



**Eye**

**Neighbourhood  
Plan**

**2018 - 2036**

**REFERENDUM VERSION**

**JUNE 2020**



## PREFACE TO THE EYE NEIGHBOURHOOD PLAN (2018-2036)

Eye is a quintessential small Suffolk market town. It has an interesting well-recorded history, a comparable number of listed buildings to Lavenham and is adored by residents and visitors alike. Public consultation undertaken in the preparation of this Neighbourhood Plan has told us what people like about Eye: its historic core, the ability to move freely around the Town, the mixture of shops and a large number of community organisations that reflects a strong community spirit. The excellent Parish Plan published in 2009 surveyed the things people like about Eye and summarises these as follows

**“respondents view Eye as a charming quiet Town with a good selection of shops, where people are helpful and friendly, the facilities are good and there is a strong sense of community spirit”.**

The consultation meetings and conversations around the Town tell us that nobody wants to see this “charming lovely town” and its buildings spoilt by over-development. Eye has already experienced substantial development and the strain this has placed on the Town and its infrastructure is evident in the volume of traffic, difficulties in parking, full doctors’ lists and schools at capacity.

There is, though, some understanding in Eye that future development is inevitable and, in some respects, necessary to ensure Eye has a sustainable future. The Housing Needs Assessment undertaken in the preparation of this Neighbourhood Plan shows the level and type of housing needed to meet local needs in respect of social, affordable and sheltered housing. The Neighbourhood Plan recognises the obligation to provide for the needs of neighbouring villages and an allowance has been made for this. The accepted reality is that the housing required to meet these local needs will only be paid for by a heavy proportion of market housing. The overriding reality (and less easy to accept) is that the level of new housing Eye will be required to deliver will be determined by Government policy and not just local need.

The purpose in developing a Neighbourhood Plan for Eye is to maximise the local say in how much development there should be, where it should be and what infrastructure is needed to support it. The challenge is to do this in a way that least damages and, where there is an opportunity, enhances the Town. The planning authorities have not provided a vision for the future of Eye and planning decisions have not been taken on the basis of strategies and policies.

The Neighbourhood Plan (2018-2036) starts to build a vision based on what makes Eye a successful place, what people value and the needs they have. Local consultation has defined these statements about the Town people want to see in the future:

- **An attractive town:** using the historic core to attract visitors and setting high standards to ensure new development is in keeping with the existing.
- **A walkable town:** development concentrated within walking distance of facilities, with great cycling facilities too – cutting congestion and improving the air we breathe.
- **A connected town:** linking up the whole town, including old and new, and housing, employment and services.
- **An enterprising town:** focused on small businesses in the town centre and larger firms, especially those specialising in innovative clean technology and food production, on the former Airfield.
- **A green town:** integrated into its countryside and with community projects to encourage green energy and conservation.
- **A living town:** growing in size to cope with new needs through new development providing sufficient low cost homes.
- **An evolving town:** changing gradually to meet new needs, locally and regionally, but with planned change when things need to alter.

These statements have guided the development of this Neighbourhood Plan through its public consultations and independent examination. It has now been amended to accommodate the Examiners' recommendations and is ready to be put to a referendum of local voters. If more than 50% of the people who vote support it, the Plan will become part of the Development Plan for the parish of Eye.

**Peter Gould**

Chair  
Neighbourhood Plan Implementation Group



## ACKNOWLEDGEMENTS

**Thanks to various individuals and organisations who have assisted in the preparation of this Neighbourhood Plan including:**

People in Eye who have told us what they think about the future of the Town.

Members of the Steering Group.

National Government and Locality who have provided grant funding and funding for technical assistance.

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# **SECTION 1**

## Introduction





## STAGES IN THE PREPARATION OF THE NEIGHBOURHOOD PLAN

- 1.1 This is the Referendum Version of the Eye Neighbourhood Plan (2018-2036). It reflects the outcome of two stages of formal public consultation and the modifications required by the Independent Examiner. The Plan will be 'made' (adopted by Mid Suffolk District Council) if more than 50% of those people who vote at the referendum do so in support of the Plan. It will then form part of the District Council's Development Plan against which planning applications will be determined unless material considerations indicate otherwise.



## THE PURPOSE OF THIS NEIGHBOURHOOD PLAN

- 1.2 Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area over the next 10-20 years. They can choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided. The Neighbourhood Plan sits alongside the Local Plan, prepared by the local planning authority (Mid Suffolk District Council), with decisions on planning applications being made using both, along with any other material considerations. It covers the period from 2018 to 2036.
- 1.3 To help deliver their vision, communities that take a proactive approach by drawing up a neighbourhood plan, and secure the consent of local people in a referendum, will benefit from 25% of the revenues from the Community Infrastructure Levy (CIL) arising from the development that takes place in their area (prior to adoption of this Plan, currently only 15% capped at £100 per dwelling is available to the Town). It is important that communities carefully consider their future needs and that these are based on evidence so that they can make informed choices about priorities.
- 1.4 It is a key function of a neighbourhood plan to set out those priorities after consultation with local people. This plan is based on evidence, including local opinion, and also contains a list of priorities for using funding from development for infrastructure improvements.
- 1.5 If successful at referendum, the Neighbourhood Plan comes into force as part of the statutory development plan forming part of the statutory planning framework for the area and the policies and proposals contained within it will be used as a basis for the determination of planning applications, alongside the District Council's adopted Local Plan and other material considerations.

1.6 A neighbourhood plan should:

- support the strategic development needs set out in the District Local Plan;
- plan positively to support local development;
- be used to address the development and use of land;
- set out a vision for an area and propose planning policies for the use and development of land.

1.7 A neighbourhood plan must meet a number of 'Basic Conditions' if it is to pass examination:

- it must have regard to national policies and advice contained in guidance issued by the Secretary of State;
- it must contribute towards the achievement of sustainable development;
- the policies must be in general conformity with the strategic policies in the Local Plan;
- it must not breach and should otherwise be compatible with EU obligations.

The Independent Examiner has found this Plan does meet the Basic Conditions subject to the changes that have now been made to the Plan.



## **POLICY FRAMEWORK**

1.8 The Eye Neighbourhood Plan has been prepared with regard to the National Planning Policy Framework as well as guidance set out in the National Planning Practice Guidance (PPG). The policies in the Plan are in general conformity with the strategic policies in Mid Suffolk District's current Development Plan. The Plan has been prepared to help to achieve sustainable development. It will run from 2018 until 2036, to coincide with the end date of the new joint Babergh and Mid Suffolk Joint Local Plan.

### **NATIONAL PLANNING POLICY FRAMEWORK**

1.9 The National Planning Policy Framework was substantially revised in July 2018 with some further revisions in February 2019. The presumption of sustainable development is retained. There are some changes of emphasis:

- increased focus on design - high quality and design in line with what local people want to ensure new homes fit with their surroundings;

- the need to maximise the use of land;
- viability and infrastructure assessments should be undertaken at the plan making stage rather than when planning applications are submitted and applications should be assumed to be viable if they conform to the policy requirements;
- 10% of housing requirements should be found on small to medium sites up to 1 hectare;
- planning policies should clarify 'the range of uses permitted in shopping centres, as part of a positive strategy for the future of each centre';
- there is more emphasis on biodiversity; and
- there is a revised housing delivery test to ensure that enough housing land is available for development.

## LOCAL PLAN

1.10 Until it is superseded by the Babergh & Mid Suffolk Joint Local Plan, the Development Plan comprises the saved policies of the Mid Suffolk District Local Plan (1998), the First Alteration to the Mid Suffolk Local Plan (2006), the Mid Suffolk District Core Strategy Development Plan Document (2008), and the Mid Suffolk District Core Strategy Focused Review (2012). These identify Eye as one of three towns where growth would be allocated and phased over the plan period (2012 – 2017) on previously developed land and on greenfield sites and, that greenfield development should be to the north west of the town towards the Airfield. However, given the seven year gap since the Core Strategy Focused Review was approved significant weight has been given in preparing this Neighbourhood Plan to the emerging Joint Local Plan.

1.11 The Babergh and Mid Suffolk Joint Local Plan Preferred Options (JLP) document was published for consultation in July 2019. This was after the Eye Neighbourhood Plan had been submitted for Examination. It was therefore too late to significantly influence the content of this Plan. However, the two Plans are mainly complementary.

1.12 The objectives for the JLP include:

(i) the right type of homes of the right tenure in the right place meeting need.

(viii) to support communities to deliver plans at the ...neighbourhood level.

The Eye Neighbourhood Plan conforms to these objectives – it seeks to ensure the right type of homes, of the right tenure in the right place to meet local need and its delivery or implementation is explicitly supported by the JLP.

1.13 The JLP establishes a settlement hierarchy. The Ipswich fringe, market towns and core villages will act as the focus of development delivered through site

allocations and/or neighbourhood plans'. Eye is identified as a market town along with Needham Market and Stowmarket for Mid Suffolk.

