Policy DM14 Protecting and enhancing natural resources, pollution and hazards	LP8 Protecting and enhancing natural resources, minimising pollution and safeguarding from hazards
Policy DM15 Listed buildings	LP50 Listed buildings
Policy DM16 Local heritage assets and article 4 directions	LP51 Built non-designated heritage assets
Policy DM17 Conservation areas	LP53 Conservation areas
Policy DM18 New uses for historic buildings	LP52 New uses for historic buildings
Policy DM19 Development affecting parks and gardens	LP54 Development affecting parks and gardens of special historic or design interest
Policy DM20 Archaeology	LP55 Archaeology
Policy DM21 Enabling development	Deleted
Policy DM22 Residential design	LP9 Designing for health and wellbeing and impacts of new development LP10 Well-designed spaces LP12 Design codes
Policy DM23 Special housing needs	LP23 Housing needs for specific groups
Policy DM24 Alterations or extensions to dwellings and annexes	LP29 Alterations and extensions to dwellings and residential annexes
Policy DM25 Extensions to domestic gardens in countryside	LP30 Extensions to domestic gardens in the countryside
Policy DM26 Agricultural and essential workers dwelling	LP27 Agricultural and essential workers dwelling
Policy DM27 Housing in the countryside	LP26 Housing in the countryside
Policy DM28 Residential use of redundant buildings countryside	LP28 Residential use of redundant buildings in the countryside

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy DM29 Rural housing exception sites	LP22 Rural exception sites
Policy DM30 Appropriate employment uses and protection of employment land and businesses	LP36 Safeguarding employment
Policy DM31 Farm diversification	LP37 Farm diversification
Policy DM32 Business and domestic equine	LP19 Business and domestic equine
Policy DM33 Re-use or replacement of buildings in the countryside	LP38 Re-use or replacement of buildings in countryside
Policy DM34 Tourism development	LP39 Tourism development
Policy DM35 Proposals for main town centre uses	SP13 Retail and other complimentary town centre uses LP40 Town centres
Policy DM36 Local centres	LP41 Local centres
Policy DM37 Public realm improvements	LP43 Public realm improvements
Policy DM38 Shopfronts and advertisements	LP44 Shop fronts and advertisements
Policy DM39 Street trading and street cafes	LP42 Street trading and street cafes
Policy DM40 Ancillary retail uses	LP45 Ancillary retail uses
Policy DM41 Community facilities and services	LP31 Community facilities and services
Policy DM42 Open space, sport and recreation facilities	LP33 Open space, sport, play and recreation facilities
Policy DM43 Leisure and cultural facilities	LP32 Leisure and cultural facilities
Policy DM44 Rights of way	LP58 Rights of way
Policy DM45 Transport assessments and travel plans	LP59 Transport assessments, transport statements and travel plans
Policy DM46 Parking standards	LP60 Parking standards
Policy DM47 Development relating to the horse racing industry	LP46 Horse racing industry development
Policy DM48 Development affecting the horse racing industry	LP47 Development affecting the horse racing industry

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy DM49 Re-development of existing sites relating to the horse racing industry	LP48 Change of use and development of horse racing industry sites
Policy DM50 Horse walks	LP49 Safeguarding horse walks and crossings

St Edmundsbury Core Strategy 2010

The former St Edmundsbury Core Strategy was adopted in 2010. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy CS1 Spatial strategy	SP9 The spatial strategy
Policy CS2 Sustainable development	SP1 The climate and environment emergency and sustainable development SP2 Health and wellbeing SP3 Design LP9 Designing for health and wellbeing and impacts of new development LP10 Well-designed spaces LP12 Design codes
Policy CS3 Design and local distinctiveness	SP2 Health and wellbeing SP3 Design
Policy CS4 Settlement hierarchy and identity	SP9 The spatial strategy SP10 Housing needs
Policy CS5 Affordable housing	SP10 Housing needs LP20 Affordable housing
Policy CS6 Gypsies, Travellers and travelling show people	SP10 Housing needs LP24 Provision for Gypsies and Travellers and travelling showpeople
Policy CS7 Sustainable transport	SP15 Infrastructure LP57 Active and sustainable travel LP58 Rights of way LP59 Transport assessments, transport statements and travel plans
Policy CS8 Strategic transport improvements	SP15 Infrastructure LP57 Active and sustainable travel LP58 Rights of way LP59 Transport assessments, transport statements and travel plans
Policy CS9 Employment and local economy	SP12 Strategic employment

Policy heading	Where policy is superseded by the West Suffolk Local Plan
	LP36 Safeguarding employment
Policy CS10 Retail, leisure and cultural office provision	SP13 Retail and other complimentary town centre uses LP40 Town centres LP31 Community facilities and services LP32 Leisure and cultural facilities
Policy CS11 Bury St Edmunds strategic growth	AP3 Land north of Rougham Tower Avenue, Bury St Edmunds (strategic) AP4 West Bury St Edmunds (strategic) AP5 North-east Bury St Edmunds (strategic) AP6 South-east Bury St Edmunds (strategic)
Policy CS12 Haverhill strategic growth	AP13 North-west Haverhill (strategic) AP14 North-east Haverhill (strategic)
Policy CS13 Rural areas	SP9 The spatial strategy LP18 Development in the countryside
Policy CS14 Community infrastructure capacity and tariffs	LP31 Community facilities and services
Policy CS15 Plan, monitor and manage	Deleted

