

Suffolk Structure Plan 2001

WRITTEN STATEMENT

COUNTY STRATEGY

DISTRIBUTION OF NEW DEVELOPMENT AND THE PROVISION OF ASSOCIATED INFRASTRUCTURE

CS1 Provision will be made for development which helps sustain the economic and social well-being of Suffolk, providing that the environment is safeguarded and development does not give rise to problems of transport or service provision. Development will only be acceptable where the community facilities and infrastructure necessary to serve it already exist or will be made available at the appropriate time. In the latter case, conditions will be attached to planning permissions and/or legal agreements entered into to ensure that the necessary provision is made.

- CS2**
- (a) Action will be undertaken to strengthen the economy and encourage employment throughout the County. Most employment development will be located in or adjoining towns, at a scale consistent with the potential for sustainable development at each town.
 - (b) In accordance with clause (a), major employment development will take place in the Ipswich Policy Area, at Bury St Edmunds and at Lowestoft.
 - (c) In accordance with clause (a), provision for significant employment development will also be made at Stowmarket, Sudbury and Haverhill.
 - (d) At other settlements, employment development may be located within or, where indicated in the local plan, adjoining the built-up area, at a scale consistent with the potential for sustainable development at each settlement.

Outside settlements, employment development will only be acceptable where consistent with policies ECON2 and ECON4.

- CS3**
- (a) Most housing development will be located in or adjoining towns, at a scale consistent with the potential for sustainable development at each town.
 - (b) In accordance with clause (a), major housing development will take place in the Ipswich Policy Area and at Bury St Edmunds.
 - (c) In accordance with clause (a), provision for significant housing development will also be made at Lowestoft, Stowmarket, Sudbury and Haverhill.
 - (d) Larger developments in the above-named towns should incorporate a range of non-residential uses including community facilities, employment and appropriate transport infrastructure.
 - (e) Other towns and villages with potential for housing development primarily meeting the needs of their surrounding area will be identified in local plans. At these settlements, new housing may be located within or, where indicated in the local plan, adjoining the built-up area. Settlements identified for new housing under this policy should have all of the following:
 - (i) primary school;
 - (ii) good journey to work public transport service to a town;
 - (iii) convenience goods shop;
 - (iv) community, leisure and social facilities; and
 - (v) a variety of employment opportunities which have potential for further development.
 - (f) Housing development in most villages not identified under clause (e) will take the form of small scale infilling within the built-up area. Local plan reviews will assess whether this policy should be applied to those smaller settlements in which, by virtue of few or no local facilities, remoteness and poor public transport, additional housing development will be considered unsustainable.

- CS4** Housing and employment provision to meet the needs of the Cambridge Sub-Region as defined on the key diagram will be within or adjoining towns of the sub-region. Provision will be at a scale and in locations which meet the following requirements, while being consistent with other policies of the Plan:
- (a) land for employment will be allocated in local plans to meet the needs of the towns, while taking account of the needs of the sub-region;
 - (b) provision of land for housing will:
 - (i) have regard to the findings of the sub-regional housing study commissioned to assess the options contained in Policy 22 of Regional Planning Guidance for East Anglia;
 - (ii) be subject to the provision of sustainable transport measures both within the towns and linking the housing to major employment and service destinations in the sub-region;
 - (iii) be made in conjunction with the achievement of employment growth/diversification in the towns and adjoining parts of the Sub-Region; and
 - (iv) be required to make an appropriate contribution to community and other infrastructure requirements in line with Policy CS1.

THE URBAN FRINGE

- CS5** The separate identity and physical separation of towns and villages will be maintained. In areas outside the settlement boundaries of towns and villages as defined in local plans, countryside policies will apply, except where provided for in other policies of this plan. Where necessary, strategic gaps between settlements will be identified in local plans.

RURAL COMMUNITIES

- CS6** Measures will be taken to maintain the vitality of rural communities, seeking
- (a) to reduce unemployment and diversify the range of jobs;
 - (b) to improve accessibility to jobs, services and facilities;
 - (c) to counter population loss in those areas experiencing decline;
 - (d) a better balance between the population of working and retirement age.

Particular attention will be given to the East Suffolk Rural Priority Area.

SEQUENTIAL APPROACH TO HOUSING LOCATION

- CS7** New housing allocations will be made in local plans having regard to the following sequential approach:
- (a) Initially sites comprising previously-developed land and buildings or vacant or under-used land should be identified within built-up areas. Open land should not be allocated if its development would do unacceptable harm to the townscape or the visual or historic character of the settlement.
 - (b) Following a comprehensive assessment and appropriate identification of sites for housing under clause (a), further land may be required to meet the provisions of policy CS8. Under these circumstances, previously undeveloped sites should be identified immediately adjoining a built-up area, where development would not materially conflict with policies for transport or protection of the environment. Such sites should also be linked or be capable of being linked to shops,

employment areas and community facilities by short trips on good quality public transport, walking and cycle routes.

This policy will not apply in settlements where development is considered unacceptable under the terms of policy CS3(f).

In reviewing local plans and in considering the renewal of planning permissions, local planning authorities should examine existing commitments against the sequential approach in clauses (a) and (b) above.