1.14 The JLP specifies a spatial distribution of housing and minimum allocations for neighbourhood plan areas including a minimum of 541 homes for Eye including dwellings with outstanding planning permissions but not yet built at 1st April 2018. There were 291 dwellings in this category of which 280 are on the site south of Eye Airfield which is identified as a proposal in this Plan. Once the 11 dwellings not accounted for are deducted there is a need for sites for a minimum of 530 homes to be allocated in this Neighbourhood Plan.

1.15 The site allocations to Eye in the JLP are:

LA020 – Allocation: Land north of Magdalen Street, Eye Site Size – 2.5ha  
Approximately 80 dwellings (with associated infrastructure).

LA021 – Allocation: Land north of Church Street, Eye. Approximately 20 dwellings (with associated infrastructure). Size of site – 0.34ha.

LA022 – Allocation: Land north of Maple Way, Eye. Site Size – 5.66ha.  
Approximately 150 dwellings (with associated infrastructure).

This Neighbourhood Plan also allocates the sites north of Magdalen Street (see Policy Eye 9) and north of Church Street (see Policy Eye 5). However the site north of Maple Way has not been allocated because other sites are preferred.

## **PLANNING FRAMEWORK FOR EYE AIRFIELD BUSINESS AREA**

1.16 Mid Suffolk's planning framework for the Eye Airfield area comprises:

- The 'Eye Airfield Development Framework (and Appendices) (Feb 2013)
- The 'Eye Airfield [Planning] Position Statement (Nov 2013)

1.17 The Framework (Feb 2013) states:

'The proposed scale and framework for development at Eye Airfield provides excellent opportunities for reuse and regeneration of previously used land and industrial buildings located at the heart of Suffolk. The site has strong agricultural and industrial uses, combined with good access routes such as the A140 from Norwich, and close proximity to local amenities. The site would benefit from a mix of uses.

Appropriate uses here are: IT centres, data centres, R&D, green products, high value engineering manufacture, financial, insurance and also other business park uses for smaller companies. This Development Framework seeks proposals to reinforce the site's identity, whilst increasing the amenity linkages with the adjacent sites.'

1.18 The Planning Policy Position Statement (November 2013) states:

'The Airfield is a key strategic site for economic growth in the north of the district and to meet the employment needs of local people. The site lacks a structured, coherent plan so that in the past the airfield has developed in a piecemeal fashion with seven uncoordinated sites each with a separate access developed according to the pattern of landownerships. This pattern of development is unlikely to meet the future needs of the district or its businesses and communities.

This allocation of land in a new style Local Plan will raise the status of the site in the Suffolk Growth Strategy and Delivery Plan, which in turn will open opportunities for new funding streams for development of the site. This will support a more coherent approach to future development that is more likely to achieve the Council's strategic aims for the site. Further piecemeal extension of the airfield is likely to be detrimental to achieving the strategic aims for this site and will be resisted.'



## NEIGHBOURHOOD PLAN AREA DESIGNATION

1.19 An application was made in September 2017 and the Eye Neighbourhood Plan area was designated by Mid Suffolk District Council in on 18th October 2017. The Plan area is the parish of Eye (Figure 1).

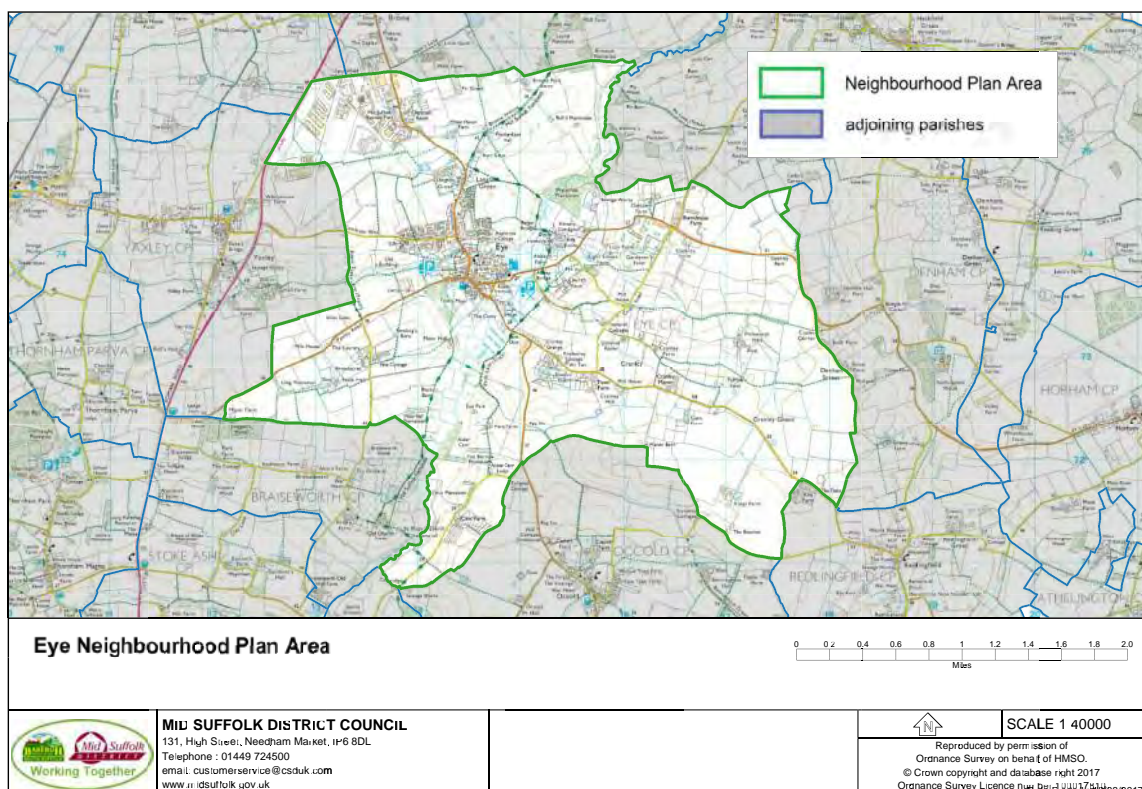


Figure 1 – Designated Area



## APPROACH TO PLAN MAKING

- 1.20 The Town Council established a Steering Group comprising Councillors and non-Councillors in October 2017. It has met monthly to oversee and guide the preparation of the Plan. Presentations have been made to the Town Council at key stages.
- 1.21 The Steering Group decided that it wished to engage local people in developing a vision for the future of Eye before consulting on detailed and specific proposals and policies. It engaged AECOM through Government Technical Support to assist in developing a set of statements, which it used along with a range of questions on key issues, to engage the public in an initial consultation stage.
- 1.22 The feedback from this consultation was used to develop an opportunities plan which identified key land use and other proposals. A second interim consultation stage was undertaken to validate the plan and proposals. The feedback at this stage was taken into account in developing a Pre-Submission draft Plan which was subject to public consultation between 8th November and 20th December 2018.
- 1.23 In addition to support for the vision AECOM were also engaged through Government Technical Support to undertake an assessment of the suitability of sites for development, an assessment of the viability of sites for development (whether development would be profitable enough for the market to bring them forward) and an assessment of the number and type of houses required to meet local needs. AECOM were also commissioned directly to undertake a housing needs survey.
- 1.24 Throughout the process the Steering Group has collated a range of background evidence to help inform its proposals. These and the Examiners report are available at [www.eyesuffolk.org/town-council/neighbourhood-plan](http://www.eyesuffolk.org/town-council/neighbourhood-plan).





## **SECTION 2**

### Evidence





## THE EVIDENCE BASE

- 2.1 The part of Eye that each policy in the Plan relates to is shown on the **Policies Map**. The constraints affecting planning decisions in and around the Town are identified on **Supporting Document 2 – Constraints Map**. A range of background evidence has been brought together in **Supporting Document 3 - Background Evidence**. This and all other evidence used for the Plan is available on the Eye Town website [www.eyesuffolk.org](http://www.eyesuffolk.org).
- 2.2 There have been two stages of consultation as part of developing the Plan: in addition there has been consultation regarding the proposals for 280 dwellings South of Eye Airfield in 2015, the District Council's Joint Local Plan Consultation Document in October 2017 and the Housing Needs Survey in May 2018 contained an open question for general comments. These sources have been brought together in **Supporting Document 4 - Outcomes of Consultation and Engagement**.
- 2.3 **Supporting Document 5 - Site Assessment** contains an examination of the suitability of various sites considered during the preparation of the Plan for development taking into account national and district level planning policies and known constraints.
- 2.4 The results of a survey of current housing and future needs is reported in **Supporting Document 6 - Housing Needs Survey**.
- 2.5 This survey contributed to a wider examination of housing needs in **Supporting Document 7 - Housing Needs Assessment** which takes into account a wide range of data in estimating the numbers of homes required by tenure, type and size.
- 2.6 In order to identify if sites are commercially viable for development **Supporting Document 8 - Housing Viability Assessment** examines building and land costs and assesses whether the housing sites considered for inclusion in the Plan are commercially viable for development and the level of affordable housing they could support.
- 2.7 It is important that development is supported by improvements to infrastructure for the existing and new population. **Supporting Document 9 - Infrastructure Requirements** identifies the requirements that have been identified so far.
- 2.8 This takes into account the outcomes of a survey of existing community facilities set out in **Supporting Document 10 - Survey of Community Facilities**.
- 2.9 One of the sites being considered for development is currently used as Allotments. **Supporting Document 11 - Allotments Assessment** brings together all the relevant information about allotments.