Bury Vision 2031

The former St Edmundsbury Bury Vision was adopted in 2014. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy BV1 Presumption in favour of sustainable development	Deleted
Policy BV2 Housing development in Bury St Edmunds	LP17 Housing settlement boundaries
Policy BV3 Strategic site – North West	Deleted
Policy BV4 Strategic site – Moreton Hall	Deleted
Policy BV5 Strategic site – West	AP4 West Bury St Edmunds (strategic)
Policy BV6 Strategic site – North East	AP5 North-east Bury St Edmunds (strategic)
Policy BV7 Strategic site – South East	AP6 South-east Bury St Edmunds (strategic)
Policy BV8 Station Hill development area	Deleted
Policy BV9 Tayfen Road	Deleted
Policy BV10 Housing on brownfield sites	Deleted
Policy BV11 Land at Ram Meadow	Deleted
Policy BV12 New and existing local centres and community facilities	LP41 Local centres LP31 Community facilities and services
Policy BV13 Strategic site – extension to Suffolk Business Park	AP12 Suffolk Business Park extension
Policy BV14 General employment areas	SP12 Strategic employment
Policy BV15 Alternative business development	SP12 Strategic employment
Policy BV16 British Sugar site	SP12 Strategic employment
Policy BV17 Out of centre retail proposals	SP13 Retail and other complimentary town centre uses

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy BV18 Community infrastructure levy and allowable solutions	Deleted
Policy BV19 Land west of Rougham Road	AP9 Land west of Rougham Road, Bury St Edmunds
Policy BV20 Rougham Airfield	Deleted
Policy BV21 Allotments	LP34 Allotments
Policy BV22 West Suffolk Hospital	AP10 West Suffolk Hospital
Policy BV23 West Suffolk College	Deleted – protected under SP15 Infrastructure
Policy BV24 Safeguarding educational establishments	Deleted – protected under SP15 Infrastructure
Policy BV25 Conserving the setting and views from the historic core	LP56 Conserving the setting and views from the historic core
Policy BV26 Green infrastructure	SP4 Green infrastructure
Policy BV27 Town Centre masterplan	Deleted

Haverhill Vision 2031

The former St Edmundsbury Haverhill Vision was adopted in 2014. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy HV1 Presumption in favour of sustainable development	Deleted
Policy HV2 Housing development in Haverhill	Deleted
Policy HV3 Strategic site – North West	AP13 North-west Haverhill (strategic)
Policy HV4 Strategic site – North East	AP14 North-east Haverhill (strategic)

Policy HV5 Housing on greenfield sites	Deleted
Policy HV6 Housing on brownfield sites	Deleted
Policy HV7 Mixed use redevelopment brownfield sites a Wisdom Factory, Duddery Hill b Chantry Mill, High Street c Rear of Argos/Post Office d Cleales/Town Hall Car Park e Brook Service Road/Car Park	AP15 Wisdom Toothbrush Factory, Colne Valley Road, Haverhill Deleted Deleted Deleted Deleted
Policy HV8 New and existing local centres and community facilities	LP41 Local centres LP31 Community facilities and services
Policy HV9 General employment areas	SP12 Strategic employment
Policy HV10 Strategic employment site – Hanchett End	Deleted
Policy HV11 Out of centre retail proposals	SP13 Retail and other complimentary town centre uses
Policy HV12 Haverhill North West relief road	AP13 North-west Haverhill (strategic)
Policy HV13 Community infrastructure levy and allowable solutions	Deleted
Policy HV14 Allotments	LP34 Allotments
Policy HV15 Safeguarding educational establishments	Deleted – protected under SP15 Infrastructure
Policy HV16 Castle Manor Academy	Deleted – protected under SP15 Infrastructure
Policy HV17 Further education facility	Deleted – protected under SP15 Infrastructure
Policy HV18 Green infrastructure	SP4 Green infrastructure
Policy HV19 Town Centre masterplan	Deleted

Rural Vision 2031

The former St Edmundsbury Rural Vision was adopted in 2014. The following saved policies are superseded or deleted on adoption of the West Suffolk Local Plan.

Policy heading	Where policy is superseded by the West Suffolk Local Plan
Policy RV1 Presumption in favour of sustainable development	Deleted
Policy RV2 Neighbourhood plans and development orders	SP11 Neighbourhood plans SP9 The Spatial strategy
Policy RV3 Housing settlement boundaries	LP17 Housing settlement boundaries
Policy RV4 Rural employment areas	SP12 Strategic employment
Policy RV5 Protection of special uses	SP16 Existing special operational uses
Policy RV6 Park Farm Ingham	AP66 Park Farm (St Genevieve Lakes), Ingham
Policy RV7 Allotments	LP34 Allotments
Policy RV8 Safeguarding educational establishments	Deleted but additional policy parameter to be added into
Policy RV9 Green infrastructure in rural areas	SP4 Green infrastructure
Policy RV10 Barrow	Deleted
Policy RV11 Clare a Land east of The Granary b Land off Cavendish Road	Deleted AP27 Land north of Cavendish Road, Clare
Policy RV12 Ixworth a Reeves Farm, Stow Road b Land off Crown Lane c Land west of A143 and south of A1088	Deleted Deleted AP29 Land at Bardwell Road, Ixworth
Policy RV13 Kedington	