DISTRIBUTION OF NEW HOUSING

CS8 The Structure Plan provides for 2,650 additional dwellings per annum between 1996 and 2016, located as follows:

District/Borough	Dwellings pa
Babergh	345
Forest Heath	260
Ipswich	400
Mid Suffolk	405
St Edmundsbury	440
Suffolk Coastal	470
Waveney	335
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Suffolk	2,650
Babergh (part)	55
Ipswich Borough	400
Mid Suffolk (part)	40
Suffolk Coastal (part)	160
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Ipswich Policy Area	655

(Ipswich Policy Area figures included in District and Suffolk figures above)

AFFORDABLE HOUSING

CS9 Where a local need for affordable housing is identified to the satisfaction of the local planning authority, the authority will:

- (a) on local plan housing allocations and in determining development proposals, seek an appropriate proportion of affordable housing;
- (b) give favourable consideration to affordable housing on appropriate small sites adjoining villages which would not be allocated for general market housing; and require prior agreements ensuring continued availability of such housing to meet the needs of those requiring affordable housing.

With the exception of village development under clause (b) above, provision for affordable housing will form part of the overall provision for housing specified in policy CS8.

TRANSPORT

CS10 The County Council will pursue an integrated development and transport strategy promoting the most effective use of the transport network through:

- (a) development located and designed so as to minimise the need to travel;
- (b) transport management and transport investment which help maximise the use of environmentally sustainable and energy efficient modes of travel.

The County Council will seek to reduce demand for the use of private cars and lorries.

DEFENCE BASES

CS11 New residential development to meet the needs of the military air bases at Honington, Wattisham, Woodbridge, Mildenhall and Lakenheath will, as far as is reasonably practical, be located within the existing air bases, provided there is no material adverse impact on:

- (a) existing communities;
- (b) the environment;
- (c) services;
- (d) best and most versatile agricultural land;
- (e) highways;
- (f) natural and cultural heritage.

Subject to the same provisos, development to meet such needs may be integrated with existing development close to or adjoining the bases; any approval for development permitted in these circumstances will be controlled by legal agreement to restrict occupation of the dwellings in view of the special planning considerations involved.

FORMER RAF BENTWATERS

CS12 The re-use of appropriate redundant land and buildings at RAF Bentwaters will be supported through the development of a comprehensive community involving integrated proposals for existing housing, administrative and operational buildings, and community facilities. The new community should be approximately 1,200 dwellings including new development. The development is to be the subject of a detailed master plan, which will take full account of policies for the Area of Outstanding Natural Beauty and the countryside and which will set out:

- (a) the proposed uses;
- (b) the phasing of proposals;
- (c) the intended rationalisation and clearance of existing installations and appropriate restoration of damaged land, particularly within the AONB;
- (d) the intended provision of new or improved infrastructure, education and community facilities;
- (e) access, transport and highway improvements;

- (f) a strategic landscaping scheme.

Proposals for development on hitherto open or undeveloped land will not be acceptable unless essential elements of the new community cannot be achieved within the currently developed area.

The re-use of the base for non-military aviation will not be acceptable.

WOODBRIIDGE BASE

CS13 Re-use of redundant land and buildings at Woodbridge Base, preferably by a single user, will only be acceptable provided:

- (a) proposals conform with policies for housing and employment;
- (b) proposals do not conflict with environmental policies and in particular those relating to the AONB;
- (c) the traffic generated does not, when considered together with the implementation of policy CS12, and other committed development, exceed the capacity of the local road network without appropriate improvements to the network;
- (d) proposals are made for clearance of redundant buildings and facilities and restoration where appropriate.

The re-use of the base for non-military aviation will not be acceptable.

ENVIRONMENT

CONSERVATION OF THE BUILT ENVIRONMENT

ENV1 The character and setting of conservation areas and buildings listed as being of special architectural and/or historic interest will be protected and enhanced. The demolition or major alteration of buildings in the statutory list will not be acceptable. Demolition of unlisted buildings in conservation areas will only be acceptable if it is demonstrated that redevelopment would preserve or enhance the conservation area. New developments in conservation areas or affecting the setting of listed buildings must be in harmony with their surroundings.

RE-USE OF RURAL BUILDINGS

ENV2 The conversion or re-use of sound, traditional rural buildings will be supported where consistent with other Structure Plan policies, particularly where employment can be generated and where a significant environmental benefit would result from their retention. The conversion or re-use of other sound rural buildings for employment or tourism purposes will be acceptable where the building and the proposed new use respect the rural setting. Proposals likely to lead to unacceptable levels or types of traffic or problems of road safety will not be acceptable.

DESIGN STANDARDS

ENV3 To conserve and enhance the special character of Suffolk, the local planning authorities will require high standards of siting, design and landscaping in all development. Designs and layouts should respect the characteristics of their sites and surroundings, while achieving densities of development consistent with the efficient use of land.

In new housing, a mix of types, sizes and densities of dwelling should be provided consistent with local needs, the characteristics of the area and the principles of good design.

THE COUNTRYSIDE AND COAST

ENV4 The landscape quality and character of the countryside and coast will be protected for their own sake and their non-renewable and natural resources will be conserved. Development not required for the efficient operation of agriculture, forestry and recreation will only be acceptable where there is an overriding case for a location in the countryside. Proposals for prominent structures will only be acceptable if the local planning authority is satisfied that they are essential in the countryside, and that the location, siting and design minimises adverse impact on the environment.

