

BISHOP'S STORTFORD TOWN COUNCIL



Planning Policies Issue 1.3

29 September 2015

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REVOKED POLICIES

The following policies were revoked by resolution of Council on 21st September 2014:

- BSP001- Illuminated Signage
- BSP002 - Garage Conversions
- BSP003- Recommended design and features of buildings in South Street
- BSP004 - Telecommunications Masts
- BSP005 - Development of 10+ Properties
- BSP006 - Development Replacing Existing Residential Properties
- BSP007 - Security Shutters on Commercial Properties
- BSP008 - Street Naming and Numbering Policy

BSP009 – NATIONAL AND LOCAL POLICIES DESERVING SPECIAL ATTENTION

REVISION HISTORY

Version	Issued	Notes
1.0	17 December 2012	Approved by Town Council 4/02/2013

Introduction

The Planning Committee of Bishop's Stortford Town Council will pay special attention to the following East Herts Local Plan 2nd Review 2007 (*EHLP*) and National Planning Policy Framework 2012 (*NPPF*) policies when reviewing planning applications and will draw attention to the planning authority any violations and/or actions which must be taken to ensure that policies are fully complied with. The policy texts referred to are set out in the Annex.

Policies

- I. New development sites must take into account the accessibility to potential services by modes other than car.ⁱ (*EHLP HSG1*)
- II. Larger scale residential developments key facilities should be located within walking distance of most properties.ⁱⁱ (*NPPF 38*).
- III. New developments that create additional traffic must provide alternative methods of transport to the public.ⁱⁱⁱ (*EHLP TR1*).
- IV. Developments that are likely to generate significant travel demand require the submission of a Transport Assessment.^{iv} (*EHLP TR3*).
- V. Qualifying planning applications will be required to provide a 'Travel Plan', and applicants will be required to undertake a legal obligation to see this plan through.^v (*EHLP TR4*).
- VI. School developments to require a specific 'School Travel Plan'.⁵ (*EHLP TR4*).
- VII. Planning policies should aim for a balance of land in order to encourage people to minimise journey lengths for various activities.^{vi} (*NPPF 37*).
- VIII. Developments that affect cycling routes to only be permitted when suitable alternative facilities are made with no inconvenience to cyclists, at the expense of the developer.^{vii} (*EHLP TR10*).
- IX. Where possible the design of a development should include safe and attractive routes for cyclists and pedestrians, preferentially separate from the roads, as well as being beneficial in terms of time taken and distance travelled.^{viii} (*EHLP TR12*).
- X. Traffic calming measures are supported in principle, except when the signage would significantly detract from the appearance and amenities of the area, or fail to recognise the operational needs of passenger transport, emergency vehicles or cyclists.^{ix} (*EHLP TR17*).

- XI. Proposals, included extensions, should be of a high standard in design, whilst also reflecting local distinctiveness. Proposals should therefore be accompanied by a written statement of design and access principles including illustrative material.^x (*EHLP ENV1*).
- XII. Proposals should retain and enhance existing landscape features or compensate for this outside of the development site. Conditions should be imposed to ensure the obligation is fulfilled.^{xi} (*EHLP ENV2*).
- XIII. New or change of use developments that are expected to have need of public access must meet the needs of those with impaired mobility.^{xii} (*EHLP ENV4*).
- XIV. Developments that result in the loss of sport and recreation facilities must provide equivalent facilities on site, in the locality, or must prove the prior facility is no longer needed.^{xiii} (*EHLP LRC1*).
- XV. The Council will promote the dual use of educational and other leisure facilities as well as the use of multi-purpose buildings for leisure activities.^{xiv} (*EHLP LRC2*).
- XVI. On new housing developments the Council will seek to negotiate for adequate sport and recreation facilities. Where appropriate off-site provision should be enabled by a financial contribution from the developer.^{xv} (*EHLP LRC3*).
- XVII. Developments should not affect public right of way.^{xvi} (*EHLP LRC9*).
- XVIII. The loss of community facilities will be refused unless alternatives are provided or the facility is no longer needed.^{xvii} (*EHLP LRC11*).
- XIX. Development should respect the river frontage.^{xviii} (*EHLP BIS10*).
- XX. Parking facilities at north/south edges of town should be designed to alleviate traffic pressures in the core.¹⁸ (*EHLP BIS10*).
- XXI. Parking should be positioned/integrated in a manner that reduces visual impact and maintains ease of pedestrian access.¹⁸ (*EHLP BIS10*).
- XXII. Great weight should be given to the need to create, expand or alter schools; and work with schools promoters to identify and resolve key planning issues before applications are submitted.^{xix} (*NPPF 72*).
- XXIII. Local planning authorities should work with other authorities and providers to assess the quality and capacity of various services. This would include health, social care and education, as well as others.^{xx} (*NPPF 162*).
- XXIV. Employment areas are to be reserved for industry developments.^{xxi} (*EHLP EDE1*).
- XXV. The Council will promote mixed-use developments and encourage multiple benefits from the use of land.^{xxii} (*NPPF 17*).
- XXVI. Development which would cause the loss of an existing employment site will not be permitted unless the retention of the site for employment uses has been explored without success (evidence to be provided).^{xxiii} (*EHLP EDE2*).