Policy heading	Where policy is superseded by the West Suffolk Local Plan
a Stourmead complex b Land at Limes Cottage and adjoining land	Deleted AP31 Land at junction of Hall Road and Mill Road, Kedington
Policy RV14 Stanton	Deleted – existing site allocation policies
Policy RV15 Barningham	Deleted – existing site allocation policies
Policy RV16 Cavendish	Deleted – existing site allocation policies
Policy RV17 Chedburgh a Queens Lane	AP56 Land at Queens Lane, Chedburgh
Policy RV18 Great Barton	Deleted – existing site allocation policies
Policy RV19 Great Thurlow	Deleted – existing site allocation policies
Policy RV20 Great and Little Whelnetham	Deleted – existing site allocation policies
Policy RV21 Hopton	AP46 Land off Bury Road, Hopton
Policy RV22 Ingham	Deleted – existing site allocation policies
Policy RV23 Risby	Deleted – existing site allocation policies
Policy RV24 Rougham	AP50 Land west of Kingshall Street, Rougham
Policy RV25 Wickhambrook	Deleted – site allocation policies

Policies Map Book

Policies map books dated 2015 and 2019 have been superseded by the policies map 2024. For changes to housing settlement boundaries, please refer to the housing settlement boundary review report.

Appendix B: Schedule of strategic and non-strategic residential, employment and mixed-use allocations

Strategic and non-strategic residential and mixed-use allocations

Settlement	Policy number	Location	Homes	Strategic or non-strategic	Adopted local plan allocation carried forward
Towns					
Brandon	AP1	Warren Close	20	Non-strategic	Yes
Bury St Edmunds	AP3	Land north of Rougham Town Avenue	500	Strategic	No
Bury St Edmunds	AP4	West Bury St Edmunds	600	Strategic	Yes (amended)
Bury St Edmunds	AP5	North-east Bury St Edmunds	1375	Strategic	Yes
Bury St Edmunds	AP6	South-east Bury St Edmunds	1250	Strategic	Yes
Bury St Edmunds	AP7	Land to the north of Mount Road	120	Non-strategic	No
Bury St Edmunds	AP8	Former Railway Sidings	200	Non-strategic	Yes
Haverhill	AP13	North-west	980	Strategic	Yes
Haverhill	AP14	North-east	2500	Strategic	Yes
Haverhill	AP15	Wisdom Toothbrush Factory	80	Non-strategic	Yes (amended)
Mildenhall	AP16	Land west of Mildenhall, south of West Row Road	1300	Strategic	Yes
Mildenhall	AP17	Land at College Heath Road	53	Non-strategic	Yes
Newmarket	AP19	Hatchfield Farm west, Fordham Road	400	Strategic	Yes
Newmarket	AP20	Pinewood Stud	415	Non-strategic	No

Settlement	Policy number	Location	Homes	Strategic or non-strategic	Adopted local plan allocation carried forward
Newmarket	AP21	Land off High Street, Black Bear Lane and Rowley Drive (Queensbury Lodge)	123	Non-strategic	Yes (amended)
Newmarket	AP22	Former St Felix Middle School Site	50	Non-strategic	Yes
Key service centres					
Barrow	AP24	Land off Bury Road	150	Non-strategic	No
Barrow	AP25	Land off Denham Lane	15	Non-strategic	No
Clare	AP27	Land north of Cavendish Road	53	Non-strategic	Yes
Clare	AP28	Land south of Cavendish Road	60	Non-strategic	No
Ixworth	AP29	Bardwell Road	145	Non-strategic	No
Ixworth	AP30	Land north of Crown Lane	145	Non-strategic	Yes
Kedington	AP31	Land at junction of Hall Road and Mill Road	40	Non-strategic	Yes
Lakenheath	AP32	Matthews Nursery, High Street	28	Non-strategic	Yes
Lakenheath	AP33	Land west of Eriswell Road	140	Non-strategic	Yes
Lakenheath	AP34	Rabbithill Covert, Station Road	81	Non-strategic	Yes
Lakenheath	AP35	Land north of Station Road	375	Non-strategic	Yes
Lakenheath	AP36	Land off Briscoe Way	67	Non-strategic	Yes
Lakenheath	AP37	Land north of Burrow Drive and Briscoe Way	100	Non-strategic	Yes
Red Lodge	AP38	Land north of Acorn Way	300	Non-strategic	Yes
Red Lodge	AP39	Land east of Warren Road	140	Non-strategic	Yes

Settlement	Policy number	Location	Homes	Strategic or non-strategic	Adopted local plan allocation carried forward
Stanton	AP41	Land east of Bury Road	200	Non-strategic	No
Local service centres					
Barningham	AP43	Land south of Hopton Road	37	Non-strategic	No
Beck Row	AP44	Lamble Close	60	Non-strategic	Yes
Beck Row	AP45	Rookery Drove	100	Non-strategic	No
Hopton	AP46	Land off Bury Road	37	Non-strategic	Yes
Hundon	AP47	Land off Mill Lane	10	Non-strategic	No
Moulton	AP48	Land east of School Road	30	Non-strategic	No
Rougham	AP50	Land west of Kingshall Street	30	Non-strategic	Yes (amended)
West Row	AP51	Land east of Beeches Road	161	Non-strategic	Yes
Wickhambrook	AP53	Land west of Bunters Road	40	Non-strategic	No
Type A villages					
Bardwell	AP54	Land at School Lane	15	Non-strategic	No
Barton Mills	AP55	Land east of Church Lane	10	Non-strategic	No
Chedburgh	AP56	Land at Queens Lane	10	Non-strategic	Yes
Chedburgh	AP57	Land west of Queens Lane	12	Non-strategic	No
Fornham All Saints	AP58	Land adjacent to Moseleys Farm	10	Non-strategic	No
Fornham St Martin	AP59	Land fronting The Street	10	Non-strategic	No
Freckenham	AP60	Land north of village hall	10	Non-strategic	No
Honington and Sapiston	AP61	Land north of Troston Road	12	Non-strategic	No