- 2.10 A survey of local green spaces has been undertaken including an assessment of Visually Important Open Space and the results of this work is contained in **Supporting Document 12 - Green Spaces Assessment**.
- 2.11 **Supporting Document 13 - Historic Environment** describes the Conservation Area and listed buildings in Eye.
- 2.12 The availability of public car parking is an issue in Eye and **Supporting Document 14 - Car Parking** sets out a strategy for their use and management. Eye wants to promote the use of electric vehicles and **Supporting Document 15 - Electric Vehicle Charging** sets out a strategy for this.
- 2.13 The archaeological assessment of the land at Victoria Mill is **Supporting Document 16 - Archaeological Assessment of Land at Victoria Mill**.
- 2.14 **Supporting Document 17 - Landscape and Visual Assessment** describes views into and out of the Town and key landscaping areas that are important to retain its rural character.
- 2.15 **Maps of Flood Risk** are contained in **Supporting Document 18**.
- 2.16 Guidance on design in general and for the housing sites proposed in this Plan are set out in **Supporting Document 19 – Design Codes**.
- 2.17 The schedule of responses to the Pre Submission draft of the Neighbourhood Plan is **Supporting Document 20** and the Statement of Consultation, setting out the measures taken during the Plan making process to involve the public and other stakeholders is **Supporting Document 21**.
- 2.18 A Statement of Basic Conditions was required to be submitted with the Submission draft of the Plan. **This is Supporting Document 22**.
- 2.19 The Pre Submission Draft of the Plan had to be screened to determine if a full assessment of the impact of its proposals on habitats and the environment are required. Habitats Regulation Act Determination (December 2018) is **Supporting Document 23** and the Strategic Environmental Assessment Determination is **Supporting Document 24**. A Strategic Environmental Assessment was required and this is **Supporting Document 25**.
- 2.20 **Supporting Document 28** provides information on Biodiversity Networks. **Supporting Document 29** provides advice on archaeology.

NB: The submission draft Plan (May 2019) also included two policies relating to Special Landscape Area and Visually Important Open Spaces. The origins and extent of these were detailed in Supporting Document 26 and Supporting Document 27 respectively. Both draft policies were removed at Examination but the Supporting Documents are still made available, with an update to reflect the Examination outcomes.



## **SECTION 3**

**A Vision for Eye  
- Development Strategy  
and Principles**





## VISION STATEMENTS

3.1 The following vision statements have been prepared and tested through public consultation to help guide the preparation of the Plan.

- **An attractive town:** using the historic core to attract visitors and setting high standards to ensure new development is in keeping with the existing.
- **A walkable town:** development concentrated within walking distance of facilities, with great cycling facilities too – cutting congestion and improving the air we breathe.
- **A connected town:** linking up the whole town, including old and new, and housing, employment and services.
- **An enterprising town:** focused on small businesses in the town centre and larger firms, especially those specialising in innovative clean technology and food production, on the former Airfield.
- **A green town:** integrated into its countryside and with community projects to encourage green energy and conservation.
- **A living town:** growing in size to cope with new needs through new development providing sufficient low cost homes.
- **An evolving town:** changing gradually to meet new needs, locally and regionally, but with planned change when things need to alter.



## POLICY ASSESSMENT MATRIX

3.2 Table 1 below identifies which policies contribute to achieving each vision statement.

**Table 1 – Assessment of Policies Against Vision Statements**

	Attractive	Walkable	Connected	Enterprising	Green	Living	Evolving
Eye 1 Housing Allocations		X	X	X	X	X	X
Eye 2 Form of Affordable Housing Provision	X		X			X	X
Eye 3 House Types and Sizes						X	X
Eye 4 Land South of Eye Airfield	X					X	X
Eye 5 Paddock House, Church Street	X				X	X	X
Eye 6 Land North of Victoria Mill Allotments	X				X	X	X
Eye 7 Victoria Mill Allotments	X				X	X	X
Eye 8 Site South of Eye Airfield, Phase 2	X					X	X
Eye 9 Redevelopment of the Chicken Factory	X	X	X	X	X	X	
Eye 10 Public Car Parking at The Rettery	X	X	X	X	X	X	
Eye 11 Cycle Parking in Public Car Parks	X		X		X		



	Attractive	Walkable	Connected	Enterprising	Green	Living	Evolving
Eye 12 Crematorium, Land West of Eye Cemetery, Yaxley Road	x			x		x	x
Eye 13 Land for Educational Purposes, West of Hartismere High School				x		x	x
Eye 14 Sports Hall and related uses at Hartismere High School	x					x	
Eye 15 Development outside the Settlement Boundary	x				x		
Eye 16 Development within the Settlement Boundary	x	x	x		x	x	x
Eye 17 Managing Change in the Landscape	x	x			x	x	
Eye 18 Local Green Spaces	x	x			x	x	
Eye 19 Uses Appropriate to the District Shopping Centre	x			x			
Eye 20 Shop Front Design	x			x			
Eye 21 Retaining Traditional Shop Fronts	x		x				
Eye 22 Public Rights of Way West	x	x	x		x	x	

	Attractive	Walkable	Connected	Enterprising	Green	Living	Evolving
Eye 23 Public Rights of Way East	x	x	x		x	x	
Eye 24 Improvement of Public Rights of Way	x	x	x		x	x	
Eye 25 Electric Vehicle Charging in Residential Development	x		x	x	x	x	x
Eye 26 Electric Vehicle Charging in New Public Car Parking Spaces	x		x	x	x	x	x
Eye 27 Eye Business Area	x	x	x	x	x	x	x
Eye 28 Infrastructure	x	x	x	x	x	x	x



## **SECTION 4**

### Housing Proposals





## CONTEXT AND EVIDENCE

### PUBLIC VIEWS

- 4.1 In the various consultations (Supporting Documents 4, 20, 21) there has been a consistent view that some housing is necessary in Eye but that this should be:
- directed primarily at meeting the needs of young people for affordable housing and the needs of older people for smaller accommodation;
  - in the form of smaller developments preferably within the Town and not in the form of major expansions onto greenfield sites; and
  - backed up with improvements to infrastructure.

### HOUSING NEEDS

- 4.2 A Housing Needs Survey was undertaken to understand the housing needs of the Eye population (Supporting Document 6). This found that:
- some people had left or would leave Eye because they could not or would not be able to access suitable accommodation; and
  - some of these people, mainly younger individuals or households, needed accommodation at less than market value, while others mainly older people or households, wanted smaller accommodation.
- 4.3 The Housing Needs Survey was taken into account in the Housing Needs Assessment (Supporting Document 7) which also examined a wide range of information to assess the needs of the Eye population regarding the number, tenure, size and type of housing up to 2036.
- 4.4 Regarding the amount of housing needed to meet the housing needs of Eye up to 2036 the Housing Needs Assessment estimates that 164 dwellings will be required in total.
- 4.5 About 80 of these dwellings will be required for newly forming households i.e. for young households under 35. These households will require assistance to rent or buy a home due to income and current occupancy trends. The Housing Needs Assessment estimates that only 5% will be able to buy a home at market value, a further 45% will be able to buy a small home or a home through Shared Ownership, 20% will need a social rented home (where rents are less than 80% of market rates) or affordable rented home (at 80% of market rates) and 30% will need to rent privately.
- 4.5 This means that, within the overall housing requirement of 164 dwellings, there is a need for about 76 homes for newly forming households during the plan period which are available at less than market value - 36 shared ownership homes to buy, 16 homes at (less than 80% of market rent) social rents and 24 homes at (80% of market rent) affordable rent.

- 4.6 It is Mid Suffolk District Council policy that affordable housing should be provided in groups of no more than 15 dwellings.
- 4.7 The Housing Needs Assessment also looked into the housing mix (type and size) needed to meet current and future needs using current demographic data and household projections. To satisfy the requirements of increasingly smaller and older households, but also to enable younger households to remain in the area, 50% of new homes should have fewer than three bedrooms, and flats, bungalows and three-bedroom family homes are appropriate to meet future needs. The Housing Needs Survey suggested a 48% preference for houses, 29% for bungalows, 13.8% for flats and 9% for sheltered housing.
- 4.8 To meet current and future housing needs the Housing Needs Assessment has indicated that 22% of new dwellings should be 1 bedroom, 31% should be 2 bedrooms, 41% should be 3 bedrooms and 5% should be 4 or more bedrooms.
- 4.9 Finally, the Housing Needs Assessment provides an estimate of the homes needed for the older population of the Town over the Plan period up to 2036. It estimates there will be an additional 258 residents aged 75+ during the Plan period and a need for 65 additional specialist dwellings made up as follows (each number has been rounded):
- additional conventional sheltered housing units = 15
  - additional leasehold sheltered housing units = 31
  - additional 'enhanced' sheltered units, split 50:50 between those for rent and those for sale = 5
  - additional extra care housing units for rent = 4
  - additional extra care housing units for sale = 8
  - additional specialist dementia care homes = 2
- 4.10 The Housing Needs Assessment notes that there is no obligation for these all to be provided within the Plan area itself and clearly in some cases, such as providing a single specialist dementia care dwelling, it would not be economically feasible to do so. As such, these 65 specialist dwellings need not be thought of as all needing to be provided within the neighbourhood plan housing target - rather, there will be some overlap between these dwellings and the target, depending on the number that could be provided within the Plan area itself.
- 4.11 However the Assessment looks at the needs of the population of Eye. Eye is identified in the Local Plan as the centre of a functional cluster of surrounding villages and hamlets. Eye will need to provide for the needs of the populations of these places in its plan. There is no information to quantify this need so this Plan over-provides for housing needs for newly forming households and older people by about 10% - so about 90 homes for newly forming households (with a 10% uplift to the various sub-categories) about 70 sheltered units for older people (excluding specialist dementia homes).