POLLUTION

ENV5 New development, including transport development, should be located and designed to minimise or avoid air, noise, water, land and light pollution. The polluting effects of a development, the presence of other existing or proposed sources of pollution which may affect it, and any cumulative pollution impacts arising, should all be taken into account. Development which would result in a significant pollution impact, and in particular development which would introduce a significant source of light which is not required for safety reasons, will not be acceptable.

NEW HOUSING IN THE COUNTRYSIDE

ENV6 New housing in the open countryside will only be acceptable where essential for key personnel employed in agriculture, horticulture or forestry.

CONSERVATION OF DESIGNATED LANDSCAPES

ENV7 Development which would have a material adverse impact on the Broads, Areas of Outstanding Natural Beauty, or the Heritage Coast will only be acceptable where an overriding national need for development in the particular location can be demonstrated and there is a lack of acceptable alternative sites. Where development proceeds because of an overriding national requirement, removal and restoration of the site will be required in the event of redundancy at a later date.

ENV8 Special Landscape Areas are defined in local plans. They have the characteristics of one or more of the following:

- (a) river valleys which still possess traditional grazing meadows with their hedgerows, dykes, and associated flora and fauna;
- (b) the Brecks, including remaining heathland, former heath recently ploughed, other arable areas, river valleys and the characteristic lines and belts of Scots pine;
- (c) historic parklands and gardens which still possess significant features of their former status;
- (d) other areas of countryside where topography and natural vegetation, particularly broad-leaved woodland, combine to produce an area of special landscape quality and character.

Development will not be acceptable which would have a material adverse impact on a Special Landscape Area. The only exception to this policy will be where an overriding national or local need for development in a particular location can be demonstrated and there is a lack of acceptable alternative sites.

ENERGY GENERATION

- ENV9 Proposals for non-renewable energy generation will be considered against policy ENV4, ENV7 or ENV8, depending on location, and against other Structure Plan policies for transport and the protection of the environment.

RESOURCE CONSERVATION: RENEWABLE ENERGY

- ENV10 Proposals for all types of renewable energy development will be supported where there is no material conflict with residential amenity or with policies for transport or protection of the environment.

Most new combustion-based renewable energy development will be located on employment areas allocated in local plans. Development will be acceptable in the countryside as an exception to policy ENV4, where it can be demonstrated that there is a lack of suitable alternative sites and there is no material conflict with residential amenity or with policies for transport or protection of the environment.

RESOURCE CONSERVATION: ENERGY CONSERVATION

- ENV11 Energy conservation will be promoted in new development which should maximise energy efficiency through siting, design, landscaping, orientation and choice of materials, consistent with the principles of good design.

RESOURCE CONSERVATION: WATER CONSERVATION

- ENV12 Water conservation will be promoted in new development, which should encourage the efficient use of water through design, metering, the re-use of grey water, the collection and treatment of rainwater and the installation of other water efficiency measures.

RESOURCE CONSERVATION: WATER RESOURCES

- ENV13 Development will not be acceptable if it would have a material adverse impact on the availability or quality of ground or surface water.

RESOURCE CONSERVATION: FLOOD PROTECTION

- ENV14 Development will not be acceptable if it would impede materially the flow or storage of floodwater, increase the risk of flooding elsewhere or increase the number of people or properties at risk of flooding.

RESOURCE CONSERVATION: SEA DEFENCES AND EMBANKED WATERCOURSES

- ENV15 Development will not be acceptable which would adversely affect the integrity of tidal or fluvial defences, or would be likely to be affected by marine erosion during its expected lifetime.

RESOURCE CONSERVATION: AGRICULTURAL LAND, WOODLAND AND HEDGEROWS

ENV16 In the provision of land for development and in the consideration of development proposals, full recognition will be given to the need to minimise the irreversible loss of best and most versatile agricultural land and woodland, and to minimise the severance and disruption of farms and commercial woodland. Best and most versatile land includes that in the Department for Agriculture, Farming and Rural Affairs grades 1, 2 and 3a.

Where agricultural land is needed for development, the use of grade 3a land will be acceptable where it can be demonstrated that no suitable alternative sites are available on lower grade land.

ENV17 The retention and appropriate management of existing trees, hedgerows and woodlands will be encouraged for their economic, landscape and ecological value and historic interest. Applications for the removal of hedgerows which are deemed to be important according to the criteria set down in the Hedgerow Regulations 1997 will not be acceptable. Where serious harm to the landscape or wildlife would result from tree felling, District Councils will, where appropriate, impose Tree Preservation Orders. The local planning authorities will carry out planting themselves, will support planting by others, and provide advice on the conservation of the landscape.

CONSERVATION OF ECOLOGICAL ASSETS

ENV18 Development which would have a material adverse impact on:

- (a) 'Ramsar' sites;
- (b) Special Protection Areas established in accordance with the E.U. directive on the conservation of wild birds (79/409/EEC);
- (c) Special Areas of Conservation established in accordance with the E.U. directive on the conservation of natural habitats and wild flora and fauna (92/43/EEC);
- (d) National and Marine Nature Reserves;
- (e) Sites of Special Scientific Interest;
- (f) sites proposed for the above designations;
- (g) sites supporting species protected by specific legislation and species listed in Red Data Books (nationally rare species)

will only be acceptable where an overriding national need for development in the particular location can be demonstrated and there is a lack of acceptable alternative sites. Where development proceeds because of an overriding national need, significant habitat creation measures and/or improved management measures for existing habitats will be required.