Settlement	Policy number	Location	Homes	Strategic or non-strategic	Adopted local plan allocation carried forward
Honington and Sapiston	AP62	Land south of Bardwell Road	10	Non-strategic	No
Horringer	AP63	Land off Chevington Road	10	Non-strategic	No
Ingham	AP64	Land north of Griffin Gardens	10	Non-strategic	No

Strategic employment allocations and general and rural employment areas

Settlement	Policy number	Location	Adopted local plan allocation carried forward
Towns			
Brandon	SP12a	Land at Station Way	Yes
Brandon	SP12b	Land south of railway line	Yes
Brandon	SP12c	Land south of London Road	Yes
Brandon	SP12d	Land south of Mile End	Yes
Bury St Edmunds	AP3	Land north of Rougham Tower Avenue	No
Bury St Edmunds	AP12	Suffolk Business Park extension	Yes
Bury St Edmunds	SP12e	Anglian Lane	Yes
Bury St Edmunds	SP12f	Barton Road	Yes
Bury St Edmunds	SP12g	Dettingen Way	Yes
Bury St Edmunds	SP12h	British Sugar, Hollow Road and areas north of Compiegne Way	Yes
Bury St Edmunds	SP12i	Suffolk Business Park	Yes
Bury St Edmunds	SP12j	Chapel Pond Hill	Yes
Bury St Edmunds	SP12k	Eastern Way	Yes

Settlement	Policy number	Location	Adopted local plan allocation carried forward
Bury St Edmunds	SP12l	Enterprise Park, Etna Road	Yes
Bury St Edmunds	SP12m	Mildenhall Road	Yes
Bury St Edmunds	SP12n	Moreton Hall	Yes
Bury St Edmunds	SP12o	Northern Way	Yes
Bury St Edmunds	SP12p	Western Way	Yes
Bury St Edmunds	SP12q	Greene King, Friars Lane	Yes
Bury St Edmunds	SP12r	Rougham Industrial Estate	Yes
Haverhill	AP15	Former Wisdom toothbrush factory	No
Haverhill	SP12s	Bumpstead Road	Yes
Haverhill	SP12t	Falconer Road	Yes
Haverhill	SP12u	Haverhill Research Park	Yes
Haverhill	SP12v	Haverhill Industrial Estate	Yes
Haverhill	SP12w	Homefield Road	Yes
Haverhill	SP12x	Stour Valley Road	Yes
Mildenhall	AP16	Land west of Mildenhall	Yes
Mildenhall	AP18	Mildenhall Dome	Yes
Mildenhall	SP12y	Mildenhall Industrial estate	Yes
Newmarket	AP19	Hatchfield Farm	Yes
Newmarket	SP12z	Newmarket Industrial estate	Yes
Key service centres			
Clare	SP12aa	Chilton Street Business Park	Yes
Clare	SP12ab	Bridewell Business Estate	Yes

Settlement	Policy number	Location	Adopted local plan allocation carried forward
Lakenheath	SP12ac	Station Road	Yes
Red Lodge	SP12ad	Kings Warren business park	Yes
Stanton	AP41	Shepherd's Grove	Yes (amended)
Stanton	SP12ae	Shepherds Grove	Yes
Local service centres			
Exning	SP12af	Land south of Swan Lane	Yes
Chedburgh	SP12ah	Land off Silver Tree Way	Yes
Chedburgh	SP12ai	Land south of Bury Road	Yes
Kentford	SP12am	Land east of Gazeley Road	Yes
Kentford	SP12an	Land south of Bury Road	Yes
Kentford	SP12ao	Lanwades Business Park	Yes
Type A villages			
Ingham	SP12aj	Woodside Business centre	Yes
Fornham All Saints	SP12ak	Moseley Farm	No
Risby	SP12ap	Risby Business Park	Yes
Countryside			
Barnham	SP12ag	Gorse Industrial Estate	Yes
Fornham St Genevieve	AP65	Land adjacent to Park Farm	No
Fornham St Genevieve	SP12al	Park Farm	No
Saxham	SP12aq	Saxham Business Park	Yes

Settlement	Policy number	Location	Adopted local plan allocation carried forward
Little Wrattling	SP12ar	SP12ar Karro foods north	Yes
Little Wrattling	SP12as	SP12as Karro foods south	Yes

Appendix C: Masterplans

Community engagement

During the preparation of a masterplan, early community involvement will be required to ensure local residents, business owners and other stakeholders are involved in design development through a set programme of design workshops, site visits and wider engagement events.

The approaches to community engagement should be set out in the masterplan to demonstrate design development in line with community involvement.

Document format and detail

A masterplan should consist of a host document which provides the vision, principles and design development of a site. The masterplan document should include a series of parameter plans and an illustrative masterplan, which conveys the requirements set out below.