## APPROACH TO HOUSING ALLOCATIONS

- 4.12 The view of the people of Eye and assessment of housing needs are major considerations in deciding the approach to housing allocations. There are three other factors that need to be taken into account:
- a. the policy context set by the District Council's Local Plan. The current plan is out of date but both it and the emerging new Local Plan, indicate that Eye is a Market Town and the centre of a functional cluster of settlements that should accommodate more than its own housing needs. A housing requirement of 541 dwellings has been set for the Eye Neighbourhood Plan area in the emerging Joint Local Plan; however this may be subject to change before the Plan is adopted.
  - b. outline planning permission has already been granted on land South of Eye Airfield/North of Castleton Way for 280 dwellings and a 60 place residential home. While this would seem to meet the housing needs of Eye and more at the current time and subject to a further application for reserved matters permission, it only provides for 56 affordable dwellings (to be a mix of 80% of rental value or Discounted Market units restricted to 20% less than Market Value in perpetuity). This will not provide for all of the affordable housing needs or any of the sheltered housing needs.
  - c. the development of some sites is preferred for other reasons such as replacing undesirable uses or providing other facilities such as car parking.
- 4.13 The Eye Neighbourhood Plan's housing requirement has taken account of the housing requirement set in the emerging Joint Local Plan for the parish and the specific housing needs identified during the preparation of the Plan and other objectives.

### **POLICY EYE 1 - HOUSING ALLOCATIONS**

This Plan provides for around 716 homes to be developed in the Neighbourhood Plan area between 2018 and 2036. This growth will be met through:

- a. The allocation of the following sites for 10 or more new homes as indicated on the Policies Map;
  - i. Land South of Eye Airfield - around 280 homes (Policy EYE 4)
  - ii. Paddock House, Church Street - around 16 homes (Policy EYE 5)
  - iii. Land north of Victoria Mill Allotments - around 34 homes (Policy EYE 6)
  - iv. Victoria Mill Allotments - around 72 homes (Policy EYE 7)
  - v. South of Eye Airfield Phase 2 - around 174 homes (Policy EYE 8)
  - vi. Chicken Factory, Yaxley Road - around 80 homes (Policy EYE 9)

- b. An allowance of 60 homes on small 'windfall' sites of less than 10 homes that come forward within the settlement boundary during the Plan period and are not identified elsewhere within the Plan.



## HOUSING TENURES AND TYPES

- 4.14 The following policies set out guidance on both affordable housing provision and on the types of dwellings that all new residential development proposals will be expected to deliver.

### POLICY EYE 2 - FORM OF AFFORDABLE HOUSING PROVISION

Residential development sites in the Plan area should provide for 163 affordable homes and 70 sheltered homes. There should be at least 40 small homes to buy through shared ownership, 18 homes at (less than 80% of market) social rent and 27 homes at (80% of market rent) affordable rent.

Affordable housing should be provided in groups of 15 homes or fewer and be integrated within development schemes.

The type, size and tenure of housing should reflect the latest housing needs assessment. Affordable housing should be delivered in accordance with the latest strategic policy and guidance.

- 4.15 Evidence from the 2017 Housing Needs Survey demonstrated that there is a high demand for 1, 2 and 3 bedroom dwellings and that bungalows are also in demand. Policy Eye 3 sets out the preferred mix.

### POLICY EYE 3 - HOUSE TYPES AND SIZES

Across the various sites for all forms of new residential development proposals the following mix of house types and sizes should be delivered:

- a. 53% of new homes should be 1 or 2 bedrooms, 41% 3 bedrooms and 5% 4 or more bedrooms;
- b. 48% should be houses, 29% bungalows and 14% flats.

An alternative mix will only be permitted where evidence is brought forward that clearly demonstrates that the above is not viable or deliverable.





## SITES PROPOSED FOR HOUSING DEVELOPMENT

### LAND SOUTH OF EYE AIRFIELD

- 4.16 Land South of Eye Airfield was granted outline permission for 280 dwellings and a 60 place care home in 2016. The Section 106 agreement requires 56 of the 280 dwellings to be provided in the form of affordable rented homes at 80% of market value and discounted for sale at 80% of market value in perpetuity. Financial contributions are to be provided for Early Years, Primary, High School, Health and Transport facilities. There is also provision required for improvements to sporting facilities, however no provision is made for improvements to other community facilities [\(See Supporting Document 9 and Supporting Document 10\)](#).
- 4.17 The site has been split into 15 dwellings and a care home accessed from Langton Grove and a 265 dwellings site accessed from Castleton Way. The developer of the 265 dwellings site is now expected to submit a reserved matters application and a consultation on these details for phase 1 of the development was held on 29th October 2018. Phase 1 will comprise up to 120 dwellings including 20% affordable dwellings for rent and shared ownership. Phase 1 is likely to be started in 2020 and completed around 2022. Phase 2 is likely to start in 2023 and be completed in 2025 providing a continual supply of market and affordable housing throughout the early part of the Neighbourhood Plan period and meeting the housing requirement of the current Local Plan.
- 4.18 The outline permission was granted on the basis that the development should accord with the Design Brief for the site prepared following substantial consultation with local people – see Figure 2 Indicative Masterplan Land South of Eye Airfield.



Figure 2 – Indicative Masterplan Land South of Eye Airfield  
 (Produced with the permission of Pegasus Planning)

**POLICY EYE 4 – LAND SOUTH OF EYE AIRFIELD**

Land south of Eye Airfield shall remain as a commitment of the Plan and shall be developed for 280 dwellings and a Care Home in accordance with the approved Design Brief.

## LAND AT EYE HEALTH CENTRE AND HARTISMERE HEALTH AND CARE

- 4.19 Health commissioners are currently developing a strategy for the future delivery of health services in this area. This may result in parts of the Health Centre/Health and Care site (see Figure 3) being declared as surplus to the operational healthcare requirements of the NHS, and would therefore be available for alternative use.
- 4.20 The site of 0.74 hectares is set within an area of sheltered housing, care homes, residential properties and health services. Pending confirmation of operational healthcare requirements, any part of the site declared as surplus to the operational healthcare requirements of the NHS will be considered suitable for residential use. A mix of market housing, affordable and potentially sheltered housing will be preferred on this site, subject to evidence from an up to date housing needs survey. The site lies within groundwater source zones 1, 2 and 3 and groundwater is therefore vulnerable to contamination in this location, requiring investigations before planning permission is granted. Archaeological investigation will also be required.

