

Appendix A:

DEFINITION OF ENVIRONMENTAL AND HIGHWAY DESIGNATIONS AND TERMS

Definitions of Environmental Designations

(a) International

Ramsar Sites are wetland sites of international importance. They are named Ramsar after the place in Iran which hosted a convention where it was agreed there was the need to protect these fragile areas.

Special Protection Areas (SPA) and Special Areas of Conservation (SAC) are international designations aimed at protecting wildlife as a result of the European Habitats Directive.

(b) National

Areas of Outstanding Natural Beauty (AONB) are a planning designation which gives greater protection against unsympathetic development. The primary objective of this designation is the conservation of the natural beauty of the landscape.

Sites of Special Scientific Interest (SSSI) are designated by English Nature as the most important wildlife and geological areas and are statutorily protected.

National Nature Reserves (NNR) are important sites either owned and managed by English Nature or are privately owned, and managed by English Nature by agreement.

Scheduled Ancient Monuments (SAM) are designated by the Government with advice from English Heritage as sites of archaeological importance.

Listed Buildings are buildings placed on a statutory List by the Government, with advice from English Heritage, in order that their special architectural or historic interest is recognised.

Register of Historic Parks and Gardens is compiled by English Heritage. The Register records the most nationally important parks and gardens on a county basis.

(c) Local

Special Landscape Areas (SLA) are local planning designations which recognise the landscape qualities of certain areas outside AONB's in order to protect against unsuitable development. The characteristics of these landscapes are defined in the structure plan and their boundaries are confirmed in local plans.

Local Nature Reserves (LNR) are areas where nature conservation is promoted. They are designated by local authorities and notified to English Nature. Additional protection may be available through bylaws made by local authorities.

County Wildlife Sites (CWS) are important local wildlife sites which have been identified by the Suffolk Wildlife Trust, in partnership with the County Council. They are protected by policies in the Structure and Local Plans.

Tree Preservation Orders (TPO) are served by the local planning authorities to protect trees of significant amenity value.

Protected Hedgerows are recognised for their biological and historic importance and can be subject to retention notices served by the local authority.

Protected Roadside Nature Reserves are designated by Suffolk Wildlife Trust and Suffolk County Council to protect important plant species. Many are recognised as good examples of species rich grasslands.

Conservation Areas are designated by local planning authorities and are areas of special architectural or historic interest.

County Archaeological Sites are designated by the County Archaeological Service and registered on the County Sites and Monuments Record.

Definition of Other Land Use Terms

Manorial Waste and Common Land exist as relics of feudal times where the poor land or "manorial waste" was historically used for various purposes such

as grazing, fishing, digging turf and gathering fuel. Specific rights of common were associated with local properties or landholdings and these rights have now been enshrined in legislation. With the introduction of the Commons Registration Act in 1965 all commons and their associated rights were registered. Some highway verges were registered as common land at this time. This information was recorded on a Commons Register which is held at County Hall. Commons may be privately owned, however many are recorded in the Commons Register as ownerless.

All the commons registered under the Act are protected against encroachment or enclosure. The recorded rights of common are also legally protected.

Village Greens were also registered under the Commons Registration Act (1965). Village greens are defined as 'land which has been allotted by or under any Act for the exercise or recreation of the inhabitants of any locality which have a customary right to indulge in lawful sports and pastimes or have indulged in such for a period of 20 years'.

As with common land it is a criminal offence to damage or encroach upon a village green.

In some cases commons and greens are the subject of Schemes for the Regulation and Management of Common Land whereby district or parish councils have powers to carry out certain works for the protection and improvement of the land and its use for informal recreation.

Definition of Highway Designations

A **highway** is a way over which the public has a right to pass and re-pass, at least on foot. It may be open for all users or the right may be restricted to specific classes of traffic.

A **road** is a highway or any other road to which the public has access (Road Traffic Act 1988).

A **trunk road**. The Secretary of State for Transport is the Highway Authority for trunk roads and the management of these roads is controlled centrally by Government.