Outside identified Employment Areas proposals for employment use can be permitted provided certain factors are met.

BSP010 – S106 CONTRIBUTIONS

REVISION HISTORY

Version	Issued	Notes
1.0	29 April 2013	Approved by Town Council 17/06/2013
2.0 Draft	25 th November 2014	For review by L&S Committee

1 Introduction

- 1.1** This document outlines Bishop’s Stortford Town Council’s approach to planning obligations in relation to planning applications in respect of facilities and services which it provides or makes a material contribution to.

2 Allotments

- 2.1** New developments place increased pressure upon the amenities of the community. Bishop’s Stortford Town Council must, therefore, ensure that these facilities are adequate to meet the increasing need. Allotments are an amenity Bishop’s Stortford Town Council must continue to provide, meaning contributions must be gained from developers.

Provision

- 2.2** Bishop’s Stortford Town Council will expect a ratio of 0.24ha of Allotment land per 1,000 people to be maintained. The number of people per development shall be calculated according to the East Herts Supplementary Planning Document Planning Obligations table indicating the average occupancy per number of bedrooms (Table 1).
- 2.3** Bishop’s Stortford Town Council notes that Allotments must, for practicalities sake, be sited close to the homes they serve. It is with this in mind that in the case of substantial developments (500 homes or greater) Allotments should normally be provided onsite. Smaller developments must have the allotments provided within an appropriate distance. Vehicular access must be provided with a direct route available from the communities served. The location and access route should be agreed with Bishop’s Stortford Town Council.
- 2.4** Developers will be expected to provide the land required which will be prepared, fenced and provided with appropriate facilities. Upon satisfactory completion of the site it must be transferred to Bishop’s Stortford Town Council. The ratio of 0.24ha per 1,000 people includes both Allotment land and utilities required.
- 2.5** Where onsite provision is not appropriate a proportionate financial contribution for provision elsewhere will be expected based on the assumed cost of acquiring the equivalent facility.

Reasons for Provision

- 2.6** Bishop’s Stortford’s current local distribution is 0.24ha of Allotment land per 1,000 people (8.8ha per 37,212 Bishop’s Stortford Residents). This figure is

inclusive of land taken up by Allotment utilities. Due to the high demand for Allotment plots within Bishop's Stortford (there are those waiting on the Allotment waiting list, with some waiting for not insignificant amounts of time before gaining a plot) distribution can be seen as barely sufficient at this current time, and therefore the current level must be maintained at 0.24ha per 1,000 people or even increased.

- 2.7** It must be practical for Allotment users to get to and from their Allotment, requiring that Allotments must be close to the user's place of residence. Due to the previously stated high demand for Allotment Plots it is clear that users must be both in close proximity to their local Allotment site and have direct vehicular access.

3 Burial Land

- 3.1** New developments place increased pressure upon the amenities of the community. Bishop's Stortford Town Council must, therefore, ensure that these facilities are adequate to meet the increasing need. Burial Land is a requirement that must continue to be provided by Bishop's Stortford Town Council, meaning contributions must be gained.

Provision

- 3.2** Bishop's Stortford Town Council will expect a contribution that equates to the capital cost of providing graves for one generation of occupants. This equates to a contribution of £9,968 per 1,000 people based on land values and other costs as at December 2013. The figure will be adjusted as necessary should land values change materially.

The number of people per development shall be calculated according to the East Herts Supplementary Planning Document Planning Obligations table indicating the average occupancy per number of bedrooms (Table 1).