Vision and principles

- A masterplan should be accompanied by a clear and definitive vision for the site. This can be portrayed as a clear vision statement outlining what the masterplan will set out to achieve for the site and surrounding community.
- A series of principles should be presented as part of the masterplan approach. The principles should provide definitive topic-based approaches which can be carried through the design process ensuring core values and approaches are maintained and delivered. These can be focused on sustainability targets, environmental goals, or design quality aspirations.

Land use and layout

- Provide a balanced mix of residential, commercial, recreational, and green spaces to reflect local needs and policy requirements.
- Logical transitions between different land uses, ensuring coordination and coherence.
- Diverse housing types to accommodate various income levels and demographics.
- Spaces for community facilities and services to reflect local needs and policy requirements.

Movement and accessibility

- Prioritise pedestrian and cycle routes, ensuring safe and convenient movement.
- Promotion of sustainable transportation options, such as pedestrian pathways, cycling paths, and public transit connectivity.
- Provide efficient public transport solutions, integrated with the wider transport network.
- Ensure vehicular access without compromising pedestrian safety and comfort.

Green and blue infrastructure

- Designate areas for public spaces, open spaces, play, and other communal spaces in line with local need and policy.
- Green infrastructure approach to steer site arrangement, ensuring existing corridors and habitats steer layout. Opportunities for wider connectivity should be demonstrated as part of the design process.
- Water conservation and sustainable urban drainage systems to be integrated and fully considered at masterplan stage.

Context and character

- Identify and integrate local heritage assets and historically significant sites.
- Reflect the local settlement pattern, architectural style, materials, and cultural elements in the design.

Sustainability, resilience and climate change

- Consideration and integration of green and renewable energy sources.
- Design principles and measures to be taken to minimise climate change risks.

Infrastructure and facilities

- Adequate provision for essential facilities such as schools, healthcare, and community centres to be considered as part of the local need and policy requirements.
- Clear planning for utilities, including water, electricity, fibreoptic, and waste management.

Phasing and implementation

- Plans to provide a clear phasing proposal for development taking into consideration landownership and buildability.
- Periodic review mechanisms to assess the effectiveness of the masterplan and make necessary adjustments. Ensure that the masterplan can adapt to future changes, including technological advancements, demographic shifts, and unforeseen challenges.

Appendix D: Design codes

Community engagement

During the preparation of a design code, early community involvement will be required to ensure local residents, business owners and other stakeholders are involved in design development through a set programme of design workshops, site visits and wider engagement events.

The approaches to community engagement should be set out in the design code to demonstrate design development in line with community involvement.

Where a site is subject to a masterplan, a design code should work alongside a masterplan referring to the relevant parameter plans and principles agreed.

Document detail

Local context and character

- How the design code resonates with and enhances the distinct architectural, cultural, and environmental heritage of West Suffolk.
- Encourage the use of locally sourced and traditional materials while allowing for innovative proposals.

Scale and density

- Clearly defined parameters for building heights, density, and built form.
- Ensure an appropriate scale that maintains the character of neighbourhoods.

Green infrastructure and public realm

- Requirements for wider green infrastructure implementation including species palettes, management, and stewardship.
- Provide requirements around set palettes for street furniture, public art, play, materials, and wayfinding.

Sustainability

- State energy-efficient building design, renewable energy integration, and sustainable urban drainage systems.
- Recommend or require the use of sustainable construction materials and low impact building techniques.

Transport and parking

- Define standards for road widths, cycle paths, and pedestrian footpaths including size, material, and application.
- Establish clear criteria for parking solutions based on location, density, and connectivity. The code should promote layout that priorities pedestrian and cycle use.

Accessibility

- Ensure all designs are inclusive, catering to people of all ages and abilities.

Boundary and interface

- Set guidance around public facing boundaries and interfaces ensuring consistency between public and private realms. This could include porches, front gardens, parking courts and ground-floor uses.

Flexibility and adaptability

- Encourage designs that can easily be adapted to changing needs over time, such as changing family structures or work-from-home needs.
- Promote modular and scalable building designs.

Visual consistency

- Provide a palette of colours, materials, and finishes to ensure a coherent visual identity across developments.
- Address architectural details such as window treatments, rooflines, and facades to create a consistent yet diverse built environment.

Infrastructure and services

- Outline the integration of essential utilities without compromising aesthetics, such as underground cabling, waste solutions, and water management systems.
- Address the placement and design of utility fixtures to ensure they are discreet and do not disrupt the visual environment.

Appendix E: Housing commitments sites with planning permission (for 10 or more homes) at 1 April 2023