A **county road**. The County Council is the Highway Authority for county roads and

the management of these roads is determined locally.

A **street** is the whole or any part of the following :

- (a) any highway, road, lane, footway, alley or passage, or
 - (b) any square or court, or
 - (c) any land laid out as a way whether it is for the time being formed as a way or not.
- (New Roads and Street Works Act 1991).

A **byway** is a highway open to all traffic over which the public has a right of way for vehicular and other kinds of traffic but which is used by the public mainly for the purpose for which footpaths and bridleways are so used (Wildlife and Countryside Act 1981).

A **green lane** is a colloquial term for a byway.

A **road used as a public path** (RUPP) is an old term used for a byway (National Parks and Access to the Countryside Act 1949).

A **bridleway** is open only to persons travelling on foot, horseback or cycle.

A **cycle track** is a way constituting or comprising a highway over which the public has a right of way on pedal cycles and may have a right of way on foot (Highways Act 1980).

A **footway** is a way comprised in a highway, which also comprises a carriageway, being a way over which the public have a right of way on foot only.

A **footpath** is a highway over which the public have a right of way by foot only, but is not a footway.

Appendix B: RELEVANT PLANNING AND ENVIRONMENTAL LEGISLATION

The Town and Country Planning Acts

The Town and Country Planning Act 1990 defines development which needs planning permission. Section 55 **excludes** from the definition of development "the carrying out on land **within the boundaries of a road** by a local highway authority of any works required for the maintenance and improvement of a road but in the case of any such works which are not exclusively for the maintenance of the road, not including any which may have significant adverse effects on the environment". This means that most work carried out by the Highway Authority does not need planning permission.

The **Town and Country Planning (General Permitted Development) Order 1995** widens the Highway Authority's powers even more by defining work carried out to improve or maintain a highway on land **outside but adjoining** an existing highway as permitted development, thereby not requiring planning permission. The Highway Authority can also provide necessary equipment, such as lights, barriers and street furniture without the need for planning consent.

The **Town and Country Planning (Environmental Impact Assessment) Regulations 1999** amends the Town and Country Planning Act 1990 and the General Permitted Development Order 1995 to bring improvement of the highway within the definition of development so that **improvement within** the highway as well as works for the maintenance or improvement on land outside but abutting the highway are now permitted development. However, if these have a significant effect on the environment such that an **environmental impact assessment** would have been necessary, then the work is not permitted development and needs planning consent.

The Town and Country Planning Act 1990 and the **Town and Country Planning (Trees) Regulations 1999** give

powers to Local Planning Authorities to serve **Tree Preservation Orders** on specific trees, usually where there is a threat to their well being. Where trees are protected, there is a need to seek consent for any work to them, from the local planning authority. In addition, Section 21 of the Town and Country Planning Act 1990 requires anyone carrying out work to a tree in a conservation area, to give notice of at least six weeks to the local planning authority.

The Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a duty of a local planning authority to have special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. Many of Suffolk's conservation areas include their rural settings. The Act also requires any work to a listed building which affects its character to be authorised by the relevant planning authority. Similarly, the setting of a listed building is a material consideration when determining a planning application.

European Legislation

The European Communities Council Directive of 1979 (the Birds Directive) requires member states to conserve and protect rare and vulnerable species of birds by designating suitable areas as Special Protection Areas.

The European Habitats Directive (the Conservation of Natural Habitats and of Wild Fauna and Flora Regulations) (1994) introduced greater protection to sites already protected as SSSIs. It requires member states to contribute to biodiversity by taking measures to maintain or restore natural habitats.

National Legislation

The National Parks and Access to the Countryside Act 1949 designated areas of outstanding natural beauty (AONB) and sites of special scientific interest (SSSI) and national nature reserves (NNR) as well as the national parks. Later amendments to the Act have given greater protection to these special areas. This Act also conferred powers on local authorities to designate local nature reserves (LNR). Suffolk has two AONBs and numerous SSSIs, NNRs and LNRs.

The Countryside Act 1968 strengthened existing powers and imposed on every public body a duty of care for the natural beauty and amenity of the countryside.