Reasons for Provision

- 3.3** Land values and other costs associated with the capital outlay to create new burial space have been calculated based on figures available in 2013 and the rate of burials per head of population averaged over the period 2009-2013. The calculations are set out in Table 2
- 3.4** Burial Land does not necessarily have to be placed in close proximity to the households it serves. It is in fact sometimes advantageous to not place Burial Land onsite. As such a running cost is preferred to provision by the developer.

4 Museum and Archaeology

- 4.1** The Bishop's Stortford Museum is the heritage hub/the only heritage facility in the Bishop's Stortford conurbation and as such it has a responsibility to preserve and promote the history and heritage of the local community current and future. The museum is responsible for collecting historical and archaeological material from areas that include: Bishop's Stortford, Sawbridgeworth, High Wych, Gilston and Eastwick. As such it has an on-going responsibility to preserve and promote the history and heritage of the local community.

- 4.2 The National Planning Policy Framework, in particular clause 141 and footnote 30 requires that archives from archaeological excavation be deposited with a local museum or other public depository.
- 4.2 The day to day operation of the Museum is funded almost entirely by a grant from Bishop's Stortford Town Council.
- 4.3 The Museum has inadequate storage space of a wholly inadequate quality and is at real risk of being unable to accept further material without significant capital investment.

Provision

- 4.4 Bishop's Stortford Town Council will expect a contribution of between £30 and £40 per dwelling (or equivalent per unit area of development other than housing) on any major development¹ site within Bishop's Stortford where the potential for significant archaeological material has been identified by the Herts County Council Archaeological Team. The contribution will be paid to the Bishop's Stortford Museum.

Reasons for Provision

4.5 The capital requirements for storage and display have been calculated using the following methodology:

Recent experience in the Town (at Bishop's Park and St Michaels Mead) yielded 0.08 standard archaeology boxes per dwelling².

The one-time costs associated with a single box can be calculated as follows:

Fee for indefinite storage³ : £75 and £100 per box. £85 is a best estimate.

Catalogue reconciliation and accession: 2.5 boxes per person-day = £40 per box

Initial display⁴ = 20,000 to display 10 boxes of material. In practice approximately 15% of material yielded would typically be displayed at a cost of £20,000/10*15%=£300 per box

Total cost per box yielded = 85+£40+300 = £425. Therefore cost per dwelling = £425*0.08=£34.80

5. Community Facilities

- 5.1 New developments place increased pressure upon many other amenities which are maintained or funded by Bishop's Stortford Town Council. Bishop's Stortford Town Council will seek contributions to the following facilities and services where appropriate and justified having regard to the locality and impact of the

¹ As defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010

² Bishop's Park and St Michaels Mead yielded 100 archaeology storage boxes. Together these amount to approximately 1320 dwellings. So yield is approximately 0.08 boxes per dwelling

³ Based on Cambridge County Council, storage eg in disused salt mines

⁴ comprises research time, display mounts, design and fabrication for interpretation/display boards, image licencing and learning event

development. The amount of the contribution will be assessed on a case by case basis. The following facilities are a non-exhaustive list of those which may be considered for funding.

- Provision of Community busses as part of an overall transport strategy associated with the development
- Provision of amenity facilities on Sworders Field and other green spaces maintained by the Council⁵ with potential for increased amenity or sustainable transport use in connection with the development
- Play areas, including the paddling pool, maintained by the Council where developments are located in the vicinity and do not provided dedicated areas for local play
- Public benches, especially where the addition of one or more benches would increase opportunities for foot transport between developments and the Town Centre or other focal destinations
- The Rhodes Arts Complex
- Capital investments to enhance the amenity value of the Town Centre and other central destinations including for example signage, facilities for floral displays, public art and other works to increase amenity value.

Appendix

Table 1

# Bedrooms	Occupancy Rate
1	1.08
2	1.32
3	1.77
4	2.48
5	2.92
6+	3.45

⁵ Newtown Road, Land at the Cock Inn, Land at BarrelsDown Road, Land close to Waitrose, Monastery Park

Table 2 - Cemetery Capital Costs

Item	Range £	Planning Estimate/£ha	Source
Land purchase		61,881	
Design fees, planning and project management	£10K to £12K	11,000	Cemetery Development Services 27/2/2013
Archaeology	£2K to £10K	5,000	Cemetery Development Services 27/2/2014
Ecology	£2K to £6K	6,000	Cemetery Development Services 27/2/2015
Highways	£3K	3,000	Cemetery Development Services 27/2/2016, based on simple access
Construction first hectare	£180K to £220K	200,000	Cemetery Development Services 27/2/2018
First hectare Total		286,881	