Planning application references	Site and location	Total homes permitted	Remaining homes to be built at 1 April 2023	Status
DC/18/1993/OUT and DC/21/2212/RM	Land adjacent 1 St John's Street (also known as Lamble Close), Beck Row	60	60	Commenced
DC/19/1939/OUT	Bird in Hand Hotel, The Street, Beck Row	16	16	
DC/19/1616/OUT and DC/22/1608/RM	Land at Gas House Drove, Brandon	9	9	
SE/06/2414 and DC/20/0907/FUL	Hardwick Industrial Estate, Bury St Edmunds	123	66	Commenced
DC/14/1881/HYB and DC/17/1006/RM	Moreton Hall (Lark Grange), Bury St Edmunds	500	169	Commenced
DC/15/1520/FUL and DC/22/0207/VAR	Burlington Mill, Station Hill, Bury St Edmunds	42	42	
DC/19/1712/FUL	28-34 Risbygate Street, Bury St Edmunds	49	49	Commenced
DC/13/0932/HYB and DC/17/0595/RM	Bury St Edmunds (north-west) (Marham Park), Bury St Edmunds	1137	227	Commenced
SE/12/0451/FULCA, DC/17/1645/CLE and DC/19/1588/VAR	Land at Suffolk Records Office, Raingate Street, Bury St Edmunds	14	14	
DC/15/2483/OUT and DC/22/1804/RM	South-east Bury St Edmunds	1250	1250	
DC/19/2456/HYB	North-east Bury St Edmunds	1375	1375	
DC/22/1267/FUL (granted after 1 April 2023)	Former gasworks, Tayfen road, Bury St Edmunds	171	171	
DC/17/1252/FUL	Land off Cavendish Road, Clare	53	53	

Planning application references	Site and location	Total homes permitted	Remaining homes to be built at 1 April 2023	Status
DC/21/2094/OUT	Townsend nursery, Snow Hill, Clare	20	20	
F/12/0552/OUT and DC/14/0942/RM	Land at Burwell Road, Exning	120	10	Commenced
DC/21/0152/FUL	Land south of Burwell Road, Exning	205	169	Commenced
DC/17/2539/FUL	5 High Street, Haverhill	14	14	
DC/16/1252/OUT and DC/21/1383/FUL	Social Services, Camps Road, Haverhill	34	34	
SE/09/1283 and DC/16/2836/RM	North-west Haverhill	circa 980	891	Commenced
DC/16/0473/OUT and DC/22/1398/RM	Brickfields Drive, Haverhill	30	30	
DC/15/2151/OUT and DC/19/0834/RM	North-east Haverhill (Great Wilsey Park)	2500	2417	Commenced
DC/15/2298/FUL and DC/22/1257/VAR	Land east of Bury Road, Hopton (Village Hall)	37	37	Commenced
DC/14/1751/OUT and DC/21/2490/RM	Land at junction of Hall Road and Mill Road, Kedington	40	40	
DC/14/0585/OUT and DC/17/2476/RM	Meddler Stud, Bury Road, Kentford	63	7	Commenced
DC/13/0660/FUL, DC/19/1392/VAR and DC/22/1480/VAR	Land off Briscoe Way, Lakenheath	67	67	Commenced
F/13/0394/OUT and NMA(1)/13/0394	Land west of Eriswell Road, Lakenheath	140	140	
F/13/0345/OUT and DC/20/2066/RM	Rabbithill Covert, Station Road, Lakenheath	81	81	
DC/14/2096/HYB	Land north of Station Road, Lakenheath	375	375	

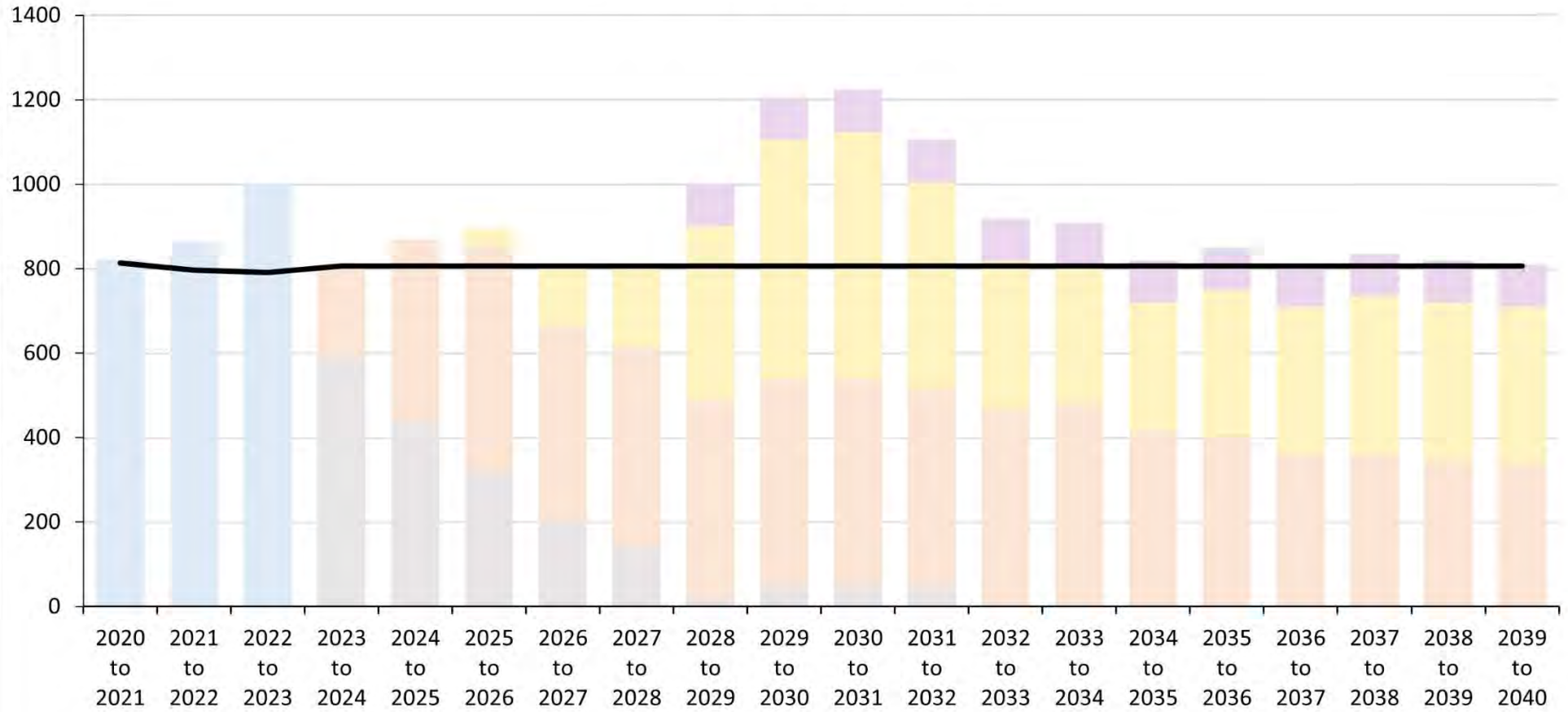
Planning application references	Site and location	Total homes permitted	Remaining homes to be built at 1 April 2023	Status
DC/18/1492/HYB	Matthews nursery, Dumpling Bridge Lane, Lakenheath	29	29	
DC/19/0507/FUL	Garage areas Emmanuel Close, Mildenhall	11	11	
DC/15/0754/FUL and DC/17/0973/VAR	146a High Street, Newmarket	46	8	Commenced
DC/17/1614/FUL	Oakfield Surgery, Vicarage Road, Newmarket	10	3	Completed after 1 April 2023
DC/20/1025/FUL	Former Police Station, Vicarage Road, Newmarket	15	15	
DC/13/0408/OUT and DC/22/0420/RM	Land at Hatchfield Farm, Newmarket	400	400	
DC/19/2128/FUL	Land off Turnpike Road, Red Lodge	25	25	
DC/19/1405/OUT	Land to the west Kingshall Street, Rougham	13	13	
DC/18/0614/FUL	Land east of Beeches Road, West Row	46	46	Commenced
DC/21/2337/OUT	Beeches Road, West Row	106	106	
APP/F3545/W/20/3256979, DC/19/1711/OUT and DC/22/0469/RM	Land west of Three Counties Way, Haverhill	145	145	Commenced