The Badgers Acts of 1973 and 1991 The 1973 Act protects badgers by making it an offence to kill, injure or take a badger, and was strengthened by the Wildlife and Countryside Act 1981. The 1991 Act gives further protection to badgers' setts.

The Wildlife and Countryside Act 1981 not only gave greater prominence to SSSIs but also introduced protection to a range of plants, animals, birds and their habitats. The Act covers a wide range of issues including making it an offence to kill, injure or take any wild British breeding bird or its eggs or damage its nest. All species of bats are also protected, as well as a range of other flora and fauna. An amendment to the Act in 1985 further strengthened SSSIs by imposing a notification procedure to English Nature which has prepared a list of potentially damaging operations for each site. If it is felt that an SSSI is threatened by a proposed operation, even if the operation is a permitted development, the local planning authority may issue an "Article 4 Direction", which requires a planning application to be submitted.

The Environmental Protection Act 1990 restructured the conservation bodies and created English Nature. Additional protection for SSSIs was also included.

The Land Drainage Act 1991 requires consent to be sought from the Environment Agency to culvert a watercourse, or to alter an existing culvert.

The Environment Act 1995 is primary legislation for the **Hedgerow Regulations** which came into operation in 1997. The Regulations are intended to control the removal of important hedges through a system of notification.

Countryside and Rights of Way Act 2000 provides greater access to open land including registered common land and also gives greater protection to wildlife. It requires all local authorities to manage SSSIs in their ownership AONBs to have management plans.

Appendix C: RELEVANT PLANNING AND ENVIRONMENTAL LEGISLATION

PPG1 General Policies and Principles

Paragraph 5 states:

“A sustainable planning framework should: ... conserve both the cultural heritage and natural resources (including wildlife, landscape, water, soil and air quality) taking particular care to safeguard designations of national and International importance ...”

PPG7 The Countryside – Environmental Quality and Economic and Social Development

Paragraph 2.14 : The Character of the
Countryside:

“The Government’s policy is that the countryside should be safeguarded for its own sake and non renewable and natural resources should be afforded protection. Since the Second World War conservation efforts have concentrated on designating and protecting those areas of countryside which are most important for landscape and wildlife. The priority now is to find new ways of enriching the quality of the whole countryside whilst accommodating appropriate development, in order to complement the protection which designations offer ...”

Paragraph 4.7: Areas of Outstanding Natural
Beauty:

“... The primary objective of designation is conservation of the natural beauty of the landscape. Local authorities should reflect this objective in their structure and local plans and development control”.

Paragraph 4.12: Nature Conservation Sites:

“... The Government’s policy is to protect the nature conservation interest of Sites of Special Scientific Interest to meet its international obligations for nature conservation, and to sustain or enhance the biodiversity of the wider countryside...”

Paragraph 4.13: Historic and Archaeological Sites:

“... The countryside contains a large number of historic buildings and areas, some of which are subject to more stringent planning controls as well as to the requirements for listed building and conservation area consents. Conservation areas are designated as areas of special architectural or historic interest, in which local authorities must pay special attention to the desirability of preserving or enhancing their character or appearance in exercising their planning powers. A number of conservation areas are found in villages, while some cover parkland around historic buildings”

PPG9 Nature Conservation

Paragraph 19: Nature Conservation and Land Use
Planning:

“... Nature conservation objectives should be taken into account in all planning activities which affect rural and coastal land use, and in urban areas where there is wildlife of local importance ...”

PPG15: Planning and the Historic Environment

Paragraph 2.2.6 : The wider historic landscape

“Development plans should protect its most important components and encourage development that is consistent with maintaining its overall historic character”.

Paragraph 5.5: Transport and Traffic Management:

“The Secretaries of State also attach particular importance to early consultation on traffic management and highway maintenance schemes, and associated development proposals which would affect listed buildings or conservation areas or parks, gardens or battlefields and their settings ...”.

Chapter 5 of PPG15 is devoted to Transport and Traffic Management and is included as Appendix A of the Suffolk Conservation Manual.