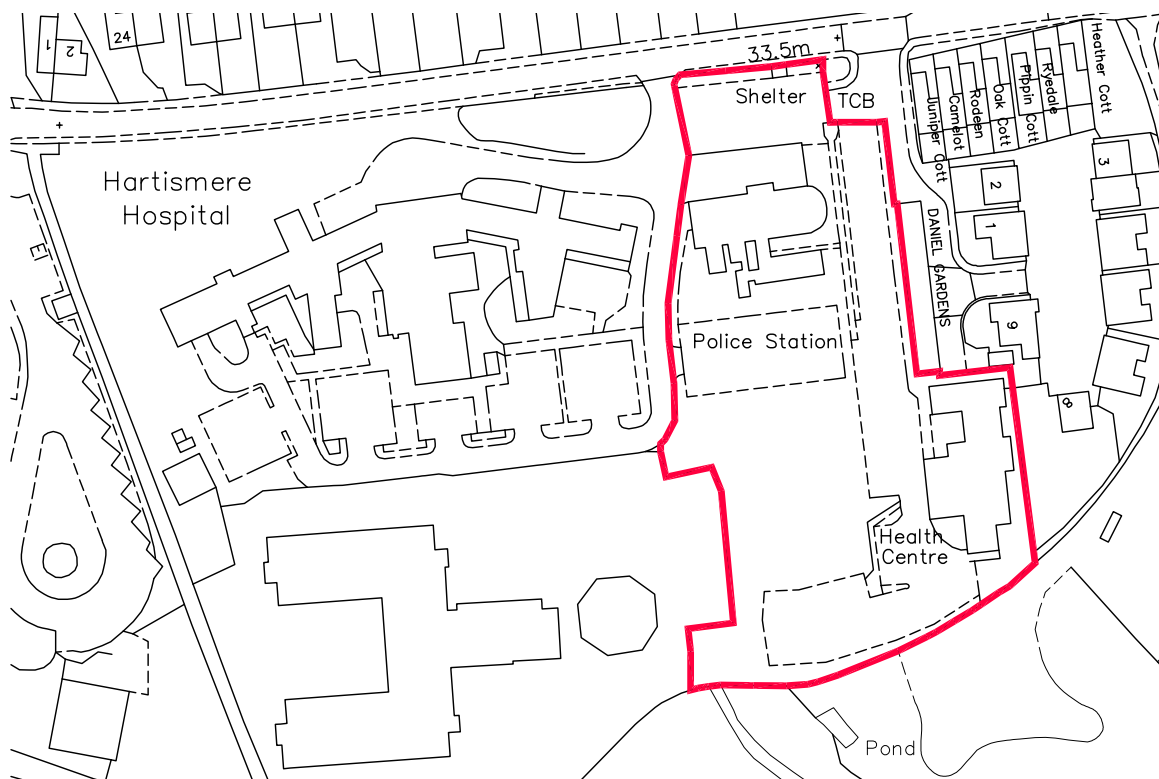
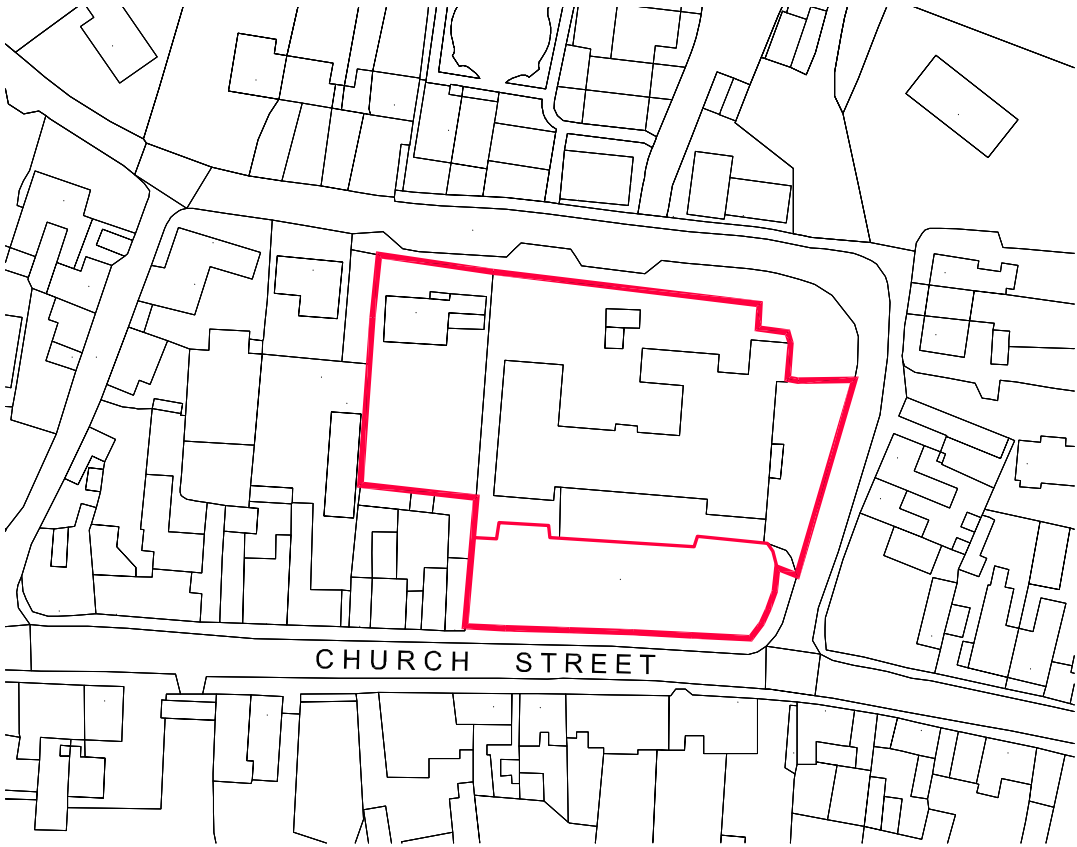


Figure 3 – Land at Eye Health Centre and Hartismere Health and Care

**PADDOCK HOUSE, CHURCH STREET**

- 4.21 The site of a now disused care home has been purchased by the District Council for Housing (see Figure 4). About 75% of local people support the retention of the open space fronting Church Street. Some open space should be retained on the Church Street frontage to provide open space for the new development in accordance with adopted policies relating to open space standards.
- 4.22 The District Council purchased the site from the County Council in early 2017 intending that the site should be developed for housing to meet an identified local need. It is an important site in the townscape and future development proposals should produce a design that complements the setting.
- 4.23 The site is on an important pedestrian through route to and from the Primary School. The development of the site should support safe walking and cycling options along Church Street and Wellington Road.



**Figure 4 – Land at Paddock House**

### **POLICY EYE 5 - PADDOCK HOUSE, CHURCH STREET, EYE**

Paddock House is allocated for housing development. An area of 0.05 hectares of green space shall be retained on the frontage to Church Street as part of the scheme. On the remaining 0.28 hectares, about 16 affordable homes should be provided on the site, 11 for shared ownership and for 5 affordable rent.

Electric Vehicle Charging should be provided in accord with Policy Eye 25.

A Traffic Management Plan shall be submitted as part of the development proposal which shall demonstrate that satisfactory pedestrian access, parking and traffic calming measures will be provided.

An archaeological assessment will be required on this site following advice provided by Suffolk County Council Archaeological Service.

The Eye Neighbourhood Master Planning and Design Guidelines should be referred to when detailed planning proposals are prepared.

### **LAND AT VICTORIA MILL, NORTH OF MILLFIELD**

- 4.24 Land at Victoria Mill, north of Millfield, comprises land previously used for allotments and latterly in agricultural use (1.29 hectares) and land still in use for allotments (1.33 hectares gross) (see Figure 5). The re-evaluation of the future of these sites is appropriate because the development of the 280 dwellings South of Eye Airfield will result in the sites being bounded by housing on all four sides. The current access from Castleton Way is substandard and is unlikely to be suitable for access even to the agricultural land which reduces its potential for renewed agricultural use. Access would therefore need to be taken from the development site South of Eye Airfield.
- 4.25 Permission has been granted by the Secretary of State to dispose of the agricultural part of the site. An archaeological assessment has been undertaken (Supporting Document 16) which identified evidence of burial sites on the extreme western edge of the site which should be preserved in-situ.
- 4.26 The development of the Victoria Mill allotments can only be considered if satisfactory alternative provision is made in the Town (see paragraph 6.13), and only then, if permission to dispose is granted by the Secretary of State.
- 4.27 One of the benefits of the development of these sites is that the financial benefits will accrue to the Town Council which can be invested to meet the infrastructure and social needs of the Town, a strong requirement of local people during consultation on the Plan.

## **POLICY EYE 6 - LAND NORTH OF VICTORIA MILL ALLOTMENTS**

Land north of Victoria Mill allotments is allocated for market and affordable housing. Of the 1.24 hectare site about 0.2 hectares on the western side should not be developed to protect heritage assets and preservation in-situ will be required by condition. About 0.4 hectares is proposed for affordable, rented, social rented and assisted purchase housing at 40 dwellings per hectare providing about 15 homes and about 0.64 hectares is proposed for market housing at 30 dwellings per hectare providing about 19 homes.

Electric vehicle charging should be provided in accord with Policy Eye 25.

The Eye Neighbourhood Master Planning and Design Guidelines should be referred to when detailed planning proposals are prepared.

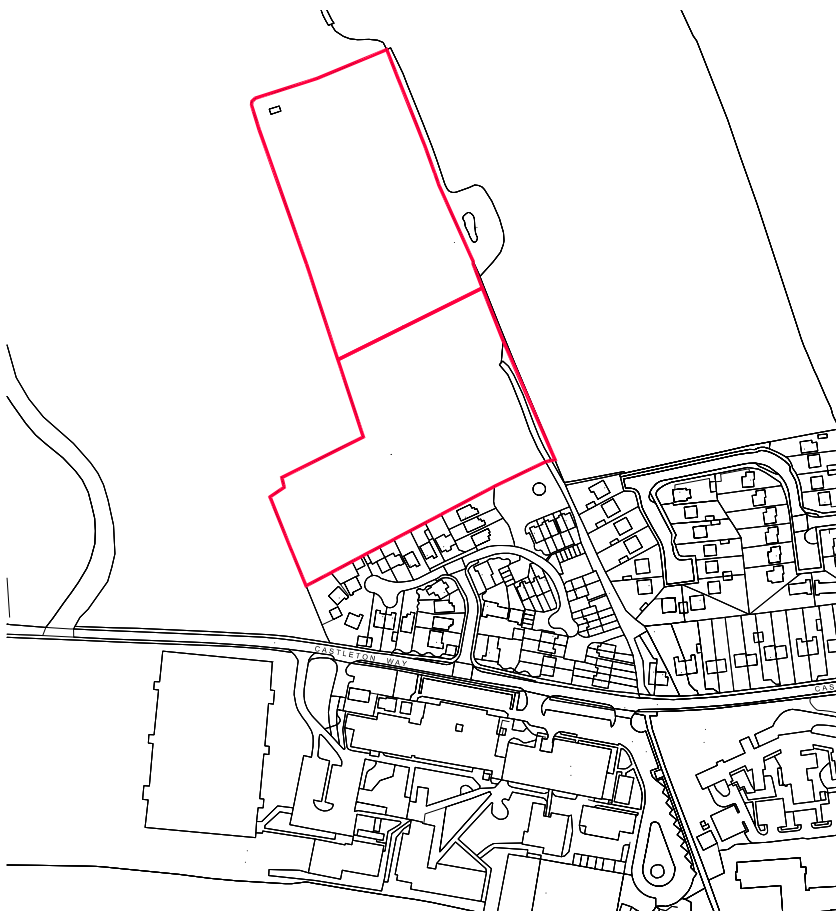


Figure 5 – Land at Victoria Mill

## **POLICY EYE 7 - VICTORIA MILL ALLOTMENTS**

The site of the Victoria Mill allotments is allocated for housing subject to permission to dispose being granted by the Secretary of State and suitable alternative allotments being identified.