Appendix F: West Suffolk Local Plan housing trajectory graph 2020 to 2040

	Annual housing requirement	Actual housing completions	Projected housing completions from planning permissions not allocated in the development plan	Projected housing completions from allocations in the development plan with planning permission	Projected housing completions from allocations in the development plan without planning permission	Windfall allowance	Total completions (for years 2020 to 2021 to 2022 to 2023) and projected completions (for years 2023 to 2024 to 2038 to 2040)
2020 to 2021	814	821	0	0	0	0	821
2021 to 2022	796	865	0	0	0	0	865
2022 to 2023	791	1003	0	0	0	0	1003
2023 to 2024	806	0	589	220	0	0	809
2024 to 2025	806	0	439	430	0	0	869
2025 to 2026	806	0	313	542	40	0	895
2026 to 2027	806	0	204	461	140	0	805
2027 to 2028	806	0	140	475	185	0	800
2028 to 2029	806	0	21	467	414	100	1002
2029 to 2030	806	0	50	490	565	100	1205
2030 to 2031	806	0	50	490	584	100	1224

	Annual housing requirement	Actual housing completions	Projected housing completions from planning permissions not allocated in the development plan	Projected housing completions from allocations in the development plan with planning permission	Projected housing completions from allocations in the development plan without planning permission	Windfall allowance	Total completions (for years 2020 to 2021 to 2022 to 2023) and projected completions (for years 2023 to 2024 to 2038 to 2040)
2031 to 2032	806	0	50	465	490	100	1105
2032 to 2033	806	0	0	465	353	100	918
2033 to 2034	806	0	0	479	330	100	909
2034 to 2035	806	0	0	420	300	100	820
2035 to 2036	806	0	0	410	340	100	850
2036 to 2037	806	0	0	360	350	100	810
2037 to 2038	806	0	0	360	375	100	835
2038 to 2039	806	0	0	345	375	100	820
2039 to 2040	806	0	0	340	370	100	810

Housing trajectory



- Windfall allowance
- Projected commitments from allocations in the development plan without planning permission
- Projected completions from allocations in development plan with planning permission
- Projected completions from commitments at 31 March 2023 (with planning permission, not allocated in the development plan)
- Actual completions
- Annual housing requirement

Appendix G: Neighbourhood plan housing requirements for designated neighbourhood areas

Where a neighbourhood plan plans to meet its housing need, the minimum housing requirement for the period 1 April 2023 to 31 March 2040 for each designated neighbourhood area is set out below.

Barningham	37 homes
Barrow cum Denham	165 homes
Barton Mills	10 homes
Freckenham	10 homes
Horringer cum Ickworth	10 homes
Ixworth and Ixworth Thorpe	290 homes
Lakenheath	792 homes
Mildenhall	1,353 homes
Newmarket	988 homes
West Row	161 homes
Wickhambrook	40 homes

For Hargrave, Withersfield and Worlington neighbourhood plan areas there is no housing requirement for the period 1 April 2023 to 31 March 2040.