PPG16 Archaeology and Planning

Paragraph 8 :

"Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation".

Department for Transport Traffic Advisory Leaflets*

*This list includes the leaflets that were available up to the time of publication

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|-------|--|-------|---|
| 05/03 | Walking Bibliography | 17/99 | Code of Practice for Traffic Control and Information Systems |
| 04/03 | Cycling Bibliography | 16/99 | The Use of Above Ground Vehicle Detectors |
| 02/03 | Signal Control at Junctions on High Speed Roads | 15/99 | Cyclists at Road Works |
| 01/03 | ITS in Local Government | 14/99 | Traffic Calming on Major Roads: A traffic calming scheme at Costessey, Norfolk. |
| 01/03 | Vehicle Activated Signs | 13/99 | Historic Core Zone: Bury St Edmunds |
| 08/02 | Home Zones: Public Participation | 12/99 | Cycling for Better Health |
| 07/02 | New Technology for Transport | 11/99 | Improved Cycle Parking at South West Trains' Stations in Hampshire |
| 06/02 | Inclusive Mobility: A Guide to Best Practice | 10/99 | Cycling Initiatives Register |
| 05/02 | Key elements of cycle parking provision | 09/99 | 20mph Speed Limits and Zones |
| 04/02 | Benchmarking of Local Cycling Policy | 08/99 | Urban Safety Management: Using SafeNET |
| 03/02 | Cycling Bibliography | 07/99 | The "SCOOT" Urban Traffic Control System |
| 02/02 | Motorcycle Parking | 06/99 | Cycle Parking: Examples of Good Practice |
| 01/02 | The Installation of Puffin Pedestrian Crossings | 05/99 | Bikerail - Combined Journeys by Cycle and Rail |
| 10/01 | Home Zones - Planning and Design | 04/99 | Traffic Calming Bibliography |
| 09/01 | The Nottingham Cycle Friendly Employers Project | 03/99 | Cycling Bibliography |
| 07/01 | Walking Bibliography | 02/99 | Leigh Park Area Safety Scheme, Havant, Hampshire |
| 06/01 | Bus Priority | 01/99 | Monitoring Local Cycle Use |
| 05/01 | Traffic Calming Bibliography | 09/98 | Sinusoidal, "H" and "S" Road Humps |
| 04/01 | Cycling Bibliography | 08/98 | The High Street Route, Shrewsbury |
| 03/01 | Urban Street Activity in 20mph Zones Seedley, Salford | 07/98 | Cycle Audit and Review |
| 02/01 | Bus-Based Park & Ride | 06/98 | Contraflow Cycling |
| 01/01 | Puffin Pedestrian Crossing | 04/98 | Toucan Crossing Development |
| 12/00 | Urban Street Activity in 20mph Zones Ayres Road Area, Old Trafford | 03/98 | Traffic Calming Bibliography |
| 11/00 | Village Traffic Calming - reducing accidents | 02/98 | Lincoln Historic Core Zone - Newport Arch |
| 10/00 | Road humps: discomfort, noise and ground-borne vibration | 01/98 | Speed Cushion Schemes |
| 09/00 | SCOOT® Estimates of Emissions from Vehicles | 12/97 | Chicane Schemes |
| 08/00 | Bus Priority in SCOOT® | 11/97 | Cycling to Work |
| 07/00 | SCOOT® Gating | 10/97 | Halifax Historic Core Zone |
| 06/00 | Monitoring Walking | 08/97 | Cycling Bibliography |
| 05/00 | Traffic Calming Bibliography | 07/97 | Supply and Demand for Cycle Parking |
| 04/00 | Cycling Bibliography | 05/97 | Cycles and Lorries |
| 03/00 | Walking Bibliography | 04/97 | Rising Bollards |
| 02/00 | Framework for a Local Walking Strategy | 03/97 | The MOVA Signal Control System |
| 01/00 | Traffic Calming on Major Roads | 02/97 | Traffic Calming on Major Roads - A49, Craven Arms, Shropshire |
| | | 01/97 | Cyclists at Road Narrowings |
| | | 10/96 | Traffic Calming Bibliography |
| | | 08/96 | Road Humps and Ground-Borne Vibrations |
| | | 07/96 | Highways (Road Humps) Regulations 1996 |
| | | 06/96 | Traffic Calming - Traffic and Vehicle Noise |
| | | 05/96 | Further Development of Advanced Stop Lines |
| | | 04/96 | Traffic Management and Emissions |
| | | 03/96 | Bike and Ride |
| | | 02/96 | 75mm High Road Humps |
| | | 01/96 | Traffic Management in Historic Areas |