Of the 1.33 hectares gross, about 0.4 hectares is proposed for affordable rented, social rented and assisted purchase housing at 40 dwellings per hectare providing about 15 homes, about 0.4 hectares for market housing at 30 dwellings per hectare providing about 12 homes and the remaining 0.53 hectares should be used for sheltered housing at 85 dwellings per hectare providing about 45 homes.

Electric vehicle charging should be provided in accord with Policy Eye 25.

Alternative provision for allotments of a similar number and quality shall be made available to enable continuous cultivation prior to the commencement of development.

An archaeological assessment will be required on this site following advice provided by Suffolk County Council Archaeological Service.

The Eye Neighbourhood Master Planning and Design Guidelines should be referred to when detailed planning proposals are prepared.

## **SOUTH OF EYE AIRFIELD PHASE 2**

4.28 In order to plan properly for future development which may be required beyond or just before the end of the 2036 Plan period the views of local people have been sought on a site for development in the later years of the Plan. Two sites were put forward for comment – East of Century Way and West of the South of Eye Airfield Development to North of Castleton Way. There was a clear public preference for the latter site.

4.29 The benefits of this site are that it is:

- a. close to the High School;
- b. close to health facilities;
- c. close to proposed cycleway and footpath access to the Town Centre; and
- d. has direct access to A140

4.30 However since the consultation it has become clear that there remains land north of the permitted development South of Eye Airfield that is outside of the Gas Compressor Safeguarding Zone (see Figure 6). This land is preferred because:

- it provides a logical extension of the current planning permission;
- it has a definite boundary beyond which development would not be permitted;
- it does not close the gap between Eye and Yaxley; and
- it provides an opportunity for a public open space to be provided between the residential part of Eye and the Airfield Industrial Area.

4.31 This site, designated as South of Eye Airfield Phase 2, would require upfront archaeological evaluation including field evaluation, due to the high potential of multi-period settlement and funerary remains.



Figure 6 – Site South of Eye Airfield, Phase 2



## **POLICY EYE 8 – SITE SOUTH OF EYE AIRFIELD, PHASE 2**

Land South of Eye Airfield (phase 2) is allocated for housing development. This site will be commenced once the 250th dwelling on the site South of Eye Airfield (Policy Eye 4) has been completed.

The site is 5.8 hectares and developed at 30 dwellings per hectare would provide about 174 dwellings. Of those, 35% (61 dwellings) should be affordable and the tenure and type of homes should be determined following an updated local Housing Needs Assessment before planning permission is granted. The site will also be expected to deliver a sheltered housing scheme providing about 25 units.

A landscaped public open space should be provided between the development and the Airfield Business Area.

Archaeological Assessment will be required prior to the granting of planning permission.

Electric Vehicle Charging should be provided in accordance with Policy Eye 25.

The Eye Neighbourhood Master Planning and Design Guidelines should be referred to when detailed planning proposals are prepared.



## **WINDFALL OR SMALL SITES ALLOWANCE**

4.32 64 dwellings have been completed in Eye between 2012 and 2018 (excluding care home) – an average of 6.4 dwellings per year. No major sites have been developed in this period so all these have come forward on sites of less than 10 dwellings. Continued supply at that level would provide a further 120 dwellings between 2018 and 2036. For the purposes of the Neighbourhood Plan it is assumed that 50% of this rate will apply over the Plan period providing 60 homes.



## SUMMARY OF HOUSING PROPOSALS

4.33 Table 2 summarises the housing allocations in this Plan by site, number of dwellings and type of dwellings.

**Table 2 – Housing Proposals by Site, Type and Number of Homes**

Site/dwellings	Affordable	Sheltered	Market	Total
South of Eye Airfield	56	0	224	280
South of Eye Airfield Phase 2	61	25	88	174
Chicken Factory	0	0	80	80
Paddock House	16	0	0	16
Victoria Mill Agricultural	15	0	19	34
Victoria Mill Allotments	15	45	12	72
Windfall allowance	0	0	60	60
<b>Total</b>	<b>163</b>	<b>70</b>	<b>483</b>	<b>716</b>
Housing Need Targets	90	70	No Target	160

4.34 This Plan makes no proposals for phasing of the release of land but, based on knowledge of the sites concerned, Table 3 sets out how homes **may** come forward over the Plan period.

**Table 3 – Expected Phasing of Housing Development**

Site/Period	2018 - 2023	2024 - 2029	2030 - 2036	Total
South of Eye Airfield	200	80	0	280
South of Eye Airfield Phase 2	0	100	74	174
Chicken Factory	0	40	40	80
Paddock House	16	0	0	16
Victoria Mill Agricultural	0	34	0	34
Victoria Mill Allotments	0	36	36	72
Windfall sites	19	19	22	60
<b>Total</b>	<b>235</b>	<b>309</b>	<b>172</b>	<b>716</b>



## SITES NOT PROPOSED FOR DEVELOPMENT

4.35 As part of the Plan preparation process a number of other sites were considered for development through the Site Assessment process – **Supporting Document 5**. The table below sets out a summary of why they have not been put forward for development in this Neighbourhood Plan:

Site (reference numbers are those used on SD5)	Reason
Site 1a Land to the North of Maple Way	Site access is via Maple Way and Bellands Way but is very poor. The site has been considered as an option for the later period of the plan but there is a very strong public preference for land north west of Castleton Way - Policy Eye 8
Site 5/6 Land South of Castleton Way and West of Hartismere School	The site is isolated from the main built-up area of Eye. Development here would significantly reduce the gap between Eye and Yaxley.
Site 7 Land West of the Proposed Crematorium	As site 5/6.





## **SECTION 5**

The Rettery And  
Chicken Factory Area





## THE RETTERY AND CHICKEN FACTORY AREA

- 5.1 This area is bounded by the Lamsey Beck Brook and the boundary of the Hartismere High School to the North; Lambseth Street, residential development and the Cross Street Car Park to the East and Yaxley Road and the Cemetery and proposed Crematorium to the South. It incorporates the Chicken Factory (proposed for residential development, a food retail outlet and car parking) (see Figure 7), the wooded area north of the chicken factory, privately owned land used for allotments and fields not currently used for agriculture, but by walkers using a number of footpaths. Much of the area is used for informal recreation.
- 5.2 The area is identified as an area of opportunity which could provide an attractive mixed use area close to the Town Centre providing:
  - a. accessible informal recreation including picnic areas;
  - b. footpath and cycleway routes connecting the western side of the Town - the High School, a site for educational purposes, Hartismere Health and Care, residential development north of Castleton Way, the Eye Airfield Employment and Heritage area, the Cemetery and proposed Crematorium – with the Town Centre and the eastern side of the Town;
  - c. an attractive new residential area with links into the countryside;
  - d. an attractive access into the District shopping centre; and,
  - e. additional car parking for local residents, town centre workers and visitors – including those using the recreation area.
- 5.3 The relevant policies relating to this area in this Plan are:
  - a. Policy Eye 9 which proposes housing, retail and car parking on the Chicken Factory site.
  - b. Policy Eye 10 which proposes public car parking at the Rettery.
  - c. Policy Eye 12 which proposes a crematorium west of the Cemetery.
  - d. Policy Eye 13 which proposes a site for educational purposes West of Hartismere High School.
  - e. Policy Eye 14 which proposes new recreation and leisure facilities at the High School.
  - f. Policy Eye 18 which identifies Local Green Spaces in the area
  - g. Policy Eye 22 which proposes a new cycleway and footpath connecting Lambseth Street with Castleton Way west of the High School.
- 5.4 The Town Council will work with all stakeholders to develop proposals for this area to improve access and amenity for informal recreation, provide a walking and cycling route joining up different parts of the Town, improve the Town's retail offer and to improve access and car parking for the Town Centre.