ENV19 Development will not be acceptable which would have a material adverse impact on regionally important habitats, in particular County Wildlife Sites, regionally important geological or geomorphological sites, or sites proposed for such designations. The only exception to this policy will be where an overriding national or local need for development in the particular location can be demonstrated and there is a lack of acceptable alternative sites. Significant habitat creation measures and/or improved management measures for existing habitats will be required.

The County Council will declare Local Nature Reserves on its own land or acquire land for that purpose, and will by agreement with landowners declare and promote Local Nature Reserves on private land.

ENV20 In the provision of land for development and in the consideration of development proposals, full recognition will be given to the need to preserve and enhance the biodiversity of the county. The County Council, in conjunction with nature conservation organisations and other local authorities, will prepare and implement a Biodiversity Action Plan for Suffolk.

THE BROADS

ENV21 The overall strategy for the Broads is:

- (a) to protect and conserve the landscape, waterways and wildlife of the area from inappropriate uses and development;
- (b) to protect and enhance the built environment by only allowing development which is appropriate in location, scale and form;
- (c) to allow the development of new facilities for informal recreation and holidays only in locations and on a scale which will not damage the ecological and landscape qualities of the area and its built environment;
- (d) to give priority to the conservation and enhancement of the Broads landscape, waterways, water quality and wildlife over other considerations in the determination of development proposals; and
- (e) to consider development proposals having regard to the social and economic well being of the area.

Proposals for development inconsistent with the above and/or policy ENV7 will not be acceptable.

ARCHAEOLOGY

ENV22 Development will not be acceptable if it would have a material adverse effect on Scheduled Ancient Monuments or other sites of national archaeological importance, or their settings. On other sites of archaeological importance or potential, provided there is no overriding case against development, planning permission will be subject to satisfactory prior arrangements being agreed including one or more of the following:

- (a) the preservation of remains within a development;
- (b) the recording of remains by archaeological excavation before development commences;
- (c) a watching brief during development.

ECONOMY

EXISTING EMPLOYMENT USES

ECON1 Expansion of an existing employment use will be acceptable where there is no material conflict with residential amenity or with policies for transport or protection of the environment.

LOCATION OF NEW EMPLOYMENT DEVELOPMENT

ECON2 Most new employment development, including major development, will be located in or adjoining towns on areas allocated in local plans. Such development will not be acceptable in the open countryside other than as provided for by other policies in the Plan. New allocations should

- (a) have good access to the Primary Route Network;
- (b) be easily accessible by means other than the private car and lorry;
- (c) be well related to major housing areas, contributing to a mix of uses in large development areas where possible.

In allocating sites, preference will be given to development areas within the built up area of towns.

ECON3 The use of land for non-employment purposes which is currently or was last in employment use and/or allocated for employment use will only be acceptable where:

- (a) adequate provision exists elsewhere having regard to all the criteria of policy ECON5; and
- (b) the site is inaccessibly located and otherwise constrained so that it is unlikely to be developed for employment purposes within the plan period; and
- (c) redevelopment of the site would assist in urban regeneration or bring about environmental improvements to an underused and/or derelict site; and
- (d) there is no material conflict with residential amenity or with policies for transport or protection of the environment.

ECON4 New small scale employment uses will be acceptable:

- (a) in existing buildings;
- (b) on unallocated sites within towns;
- (c) on sites in or closely related to villages,

where there is no material conflict with residential amenity or with policies for transport or protection of the environment.

PROVISION OF LAND FOR EMPLOYMENT DEVELOPMENT

ECON5 Provision will be made for new employment taking into account:

- (a) the locational guidance in policies CS2, CS6, CS10, ECON2, ECON4, ECON6, ECON7, ECON9, ECON10 and T15;
- (b) the amount, location and availability of existing commitments for employment uses;
- (c) historic rates of take up of land for employment uses;
- (d) the needs of existing and new businesses, including special needs such as port related and high technology development;

- (e) the need to seek to ensure the availability of a range and variety of sites;
- (f) policies for transport and protection of the environment.

WAREHOUSING AND DISTRIBUTION

ECON6 Warehousing, haulage depots and container compounds for non-local distribution purposes will only be acceptable on employment sites:

- (a) with good access to the Primary Route Network, or in cases where minimal lorry traffic would be generated, with good access to the railways;
- (b) where there would be no material conflict with policies for transport or protection of the environment.

HIGH TECHNOLOGY DEVELOPMENT

ECON7 The establishment and growth of business clusters is supported, and provision for them will be considered in local plans, taking into account:

- (a) the role such development will play in meeting national, regional and county economic development and competitiveness objectives;
- (b) opportunities for clusters of telecommunications and information technology businesses in the Ipswich Policy Area;
- (c) opportunities to attract high technology businesses offered by links to Cambridge;
- (d) special needs of other particular sectors and innovative activities;
- (e) the need for clusters to be well related to centres of population and employment and to respect policies for transport and protection of the environment.

Land allocated for business clusters in accordance with these criteria will be protected from other forms of development.

Adastral Park at Martlesham Heath is suitable as one significant focus for a business cluster in Suffolk.