Appendices

- 08/95 : Traffic Models for Cycling
- 07/95 : Traffic Islands for Speed Control
- 06/95 : Pedestrian Crossing – Assessment and Design
- 05/05 : Parking for Disabled People
- 04/95 : The “SCOOT” Urban Traffic Control System
- 03/95 : Cycle Routes
- 02/95 : Raised Rib Markings
- 01/95 : Speed Limit Signs

- 11/94 : Traffic Calming Regulations (Scotland)
- 09/94 : Horizontal Deflections
- 07/94 : “Thumps” Thermoplastic Road Humps
- 04/94 : Speed Cushions
- 03/94 : Fire and Ambulance Services Traffic Calming: A Code of Practice
- 02/94 : Entry Treatments
- 01/94 : VISP – A Summary

- 13/93 : Gateways
- 12/93 : Overrun Areas
- 11/93 : Rumble Devices
- 10/93 : “Toucan” – An Unsegregated Crossing for Pedestrians and Cyclists
- 09/93 : Cycling in Pedestrian Areas
- 08/93 : Advanced Stop Lines for Cyclists
- 07/93 : Traffic Calming Regulations
- 04/93 : Pavement Parking
- 03/93 : Traffic Calming Special Authorisations

- 07/91 : 20mph Speed Limit Zones
- 03/91 : Speed Control Humps Scotland, England and Wales
- 03/90 : Urban Safety Management Guidelines from IHT

- 08/89 : Innovative Cycle Scheme Manchester – Mancunian Way Signalled Cycle Crossing.

Appendix D:

RELEVANT EXTRACTS FROM THE SUFFOLK STRUCTURE PLAN

Strategic Aim 1

The overall aim of the Structure Plan for Suffolk will be to sustain and enhance the health, quality and integrity of the built and natural environment

1. **To protect and enhance areas of recognised landscape quality**

Such areas comprise the Broads, Areas of Outstanding Natural Beauty, the Heritage Coast and Special Landscape Areas.

2. **To minimise the impact of development on other landscapes**

This includes the landscape setting of towns and villages. Landscape Character Areas defined by the Countryside Agency should also be assessed. In addition to restriction on the amount of new development taking place, the objective could be achieved by the siting of development, avoiding particularly sensitive areas, protecting existing features of value and incorporating high standards of landscaping.

3. **To protect and enhance historic landscape features**

These include historic parks and gardens and ancient woodlands, heaths, commons, hedgerows and grasslands.

4. **To protect and enhance important wildlife habitats**

These include nationally and internationally designated sites, including those covering protected species, together with County Wildlife Sites.

5. **To maintain and increase biodiversity throughout the county**

6. **To promote an increase in the area and management of wildlife habitats**

"Biodiversity: The UK Action Plan" (1994) sets out the Government's commitment

to conserving biodiversity. The UK Plan has recently been updated. The Suffolk Biodiversity Action Plan concentrates on those species and habitats relevant to Suffolk, for example, ancient and/or species rich hedgerows. Development of the Suffolk Plan is continuing. There may be varied local habitats which are not of sufficient importance to restrict development but where the creation of new and/or replacement habitat would be appropriate. Objectives 5 and 6 are pursued through non-statutory countryside strategies and implemented in partnership with conservation agencies. They can be related to development in some circumstances, for example through joint working between local authorities and builders or minerals operators.