Figure 7 – The Chicken Factory

### THE CHICKEN FACTORY – HOMES, FOOD RETAIL AND CAR PARKING

- 5.5 During consultation local people have expressed a strong preference for the chicken factory on Magdalen Street to be redeveloped. A mix of residential, food retail and car parking uses are proposed for the site which provides an opportunity for a modern food outlet and improved car parking to be provided close to the Town Centre, encouraging shoppers to use existing shops, cafes and other facilities. Policy 9 sets out the proposals for housing and other uses on the site.
- 5.6 The Eye Neighbourhood Masterplanning and Design Guidelines (Supporting Document 19) includes an indicative masterplan and guidelines for the layout and development of this site. It is proposed that the open land at the west of the site which is at risk of flooding should be used for car parking and informal leisure / recreational uses.
- 5.7 The Viability Assessment ([Supporting Document 8](#)) indicated that the site would not be viable with an affordable housing requirement at 22% given the likely costs of clearing the site and dealing with any contamination. Given the lower values for a food retail outlet than for residential development and the car parking proposed there is no affordable housing requirement for this site which could provide market homes.



- 5.8 A medieval leper hospital has been recorded within this site. However, it is likely that archaeology has been heavily disturbed due to earlier development of the site. Evaluations should take place at the earliest opportunity to establish if there are any surviving remains associated with the hospital and cemetery. Further consideration should be given to the feasibility of retaining the former station buildings in the development.
- 5.9 Eye is currently served by two small supermarkets in the Town Centre and many people undertake their major grocery shops in Diss or elsewhere. Discussions with the operators of the two stores have confirmed that they consider the current sites inadequate for an increasing population and that there is an opportunity for a new 460 square metre (5,000 square feet) food retail outlet in the Town.
- 5.10 This is supported by the conclusions of the Carter Jonas Joint Town Centres and Retail Study (September 2015) commissioned by Mid Suffolk District Council which identified an additional need. Paragraph 9.60 states that: 'Realistically the level of floorspace capacity could support one new smaller convenience store format in Debenham or Eye,.....by 2031; subject to the availability and suitability of sites and/or vacant buildings.' This study is based on lower levels of population increase in Eye than is proposed in this Plan and the assumption that existing supermarkets remain.
- (<https://www.midsuffolk.gov.uk/planning/planning-policy/evidence-base/current-evidence/joint-town-centre-and-retail-study-sept-2015/>).
- 5.11 Ideally a new store would be located in the Town Centre and the redevelopment of the Chicken Factory provides an opportunity for this to be achieved providing modern food retailing while encouraging shoppers to visit the Town Centre shops via good pedestrian links.

## **POLICY EYE 9 - REDEVELOPMENT OF THE CHICKEN FACTORY**

The Chicken Factory site is allocated for housing, food retail and public car parking uses. Of the total area of 4.46 hectares:

- a. 1.89 hectares is allocated for market housing providing about 80 homes at 35 dwellings per hectare. Electric Vehicle Charging should be provided in accord with Policy Eye 25.
- b. 0.5 hectares is allocated for a 460 square metre (5000 square feet) food retail outlet and operational parking. Electric Vehicle Charging should be provided in accord with Policy Eye 26. There should be good pedestrian links with the Town Centre via Cross Street Car Park.
- c. 1.46 hectares on the western part of the site is allocated for about 80 public car parking spaces and informal recreational use. Electric Vehicle Charging should be provided in accord with Policy Eye 26. There should be good pedestrian links into the Town Centre. Substantial landscaping of the car park will be required.

The site should provide links to the pedestrian and cycleway network through the Rettery area to the east and west of the site.

Before planning permission is granted:

- d. a transport assessment should be prepared,
- e. site investigation will be required to determine groundwater contamination risks,
- f. a flood risk assessment should be undertaken, taking account of flooding from all sources, to identify the effects of the development on flood risk elsewhere and identify the most appropriate measures to address flood risks. Site layouts should take into account and where possible avoid areas at risk of flooding within the site,
- g. an archaeological assessment will be required on this site following advice provided by Suffolk County Council Archaeological Service.

The Eye Neighbourhood Master Planning and Design Guidelines should be referred to when detailed planning proposals are prepared.

**OTHER PROPOSALS FOR ADDITIONAL CAR PARKING SPACES**

- 5.12 A major concern of local residents is the shortage of car parking spaces. The off-street and on-street spaces in the Town Centre are needed to meet the following needs:
  - a. provide access to the Town Centre for shoppers and visitors;
  - b. provide car parking for households in the old Town where many homes lack their own car parking spaces; and
  - c. to provide car parking for workers.
- 5.13 This requires two responses - better management of spaces to meet the above objectives and the identification of additional spaces. In addition to the 80 spaces at the Chicken Factory site there is potential for up to 60 spaces at The Rettery between the private allotments and the River (see Figure 8). This is a pedestrian right of way and Policy Eye 22 proposes that it becomes a cycleway as well as providing access to the north west of the Town including the school, health facilities and new development. The design of the car parking will need to ensure pedestrian and cycle safety, minimise any impact on the conservation area, nearby listed buildings and retain the undeveloped character of the green area which leads in to Local Green Space 3 (see Policy Eye 18 and Figure 14).
- 5.14 It is important that public car parks, particularly those at the Chicken Factory and at The Rettery which will have good access to the new cycleway proposed through The Rettery area, should have good provision for cycle parking to encourage people to cycle to and from the Town Centre.

**POLICY EYE 10 - PUBLIC CAR PARKING AT THE RETTERY**

Land at the eastern end of The Rettery is proposed for up to 60 public car parking spaces. The design should ensure pedestrian and cyclist safety and minimise any impact on the nearby conservation area and listed buildings and retain the undeveloped character of the area.

**POLICY EYE 11 – CYCLE PARKING IN PUBLIC CAR PARKS**

Cycle parking should be provided within new public car parks to meet at least the standards set out in the County Council’s Parking Guidance.

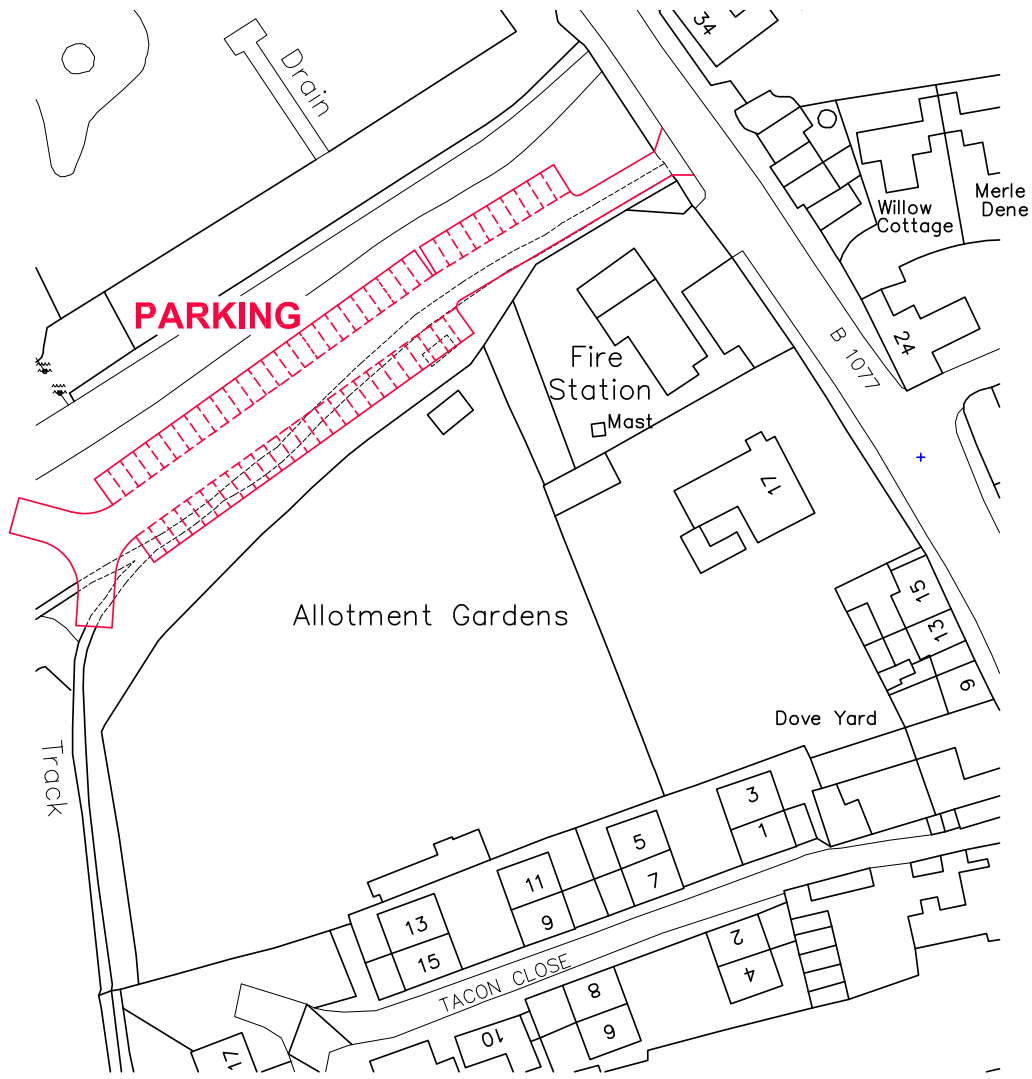


Figure 8 – Additional Car Parking Spaces at The Rettery



# **SECTION 6**

**Other Land Use  
Proposals**





## CREMATORIUM

- 6.1 In England in 2014 there were 340,000 cremations representing 77% of all deaths. There are only 232 crematoria in England and pressure on their use is resulting in longer waiting times.
- 6.2 Following the Chancellor's announcement of a review of the provision of crematoria in his 2015 Budget, the Government undertook that review in 2016. The review shows that, of all the English regions, the East of England has the second lowest level of provision with 23 crematoria.
- 6.3 The position in Eye reflects this national picture. The nearest crematoria are at Ipswich (22 miles), Beccles (25 miles) and Bury St Edmunds (27 miles). The lead time for cremations in the area is increasing. This position will worsen as the population of the County increases and ages.
- 6.4 There is the opportunity in Eye to improve provision and mitigate long lead times and journeys. The proposed site allows the opportunity to secure improvements for the adjoining cemetery through shared access and car parking. There is potential for other benefits in the medium to longer term.
- 6.5 The site is visible from the north and west. The siting and the scale of the building should be designed to minimise impact on these views and significant landscaping will be required to screen the site as a whole.