TOWN AND LOCAL CENTRES AND VILLAGES

ECON8 The extent of town and local centres will be defined in local plans. The vitality, viability and character of these centres will be maintained and enhanced by:

- (a) improving the quality and range of retailing facilities;
- (b) providing for service, business, educational, leisure and residential uses;
- (c) improving the environment and transport facilities through both public and private sector investment.

ECON9 New development which is likely to attract a substantial number of trips will only be acceptable where there is no material adverse impact on:

- (a) the vitality, viability or character of a town centre;
- (b) the local plan strategy for a town centre;
- (c) future investment necessary to safeguard the vitality and viability of a town centre;

subject to the locational guidance in policy ECON10 and where there is no material conflict with residential amenity or policies for transport or protection of the environment.

ECON10 Development consistent with policy ECON9 will be acceptable:

- (a) within town centres;
- (b) adjoining a town centre where a need for the proposed development can be demonstrated and there are no suitable alternative sites available within the town centre;
- (c) away from but within easy walking distance of the town centre or within a local centre where a need for the proposed development can be demonstrated and there are no suitable alternative sites available within or adjoining the town centre;
- (d) within towns but outside of local centres and not within easy walking distance of the town centre where a need for the proposed development can be demonstrated and:
 - i) there are no suitable alternative sites available within the town or a local centre or within easy walking distance of the town centre; and
 - ii) the proposed site is easily accessible from a wide catchment area by pedestrians, cyclists and users of public transport.
- (e) outside towns only where a need for the proposed development can be demonstrated and:
 - i) there are no suitable alternative sites available within the town; and
 - ii) the proposed site is easily accessible from a wide catchment area by pedestrians, cyclists and users of public transport.

The types of goods sold and services offered in retail developments outside of town centres will be controlled and the sub division of units restricted where necessary.

ECON11 Proposals for new community facilities in keeping with the character and scale of villages will be encouraged where there is no material conflict with residential amenity or with policies for transport or protection of the environment. Development that would result in the complete loss of a particular type of community facility from a village will not be acceptable unless it can be demonstrated that the facility cannot be made viable in the foreseeable future.

TOURISM

ECON12 Subject to the environment and transport policies and to the more detailed guidance in policies ECON13, ECON14, REC2, REC3 and REC4, development of accommodation and facilities for tourists will be acceptable, in particular development which:

- (a) extends the tourist season and/or enhances the range of tourist attractions, particularly at Lowestoft and Felixstowe;

- (b) provides employment in areas of special need, including the Rural Priority Area;
- (c) relieves existing conflicts, leads to the improvement of derelict or under used sites, or brings about the conservation or improvement of significant environmental assets;
- (d) assists with urban regeneration initiatives.

ECON13 In towns and villages proposals for tourist accommodation will be acceptable where there is no material conflict with policies for transport or protection of the environment.

ECON14 The development of tourist accommodation in the countryside in cabins, chalets, caravans and camping sites may be acceptable where there is no material conflict with policies for transport or protection of the environment. It will not however be appropriate:

- (a) in the Dedham Vale AONB;
- (b) adjoining the estuaries of the Suffolk Coast and Heaths AONB;
- (c) in the Heritage Coast.

TRANSPORT

AN INTEGRATED APPROACH

T1 In allocating transport investment high priority will be given to the improvement of environmental conditions, safer travel, efficient and effective use of existing infrastructure, reduced overall levels of car and lorry traffic, the integration of different modes of travel, improved accessibility by sustainable modes and provision for the mobility impaired.

T2 The County Council will develop transport strategies and programmes for their implementation which reflect the following sequence of priorities between different means of travel:

- (a) walking and cycling;
public transport (including Park and Ride, bus services, railways and community cars and buses);
rail freight;
water borne transport;
- (b) taxis, private hire vehicles and car pooling;
- (c) essential motor vehicles (to support economic activity and where there is no reasonable alternative), heavy goods vehicles and powered two wheel vehicles;
- (d) other motor vehicles.

Measures under this policy will include the following:

- (i) improved routes and facilities for pedestrians and cyclists;
- (ii) improved levels of integration between different modes of travel;
- (iii) improvements to aid the effectiveness of public transport and rail freight movements;
- (iv) traffic and lorry management;
- (v) management of parking for cars and heavy goods vehicles;
- (vi) new or improved infrastructure, including additional road and rail capacity, where this complements the above measures.

WALKING AND CYCLING

- T3** The County Council will encourage and facilitate an increase in walking and cycling by
- (a) developing and promoting a network of high standard walking and cycling routes linking key activities such as town, village and local centres, educational establishments, public transport interchanges, employment areas, sports and community centres, tourist attractions, open space and residential areas;
 - (b) building, maintaining and improving pedestrian and cycle facilities on this network;
 - (c) promoting safe travel to school;
 - (d) supporting the objectives of The National Cycling Strategy and the development of the National Cycle Route and the European Cycle Network;
 - (e) developing cycle parking standards that promote adequate, well-located and secure cycle parking at new developments and encourage similar standards at existing development;
 - (f) encouraging public transport operators to convey cycles;
 - (g) creating footpaths, bridleways and cycle routes for recreational purposes as opportunities and resources permit. The network will include long distance as well as local routes and nature trails. Particular attention will be given to the creation of circular routes starting and finishing in or near towns or public transport stops.