7. **To protect the county's archaeological inheritance**

8. **To conserve water resources**

This includes maintenance of river quality and levels, particularly in circumstances of inter-catchment transfer; the avoidance of pollution of ground water; abstraction of groundwater only in quantities capable of being replenished; and the maintenance of the quality of drinking water supply and sea water quality. The Environment Agency and water companies will be encouraged to raise awareness of the need to reduce the demand for and the waste of water and to plan for future needs.

9. **To locate new development only in areas not at risk from flooding and where it does not increase the flood risk to existing development**

New development, while being safeguarded from flood risk, can increase run-off to rivers and create flood-risks elsewhere. This should be avoided.

10. **To promote development and transport patterns which maintain and where possible improve air quality**

Air quality improvements will flow primarily from measures to reduce the need to travel and minimise the use of private cars in meeting residual travel needs.

11. **To protect and improve the built environment**

This relates to the design of new development, the protection of the environment of existing development from the adverse effects of new development (eg. through loss of trees or open space) and environmental improvements outside Conservation Areas. In accordance with objectives 4 and 5, important ecological assets in urban areas should also be protected.

12. **To protect and enhance the quality of conservation areas and buildings listed as being of special architectural or historic interest**

13. **To minimise the environmental intrusion of motor vehicles in shopping, residential and conservation areas**

This would relate to moving traffic, car parking and servicing vehicles.

14. **To promote and provide for walking, cycling, park and ride and public transport use as attractive alternative modes of travel and reduce the need to rely on private motor vehicles**

Relevant policies could include the incorporation of pedestrian and cycling facilities in new development; the development of cycleways elsewhere, and bus priority measures, park and ride and parking provision.

15. **To maximise the development potential of vacant, under used and derelict land and buildings in towns**

Policies and strategies which encourage development or redevelopment within built up areas or the use of derelict urban sites would meet this objective, while also helping to deliver objective 2. However, pursuit of objective 11 should rule out development of existing public open space or 'green corridors' in urban areas and important ecological assets should be protected under objectives 4 and 5.

16. **To minimise the impact of development on agriculture and forestry**

Currently policy gives particular protection to MAFF agricultural land grades 1, 2 and 3A, and priority to the avoidance of severance or disruption to farms and commercial woodland. The countryside is generally protected from

new building and land uses unless related to agriculture, forestry or recreation or having an overriding case for a rural location.

17. **To conserve mineral resources**

Present policy seeks to avoid the sterilisation of mineral reserves by development. Locational strategies that minimise the need for new infrastructure should also contribute to this objective both by reducing the amount of built development and the demand for raw materials, although this would be difficult to quantify. Re-use of existing materials in development projects would also assist. Minerals reserves are often located in areas of best landscape; consequently these approaches may also assist in delivering objectives 1, 2 and 3.

18. **To ensure that the restoration of mineral sites enables an environmentally beneficial after-use**

An environmentally beneficial after-use could encompass a variety of uses such as agriculture, recreation and new habitat creation contributing to targets in Suffolk's Biodiversity Action Plan. After-uses would need to conform to the guidance set out in the Plan's environment and other policies.

19. **To ensure that the restoration of land after waste disposal enables an environmentally beneficial after-use**

20. **To promote and enable the use of renewable energy sources, and energy conservation**

21. **To promote and enable best practice in waste management, including the re-use, recycling and disposal of waste**

Waste minimisation policies and initiatives can contribute to this objective by reducing the amount of material for ultimate disposal.

ENVI

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.

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.

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.

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.

ENV13

The retention and management of existing trees, hedgerows and woodlands will be encouraged for their economic, landscape and ecological value and historic interest. Where serious harm to the landscape or wildlife would result from 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.

ENV17

Development which would have a material adverse impact on:

- (a) Ramsar sites
- (b) Special Protection Areas established in accordance with the E.C. directive on the conservation of wild birds (79/409/EEC);
- (c) Special Areas of Conservation established in accordance with the E.C. 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.

ENV18

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.

ENV19

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.

ENV20

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.