Subsequent construction cost per hectare	£70K to £90K	80,000	Cemetery development Services 27/2/2018
Land Purchase		61,881	Savills, 25k/acre
Subsequent hectares total		141,881	

Total Cost per ha for 3ha plot		190,215	
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Space utilisation and capital cost per grave

Grave pitch	2.75
Row Spacing	1.5
Area	4.125
Graves per ha Gross	2,424
Less 30% for paths, edges, etc	727
Graves per ha net	1697
Capital cost per grave based on typical 3ha plot	112

Cost for one generation of occupants

Bishop's Stortford death rate per year	275	Census
Graves purchased per year	25	Average 2009-2013

% of population buying a grave	8.9%	Calculated (25/275)
Cost of graves for one generation per 1000 population	£9,968	Calculated (89*112)

ANNEX - POLICY TEXTS FOR BSP009

ⁱ EHLP HSG1 Assessment of sites not allocated in this Plan

Within the six main settlements and Category 1 Villages, the potential and suitability of a site for development will be tested against the following criteria:

- (a) the availability of previously-developed sites or under-used buildings and the suitability for housing use, if the site to be developed does not comprise previously developed land;
- (b) the location and accessibility of potential development sites to jobs, shops and services by modes other than the car, and the potential for improving such accessibility;
- (c) the capacity of existing and potential infrastructure, including passenger transport, utilities and social infrastructure, to absorb further development and the cost of adding further infrastructure;
- (d) the ability to build communities to support new physical and social infrastructure and to provide sufficient demand to sustain appropriate local services and facilities;
- (e) the physical and environmental constraints on development of land;
- (f) the need to retain previous or existing use of the site; and
- (g) the need to allow development of any adjacent site for its allocated or identified use.

ⁱⁱ NPPF 38

For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

ⁱⁱⁱ EHLP TR1 Traffic Reduction in New Developments

Developments generating additional traffic will be required to incorporate measures, commensurate with the scale of additional traffic generated, to ensure that alternative transport options to the private motor vehicle are available to the users of the site. Such measures may include:

- (a) the extension and improvement of pedestrian links;
- (b) cycle paths and facilities;
- (c) improvements to the passenger transport network which should include bus and/or rail facilities, either directly to the site or in close proximity to it (i.e. within 400 metres maximum walk distance), and may involve an extension to existing infrastructure (e.g. additional cycle paths, bus shelters) and/or enhancements to the existing bus network;
- (d) the provision of moorings alongside navigable waterways (as appropriate); to be achieved via the imposition of conditions and the use of planning obligations (or as subsequently revised) as appropriate to the individual characteristics of the site.

^{iv} EHLP TR3 Transport Assessments

Developments that are likely to generate significant movement and travel demand will require the submission of a Transport Assessment to accompany the planning application, which should meet the criteria contained in Hertfordshire County Council's Roads in Hertfordshire – Design Guide, 2001 (or as subsequently superseded, by the local highway authority).

^v EHLP TR4 Travel Plans

(I) The District Council, in consultation with the local highway authority, will require, in order to aid the reduction in the generation of motor vehicle trips, the submission of a satisfactory 'travel plan' to accompany planning applications in the following circumstances:

- (a) for all major* developments that comprise any of the following: jobs, shopping, leisure, education (other than schools) and services;
- (b) for smaller developments that comprise any of the following: jobs, shopping, leisure, education (other than schools) and services which would generate significant amounts of travel in locations where there are initiatives or targets contained elsewhere in the Plan or Local Transport Plan for the reduction of road traffic, or the promotion of passenger transport, walking and cycling – especially offices, industry, health and education uses;

(c) for proposals where a travel plan would help address a particular local traffic problem associated with a planning application, which might otherwise have to be refused on local traffic grounds.

(II) For proposals for new or expanded school facilities, a school travel plan should be provided, which promotes safe cycle and walking routes, restricts parking and car access at and around schools and includes, inter alia, on-site changing and cycle storage facilities.

(III) Applicants will be expected to enter into a planning obligation/legal agreement (or as subsequently revised) to ensure that the proposals of the travel plan:

(a) are fully implemented;

(b) where feasible last in perpetuity; and

(c) fund the monitoring of the modal shift and other benefits achieved by implementing the travel plan.