PUBLIC TRANSPORT

- T4** The County Council will encourage and facilitate an increase in the use of public transport. Measures will include:
- (a) seeking and securing, through partnership, improvements in local and national bus, rail and waterborne infrastructure and services;
 - (b) seeking and securing the provision of improved and accessible passenger facilities at bus stops, railway stations and interchanges and encouraging integration between bus and rail services and between public transport and other modes;
 - (c) developing “Quality Partnerships” and “Quality Contracts” with bus operators to secure better services and vehicles and integrated networks;
 - (d) improving information provision at bus stops, railway stations and in other suitable locations, and making use of new technology, including the internet;
 - (e) improving access for buses in towns including bus priority measures;
 - (f) developing and securing park and ride facilities and services as appropriate;
 - (g) seeking protection from development where appropriate for existing and proposed bus and rail infrastructure through local plans;
 - (h) supporting the development of innovative approaches to public transport including community projects.

TRAFFIC MANAGEMENT

- T5 The County Council will implement traffic management schemes which:
- (a) will reduce the adverse environmental, social, health and safety impact of vehicular traffic;
 - (b) enable and encourage efficient and safe use of walking, cycling and bus routes;
 - (c) minimise the impact of through traffic on shopping, residential, tourist and conservation areas;
 - (d) maintain and improve the vitality and viability of existing town centres;
 - (e) aid the development of a network of “quiet lanes” throughout the County;
 - (f) reduce excessive speeds;
 - (g) support implementation of lorry management strategies including the promotion of a county lorry route network.

FREIGHT

- T6 The County Council will encourage:
- (a) a shift of road borne freight to rail, water and pipeline;
 - (b) suitable proposals for trans-shipment and rail served depots. Sites for these uses including existing rail sidings and rail access will be safeguarded unless their use can be shown to be operationally unnecessary in the longer term. Following consultation with the Strategic Rail Authority, Railtrack, freight operators and potential customers, Borough and District Councils should include in local plans proposals for additional depots to meet new demands and to replace existing inappropriately located facilities. Where such needs are demonstrated and suitable sites cannot be found within existing settlements, proposals may be identified outside existing built up areas, subject to no material conflict with environmental and other transport policies.

PARKING

- T7 General
- Policies for the provision and management of all types of parking will seek to secure a co-ordinated approach within individual town centres and the consistent application of parking policy amongst competing centres at a regional, county and local level.
- T8 Public parking (public or private ownership)
- (a) Public parking, including parking for the mobility impaired, cyclists, motor cyclists, HGVs and coaches, will be provided and managed as indicated in local plans and local transport plans. Parking provision will be made in association with private development where opportunities arise.
 - (b) A reduction in the levels of public car parking in town centres will be sought where adequate alternatives to the private car exist (including pedestrian and cycle networks, public transport provision and park and ride). Reductions in short stay parking will only be sought where the vitality and viability of the town centre will not be adversely affected.

T9 Development-related private car parking

- (a) The scale of off street private parking to be provided in association with new development will:
- (i) reflect the type, scale and trip attraction of the development, its location, and its accessibility by means other than by car;
 - (ii) be specified in the Suffolk Advisory Parking Standards as agreed by the Suffolk local authorities.
- (b) Car parking provision for new development will comply with the following principles:
- (i) levels which exceed the specified Suffolk Advisory Parking Standards will not be acceptable;
 - (ii) in order to restrain car travel consistent with the Local Transport Plan, levels below those in the specified Suffolk Advisory Parking Standards will be required for non-residential developments where adequate alternatives to the private car exist or will be provided as part of the development, and the local economy will not be adversely affected;
 - (iii) the provision of off street car parking for new residential development as specified in the Suffolk Advisory Parking Standards may be reduced or omitted in areas with good access to a broad range of facilities by walking, cycling, or public transport.

In respect of lower levels of parking provision consistent with clauses (ii) and (iii), the local authorities may seek financial contributions towards the cost of alternatives to the provision of on-site parking at the levels specified in the Suffolk Advisory Parking Standards. The alternatives include pedestrian and cycle facilities; public transport services; park and ride facilities; public car park improvements and provision, and implementation of green transport plans. Financial contributions may also be sought to implement traffic management measures to overcome the undesirable consequences of on-street parking when parking provision permitted within a new development is below that specified in standards. In addition, in no circumstances will the provision of parking be so low that on-street parking associated with the development would create a highway safety or amenity problem.

- (c) redevelopment or alternative use of existing private non residential car parking will be sought in local plans and as part of the development control process where necessary to bring provision into conformity with the Suffolk Advisory Parking Standards.

T10 Cycle parking

Sufficient secure cycle parking will be provided in new developments to meet the Suffolk Advisory Parking Standards agreed by Suffolk local authorities.