Appendix H: Public open space standards for West Suffolk

Open space typology	Quantity standard per 100 people	Access standard Distance expressed in metres (m) and in time to walk (minutes)	Trigger for on site provision Number of homes
Parks and gardens	0.8 hectares (ha)	710m or 9mins	200
Amenity greenspace	0.6ha	480m or 6mins	50
Provision for children and young people – pocket green	0.25ha	100m or 1min	10
Provision for children and young people – local equipped area of play (LEAP)	0.25ha	400m or 5mins	10
Provision for children and young people – neighbourhood equipped area of play (NEAP) with multi-use games area (MUGA)	0.3ha	1000m or 12.5mins	200
Natural and semi-natural green space	1.8ha	720m or 9mins	50
Playing fields and/or outdoor sports	1.6ha	1000m or 12.5mins	600
Allotments	0.25	1000m or 12.5mins	400
Cemeteries, churchyards and burial grounds	New provision based on evidence and/or need		
Built facilities	Based on £ per home		200

Explanation

Any major development should provide the required amount of open space and play space on site. Offsite contributions will only normally be acceptable for very small developments, for built facilities and in some cases outdoor sports pitches.

If a trigger for on-site facilities is not met and there is evidence that a proposed development would impact on existing facilities, an off-site financial contribution may be required to improve or upgrade existing open space facilities to accommodate the new residents, based on evidence.

The public open space standards are based on the Fields in Trust (FIT) benchmark guidelines set out in their [Guidance for Outdoor Sport and Play](#).

The minimum sizes for play space and sports provision should accord with the FIT guidelines. All open space should be designed and maintained to the FIT quality guidelines.

Costs are to be derived from Spon's External Works and Landscape Price Book, Sport England Facility Cost Guidance or other recognised source as appropriate and will be updated from time to time to reflect current prices.

Pocket greens (PG) – within West Suffolk 'local areas of play' (LAPs) are replaced by pocket greens provided to the same quantity, quality and accessibility standards. Pocket greens are informal spaces which provide amenity and focus but do not include formal play equipment.

The standard for allotments is based on the National Society of Allotment and Leisure Gardeners (NSALG) suggested national standard. The trigger for allotments reflects the shortage of allotments in some parts of the district.

The provision of outdoor sports (which includes grass sports pitches and tennis, athletics and bowling greens and so on) although shown as a generic standard across the district, should reflect the local needs as evidenced in the most recent relevant open space, indoor sports facilities or outdoor sports facilities audits.

It is recommended that there is early engagement with the council to ensure that appropriate open space and / or facilities are provided.

Appendix I: Marketing guidance

Introduction

In order to safeguard the use of land and premises for employment, community facilities or other valued uses where there may be a market demand, the council will require the applicant to undertake a marketing exercise to ensure development does not result in the unnecessary loss of such uses. This guidance will identify the requirements to be met before the planning application can be determined.

Proposals that require evidence of marketing in order to comply with policies in the development plan may be refused if this evidence is not submitted in accordance with the guidance as part of any planning application proposal.

Where a marketing exercise is required by a policy within the development plan, it is strongly recommended that this evidence is carried out before the submission of a planning application. This will avoid unnecessary delays to the decision-making process and will demonstrate whether reasonable attempts have been made to avoid the loss of a valued facility or use.

Marketing exercise and materials required

The council will require the applicant to submit evidence that a marketing exercise has been undertaken for a minimum of 12 months. It is strongly advised that marketing plans are agreed through the pre-application process to avoid unnecessary delay. The purpose of the exercise is to ensure the planning application proposal would not result in the loss of a valued use (whether existing or last previous use), including the loss of employment land, community facilities or other valued uses where there is proved market demand. As part of this marketing exercise, the council, as a minimum will expect the applicant to meet the following requirements:

- The use of a reputable local or national agent, with a track record of selling or letting employment or community land for its respective use.
- Evidence of a visible letting advertising board on the property or site throughout the entire marketing period.
- Marketing materials being published on an agreed online property database, which advertises land and properties for letting or sale.
- Evidence of the minimum 12-month marketing period must be demonstrated, showing the marketing has been continuous and began when the letting board has been placed on the property as described above and has been advertised online.
- The marketing materials must only be advertised for the existing lawful use and should not include reference to potential other uses that are unrelated to the existing lawful use unless they are for a use which accords with policies in the development plan and have been agreed with the local planning authority in advance of the marketing commencing.
- The advertised rental or sale price should be reasonable, evidenced with market rents within the local area and condition of the property. This price should not include any possible uplift in value from potential alternative uses that would require planning permission. The advertisement may be subject to an independent review to ensure the rental or sale price is reasonable.
- The lease terms should be attractive to the market. Flexible terms should also be considered that would accommodate the needs of potential occupiers.

- A commentary on the number of enquiries made on the property or land, including details on the number of viewings, the advertised rent at the time of enquiry, details of the enquirer and the reasons given for why interest was not pursued to buy or let the property must be provided.
- In the case the property is in use, evidence would be required to demonstrate the tenant's intent to vacate the property. Marketing can commence from notice of tenant's intention to vacate the property.

An **asset of community value** is land or property of importance to a local community which is subject to additional protection from development under the Localism Act 2011. The requirements of this guidance will not prejudice the opportunity for communities to nominate an asset of community value to be included on their local authority's register, their right to bid to purchase or compulsory purchase rights of the local authority.

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