* For clarification: the term 'major' is used by the Government in PPG13 and sets out thresholds of what kinds of development constitute 'major' development (in Annex D). These thresholds, or as subsequently amended, will be taken by the District Council as the circumstances whereby Policy TR4 will apply.

vi **NPPF 37**

Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

vii **EHLF TR10 Cycling – Protection of Cycle Routes**

Account will be taken of the needs of cyclists whenever development would affect cycling routes. Development will only be permitted in such cases where the creation of suitable alternative or better facilities are achievable, at no significant inconvenience to cyclists, and would be provided at the expense of the developer. In order to maintain permeability for cyclists, the District Council will also seek to protect informal cycling routes.

viii **EHLF TR12 Cycle Routes – New Developments**

Where possible, the design of new developments will be required to include coherent, safe, convenient, direct, comfortable, attractive routes and facilities for cyclists and pedestrians. Where practicable opportunities exist or can be created, access routes into and through the site for cyclists and pedestrians should be formed separate from roads, particularly if this would create an advantage over motorised transport in the distance and time needed to travel to local facilities and services and/or improve the wider cycle network. Where appropriate, developer contributions (or as subsequently revised) will be expected to improve pedestrian and cycle routes associated with the use of the site.

ix **EHLF TR17 Traffic Calming**

(I) The application of traffic calming measures is supported in principle, both in the design and construction of new highways and by application to existing roads, in the interests of improved highway safety for pedestrians and cyclists as well as vehicles.

(II) Traffic calming measures which by reason of their design, use of materials, choice and size of signage would significantly detract from the appearance and amenities of the area or fail to recognise the operational needs of passenger transport and emergency service vehicles and cyclists will not be supported.

(III) The District Council will adhere to the provisions of Policy BH7 (Street Furniture and Traffic Calming in Conservation Areas) in the implementation of its own schemes for traffic calming and as a consultee or participant in schemes proposed or funded by other agencies.

x **EHLF ENV1 Design and Environmental Quality**

(I) All development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout and to reflect local distinctiveness. To those ends, development proposals will be expected to:

(a) demonstrate compatibility with the structure and layout of the surrounding area, as well as effective connection with existing routes and spaces;

(b) complement the existing pattern of street blocks, plots and buildings (the grain of development);

(c) relate well to the massing (volume and shape) and height of adjacent buildings and to the surrounding townscape;

(d) respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing;

(e) incorporate sustainable initiatives in design, layout and construction methods including energy and water conservation and solar energy as an integral part of the design of the development;

(f) consider the impact of any loss of open land on the character and appearance of the locality, and on the nature conservation interest or recreational needs of the area;

(g) minimise loss or damage of any important landscape features;

(h) provide landscape, recreation or amenity features, and where appropriate habitat creation, in accordance with the Hertfordshire Local Biodiversity Action Plan.

(II) Development proposals, other than those relating to an existing dwelling house, must be accompanied by a written statement of design and access principles. The statement should include illustrative material explaining the approach to design and an assessment of the impact of the proposal on the visual quality and character of the locality.

^{xi} **EHL P ENV2 Landscaping**

(I) Development proposals will be expected to retain and enhance existing landscape features. Where losses are unavoidable, compensatory planting or habitat creation will be sought within or outside the development site.

(II) The submission of detailed surveys of landscape features will be required.

(III) Proposals on prominent sites will be required to give special consideration to landscape treatment.

(IV) Conditions will be imposed to ensure that the approved landscaping scheme is carried out.

(V) Appropriate maintenance of retained and new landscape features will be required as a part of any permission.

(VI) Landscaping proposals should include a statement setting out how they will meet the targets set in the Hertfordshire Local Biodiversity Action Plan.

^{xii} **EHL P ENV4 Access for Disabled People**

New development, or proposals for changes of use, or relevant alterations to existing buildings, to which the public in general expects to have access, especially shops, sports, recreation and community facilities, will only be permitted if they are designed to meet the needs of people with impaired mobility, including having regard to accessible parking spaces (where appropriate), convenient movement along pathways, and an unhindered approach to buildings.

^{xiii} **EHL P LRC1 Sport and Recreational Facilities**

Proposals which will result in the loss of public or private, indoor or outdoor, sports, recreation and open space facilities, or school playing fields, will be refused unless:

(a) Suitable alternative facilities are provided on site or in the locality, which are at least equivalent in terms of quantity, quality and accessibility to the ones that would be lost; or

(b) It can be demonstrated that the facility is no longer needed and that there is no viable demands for an alternative facility.