TRUNK ROADS

- T11** The following major Trunk Road schemes in Suffolk are proposed in the Department of Transport, Environment and the Regions' road programme:

A14 Rookery Crossroads grade separated junction

A11 Fiveways - Thetford Improvement

COUNTY TRANSPORT NETWORK INVESTMENT

T12 The following improvements to the county transport network are expected to be implemented during the Plan period:

Public transport schemes (not in priority order)

East Suffolk Rail Line: passing loop at northern end
Park and ride sites for Ipswich at Martlesham; in the Wherstead Road corridor; in the Nacton Road/Felixstowe Road corridor

Short term road schemes (in priority order)

Stowmarket B1115 Relief Road
Lowestoft Southern Relief Road and related measures
A131 Sudbury Western Bypass and related measures
Lowestoft Northern Spine Road phase 5

Long term road schemes (not in priority order)

Improved access to, within and around Ipswich Port
A1065 Brandon Bypass

Development-related schemes

Bury St Edmunds Eastern Relief Road
Haverhill Northern Relief Road

DESIGN STANDARDS

T13 All new transport projects including road schemes and alterations or improvements to existing roads will be located and designed to minimise adverse impact on and wherever possible enhance the landscape, built environment, ecology, archaeology and natural resources of the County. New residential development should be designed in such a way that traffic within the development will travel at an average speed of 20 mph or less.

CONTROL OF DEVELOPMENT

T14 Major development will not be acceptable unless a comprehensive transport impact assessment has been completed which demonstrates how the proposed development both contributes to the objective of minimising the need to travel and encourages journeys to be made by modes other than the private car. Except in the case of residential developments, such an assessment should include a green travel plan. Where justified, developers will be required to make appropriate and staged provision for public transport, cyclists and pedestrians, before occupation of the development. The scale and purpose of financial contributions sought in this context will be defined by reference to the transport impact assessment.

In assessing development proposals the County Council will consider :

- (a) the number of trips likely to be generated;
- (b) the adequacy of existing or proposed access;
- (c) the adequacy of the surrounding network; and

- (d) the scope for access by means other than the private car and lorry.

Proposals generating a significant volume of trips will only be acceptable where adverse effects on safety, traffic flow and the environment can be satisfactorily overcome. Developments involving the movement of substantial volumes of bulk material will be expected to provide or have access to rail or waterborne handling facilities for the great majority of such traffic.

SEAPORTS

T15 Proposals to help maintain or expand facilities and services at:

(a) the Ports of Ipswich and Lowestoft;

(b) the Port of Felixstowe, within the development area authorised by the Felixstowe Dock Act 1988

will be acceptable where there is no material conflict with residential amenity, or other policies for transport or protection of the environment.

AIRFIELDS

T16 Proposals for civil aviation airfields/airports must:

(a) be closely related to and have suitable links to the trunk road and public transport networks;

(b) avoid conflict with the operational requirements of existing airfields;

(c) minimise the loss of the best and most versatile agricultural land;

(d) avoid material adverse impact on Areas of Outstanding Natural Beauty and areas of special landscape value;

(e) minimise disturbance to residential areas.

RECREATION, SPORT AND LEISURE

EXISTING PROVISION

REC1 Proposals which would involve the loss of an existing public recreational or sports facility will only be acceptable where it can be shown not to be required in relation to:

(a) the overall needs of the community;

(b) adopted standards of provision; and

(c) the availability of facilities or proposed alternative provision elsewhere in the locality.

NEW PROVISION IN TOWNS AND VILLAGES

REC2 In towns and villages the development of facilities for both indoor and outdoor recreation and sport will be acceptable, where there is no material conflict with residential amenity or with policies for transport or protection of the environment. A sequential approach will be adopted to the location of proposals for facilities attracting significant numbers of people, in accordance with policy ECON10.

RECREATION IN THE COUNTRYSIDE

REC3 In the countryside

- (a) large scale recreation facilities well related to towns will be acceptable where there is no material conflict with policies for transport or protection of the environment;
- (b) proposals for small-scale facilities for public appreciation and enjoyment of the Suffolk countryside and heritage will be encouraged where there is no material conflict with policies for transport or protection of the environment;
- (c) recreation proposals under clauses (a) and (b) will only be acceptable where the effects of structures, noise, light emission or other characteristics are compatible with the character of the countryside;
- (d) in the Broads, Heritage Coast, the estuaries of the Suffolk Coast and Heaths AONB and Dedham Vale AONB, small-scale recreation facilities will be acceptable where there is no material conflict with policies for transport or protection of the environment. Such proposals will be encouraged where they replace facilities in unsatisfactory locations or significantly lessen existing conflicts.

WATERBORNE RECREATION

REC4 Development of new marinas and yacht harbours and associated facilities will be acceptable within towns, particularly on existing derelict, redundant or under-used water frontages, where there is no material conflict with residential amenity or with policies for transport or protection of the environment. Proposals for such development in other locations will also be considered in the light of those policies.

MINERALS AND WASTE

MINERALS

SAND AND GRAVEL LANDBANK

MP1 The County Council will seek to maintain a stock of planning permissions for the winning and working of sand and gravel in Suffolk sufficient for at least seven years extraction. In maintaining this stock, favourable consideration will be given to mineral working within sites proposed in the Minerals Local Plan.

RAIL AND PORT FACILITIES FOR MINERALS HANDLING

MP2 The County Council will seek to safeguard all existing rail depot facilities and port facilities for the handling of aggregates and cement identified in the Minerals Local Plan. Loss of such sites will only be acceptable if suitable alternatives are made available.

LANDBANK FOR CHALK

MP3 The County Council will seek to maintain a stock of planning permissions for the winning and working of chalk sufficient for at least 10 years extraction. When considering planning applications, regard will be paid to the ability of the limited number of existing operators to meet demand.

SAFEGUARDING OF MINERAL RESERVES AND RESOURCES

MP4 The County Council will protect permitted mineral reserves and potential resources as far as is reasonably practicable from development which might preclude their later extraction.

THE BROADS, AREAS OF OUTSTANDING NATURAL BEAUTY AND HERITAGE COAST

MP5 Mineral working and associated development will not be acceptable within the Broads and Areas of Outstanding Natural Beauty, including the Heritage Coast, where:

- (a) the development is unnecessary in terms of national considerations of supply; and/or
- (b) there would be a material adverse impact upon the landscape or ecology.

SPECIAL LANDSCAPE AREAS

MP6 Special Landscape Areas will be safeguarded from mineral working and associated development that would have a material adverse impact on their particular landscape qualities. Where such development does take place, the impact will be minimised through control of the method and phasing of working, screening, landscaping during and after working and proposals for restoration.

EXTENSIONS TO EXISTING MINERAL WORKINGS AND ASSOCIATED DEVELOPMENT

MP7 Favourable consideration will be given to proposed extensions to mineral workings and associated development where there is no material conflict with other relevant policies of this Plan.

BORROW PITS

MP8 The County Council will give favourable consideration to proposals for mineral working and associated development solely to serve a major civil engineering or transport project where

- (a) the proposed site lies close to the construction location;
- (b) the operation will be concluded and the land reclaimed no later than the completion of the project; and
- (c) there is no material conflict with other relevant policies of this Plan.

GENERAL CONSIDERATIONS/SCHEMES OF WORKING

MP9 When considering proposed mineral working and other associated development, the County Council will have regard to Suffolk Minerals Local Plan proposals for mineral working and policies on the following matters:

- (a) environmental protection and enhancement, including the protection of residential amenity;
- (b) site operation;
- (c) transportation, including highway safety and routes for associated HGV movements;
- (d) site reclamation;
- (e) withdrawal of permitted development rights.

WASTE

GENERAL

WD1 The County Council will seek to maintain adequate provision for the management of waste generated within Suffolk. In maintaining this provision favourable consideration will be given to management facilities identified in the appropriate Local Plan. Regard will be had to the Government's developing framework for sustainable waste management.

WASTE RECOVERY

WD2 To encourage the recovery of waste materials and reduce the need for waste disposal by means of landfilling, the County Council will give favourable consideration to proposals for the recycling of waste and for the recovery of energy from waste, where there is no material conflict with other relevant policies of this Plan.

RECOVERY AND TRANSFER OF WASTE MATERIALS AT EXISTING MINERAL WORKING AND LANDFILL SITES

WD3 Within active mineral workings and landfill sites the County Council will give favourable consideration to proposals for the recovery of wastes for subsequent transfer providing:

- (a) the proposed development is temporary and ancillary to the mineral workings or landfill site;
- (b) by virtue of any additional mitigation measures, the prolonged reclamation of the site would not lead to an adverse impact upon residential or rural amenity; and
- (c) there is no material conflict with other relevant policies of this Plan.

RECOVERY AND TRANSFER OF WASTE MATERIALS AT OTHER SITES

WD4 The County Council will give favourable consideration to proposals for the recovery and subsequent transfer of waste materials at locations other than current mineral workings and landfill sites provided:

- (a) where the proposed development is to take place close to or within urban areas it does so within purpose designed facilities and is situated close to a principal road;

- (b) there is no material conflict with other relevant policies of this Plan.

STAFFED HOUSEHOLD WASTE SITES

WD5 The County Council will give favourable consideration to proposals for staffed Household Waste Sites at or adjoining active landfill sites subject to there being no conflict with other relevant policies of this Plan. The County Council will only allow proposals for the continued siting of such facilities following the cessation of landfilling provided:

- (a) the development would not be detrimental to residential or rural amenity; and
- (b) there is no material conflict with other relevant policies of this Plan.

WD6 When considering proposals for the siting of staffed Household Waste Sites at locations not related to active landfill sites, regard will be paid to:

- (a) the accessibility of the site to the public;
- (b) the period for which permission is requested; and
- (c) other relevant policies of this Plan.

LANDFILL

WD7 The disposal of waste by the landfill of worked out mineral sites will only be acceptable where:

- (a) there would be no material adverse effect on the quality or availability of ground or surface water;
- (b) restoration and aftercare schemes demonstrate that land can be brought back to agricultural or other use at an appropriate standard;
- (c) there would be no significant loss of residential or rural amenity;
- (d) the need for landfilling as a waste disposal option is identified in the appropriate Local Plan.

WASTE DISPOSAL ABOVE EXISTING GROUND LEVELS

WD8 Proposals for the disposal of waste above former or existing ground levels in landfill and landraising sites will only be permitted by the County Council where they accord with policy WD7 and where it can be shown that:

- (a) the proposed gradients, doming, levels and profiles can be assimilated naturally into adjoining land contours;
- (b) the proposals are necessary to achieve satisfactory drainage and reclamation; and
- (c) there is no material conflict with other relevant policies of this Plan.

GENERAL RESTRICTIONS ON WASTE DISPOSAL/RECLAMATION AND AFTER CARE

WD9 When considering proposed waste facilities and associated development the County Council will have regard to the appropriate Local Plan proposals for such development, and policies on the following matters:

- (a) environmental protection and enhancement, including the protection of residential amenity;
- (b) site operation;
- (c) transportation, including highway safety;
- (d) site reclamation.