^{xiv} **EHL P LRC2 Joint Provision and Dual Use**

The District Council will in appropriate locations continue to:

(a) Promote the joint provision and dual use of educational and other leisure facilities;

(b) Encourage the use of multi-purpose buildings for leisure activities.

^{xv} **EHL P LRC3 Recreational Requirements in New Residential Developments**

(I) The Council will seek to negotiate for the provision of adequate and appropriately located open space, sport and recreation facilities in conjuncture with new residential development, in accordance with the standards outlined in Appendix IV of this plan.

(II) Indoor sports facilities may also be sought on larger developments, as identified in the Settlement Chapters.

(III) Developers will be expected to provide either on site provision or, where appropriate, a financial contribution towards either off-site provisions, or the enhancement of off-site facilities.

^{xvi} **EHL P LRC9 Public Rights of Way**

Any proposals for development must not adversely affect any Public Right of Way and, where possible, should incorporate measures to maintain and enhance the rights of way network.

^{xvii} **EHLP LRC11 Retention of Community Facilities**

Proposals which will result in the loss of community facilities will be refused unless:

- (a) suitable alternative facilities are provided on site, in the locality or relevant catchment area; or
- (b) it can be demonstrated that the facility is no longer needed and that there is insufficient demand to make an alternative community facility viable.

^{xviii} **EHLP BIS10 Town Centre Sites for Redevelopment**

(I) Within or adjacent to Bishop's Stortford town centre the following three potential development or re-development sites are defined on the Proposals Map:

- (a) The Goods Yard / John Dyde Training College Site.
- (b) The Mill Site, Dane Street.
- (c) The Riverside / Adderley Road Site.

(II) In its detailed determination of proposals for the development of these sites, the District Council will pursue the following strategy:

- (a) market demands for new development will be channelled to the town centre as a means of improving the townscape;
 - (b) new developments should introduce a variety of new civic, commercial, retail, residential, and leisure buildings to stimulate and encourage all aspects of town centre life;
 - (c) the form of new development should improve and complete open areas in the townscape and strengthen and enhance pedestrian and cycling movement in the town. Routes should be established between the town, the river, shopping areas, car parks, and passenger transport stops / interchange;
 - (d) new development should respect and take into account both the amenity and the recreational and leisure potential of the river frontage, and should aim to integrate public use of the riverside with the day-to-day activities of the town. Consideration should be given to the provision of a new mooring basin;
 - (e) new public spaces should be created to provide comfortable and attractive destinations for pedestrians in the town;
 - (f) A civic quality in the town should be established with buildings of a public and cultural form;
 - (g) car parking facilities at the north and south edges of the town centre should be designed, in terms of location, size and accessibility, with the aim of alleviating traffic pressures in the core;
 - (h) car parking demand in the town centre should be accommodated, positioned and integrated in a manner that considerably reduces its visual impact while maintaining ease of pedestrian access.
- (III) Proposals for new development or redevelopment on these town centre sites will be required to include a comprehensive Transport Assessment, which should take into account the effects of the development proposed, together with other known or anticipated proposals.
- (IV) Development or redevelopment on each of the three sites will be required to contribute to facilities for leisure and recreational opportunities on the River Stort.

^{xix} **NPPF 72**

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

^{xx} **NPPF 162**

Local planning authorities should work with other authorities and providers to:

- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

^{xxi} **EHLP EDE1 Employment Areas**

The District Council has identified Employment Areas which are reserved for industry, comprising Use Classes B1 (Business), B2 (General Industrial) and, where well related to the transport

network, Class B8 (Storage or Distribution). These Employment Areas are listed in Part II of this Plan (Settlement Planning).

^{xxii} **NPPF 17** [relevant excerpt]

...promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production)...

^{xxiii} **EHLP EDE2 Loss of Employment Sites**

Outside the identified Employment Areas, development which would cause the loss of an existing employment site, or one that was last in employment use, will only be permitted subject to all the following criteria being met:

- (a) the retention of the site or premises for employment use has been explored fully without success, evidence of which must be provided;
- (b) the proposed use does not have a significant adverse impact on the amenity of the adjacent area or nearby occupiers; and
- (c) access, parking and servicing arrangements are satisfactory.