Figure 9 – Land for Crematorium

## **POLICY EYE 12 - CREMATORIUM, LAND WEST OF EYE CEMETERY, YAXLEY RD**

Land West of Eye Cemetery, north of Yaxley Road is proposed for a crematorium. The site should provide 30 car parking spaces to serve the crematorium and the cemetery and provide pedestrian access into the cemetery. Vehicle charging should be provided in accord with Policy Eye 26. The impact of the building and the site as a whole from viewpoints to the north and west should be minimised through the careful scaling and siting of the building and significant landscaping.



## **SCHOOLS**

- 6.6 Currently St Peter and St Paul Primary School provides 210 places and is at capacity. The provision in this Plan and in surrounding catchment villages is expected to require an additional 170 places for Primary School Children and around 80 places for pre-school children (see Table 5). The expansion of the school on its current site is likely to be the most cost effective option to provide the additional primary school places required by this additional housing. Plans are, therefore, being prepared to increase the capacity of the School on its current site to 310 places (Phase 1) and 420 places (Phase 2). This would however require pre-school provision to be made elsewhere in the town. Hartismere High School is capable of expansion within its current curtilage to accommodate the pupil numbers expected from the development in this Plan (149 secondary and sixth form places) and beyond.
- 6.7 The area surrounding the Primary School and the Church Street/Castle Street junction in particular, is already very congested at school start and finish times. The plans to expand the Primary School should include measures to mitigate this impact. This is being investigated by the County Council.
- 6.8 The County Councils preference is to expand St Peter and St Paul but it supports the allocation of a reserve site for educational purposes which is allocated under Policy Eye 13 on land west of Hartismere High School. Whether this site is brought in to use this is a decision for the County Council working with educational providers not for the Neighbourhood Plan.
- 6.9 There is currently one early years setting operating in Eye. The need for an additional early years setting is acknowledged within the Plan. However there are some issues with only providing the option for the setting within the allocated school site. Suffolk County Council (SCC) usually do encourage early years settings to be located with primary schools where possible and it is sensible that this option is available. However, in this case, as there isn't a



guarantee that the school can come forward due to funding, this would not be the best location for an early years setting to come forward on its own. About 915.2m<sup>2</sup> of land and safe, and sustainable routes to access the site is required.

- 6.10 If co-location with the school is not possible other suitable locations for an early years setting SCC would encourage are: co-location with community facilities (such as a community centre or health facility), within town centres, or within other well connected mixed use areas (such as the Plan’s vision for the Rettery and Chicken Factory area). These locations tend to be well connected and are services that local people need to access, so a setting in one of these locations would be convenient for users and would help to make the early years setting more viable (as early years provision is delivered by the market).
- 6.11 Developer contributions from the site South of Eye Airfield for early years and primary school places total £877,000.

**Table 4 – Calculation of Demand for School Places**

Housing Allocation	Indicative housing capacity excluding sheltered	Primary Pupils yield (0.25 / dwelling)	Secondary Pupils yield (0.18 / dwelling)	Sixth form yield (0.04 / dwelling)	Early Years places yield (0.12 / dwelling)
South of Eye Airfield	280	70	50	11	34
South of Eye Airfield Phase 2	149	37	27	6	18
Chicken Factory	80	20	14	3	10
Paddock House	16	4	3	1	2
Victoria Mill Agricultural	34	9	6	1	4
Victoria Mill Allotments	27	7	5	1	3
Windfall sites	60	15	11	2	7
Windfall sites in other villages in catchment	Say 40	10	7	2	5
<b>Total</b>	<b>686</b>	<b>172</b>	<b>123</b>	<b>27</b>	<b>83</b>

6.12 There is very high potential for similar archaeological remains found at Hartismere High School and South of Eye Airfield at this site. Evaluation at the detailed planning stage is required. Opportunities will be sought for safe cycling and walking links to the existing and any future proposed school sites.

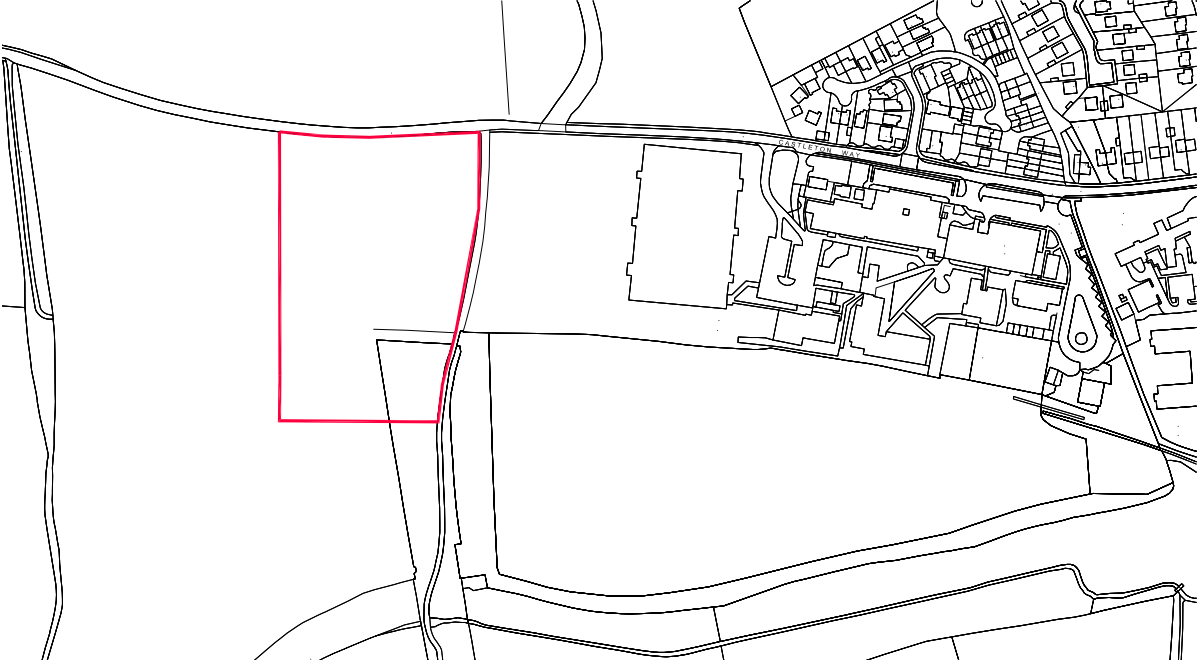


Figure 10 – Land for Educational Purposes, West of Hartismere High School

**POLICY EYE 13 – LAND FOR EDUCATIONAL PURPOSES WEST OF HARTISMERE HIGH SCHOOL**

Land to the west of Hartismere High School is allocated as a reserve site for educational purposes.

An archaeological assessment will be required on this site following advice provided by Suffolk County Council Archaeological Service.



## ALLOTMENTS

6.13 If the current allotments site is to be redeveloped for housing a suitable replacement site or sites would need to be found. Any new site needs to meet the following criteria:

- Space for the provision of the number of allotments currently in use (there are 56 full size allotments currently of which 11 are vacant giving a need for about 67) plus provision for a 50% increase if demand increases.
- Soil quality of at least the standard of the current allotments across the whole site.
- Vehicular access and parking of a higher standard and quantity than is available on the current site.
- The alternative allotments are capable of being handed over to allotment holders at a time and in a condition to enable continuous cultivation.
- Allotment holders support the new location.



## SPORTS PROVISION

- 6.14 Eye has no leisure or sports centre and recreation field space at the Community Centre is limited to one full size and one small football pitch even though Eye Saints Football Club run a number of teams.
- 6.15 There is an opportunity to provide a public access Leisure Centre within the grounds of Hartismere High School as part of the alterations to the School to provide additional school places for the growing population (see Figure 11). This provision should include a multi-use sports hall, a gym and changing rooms and should be capable of being secured from the school area to allow public access during the school day and out of school hours.

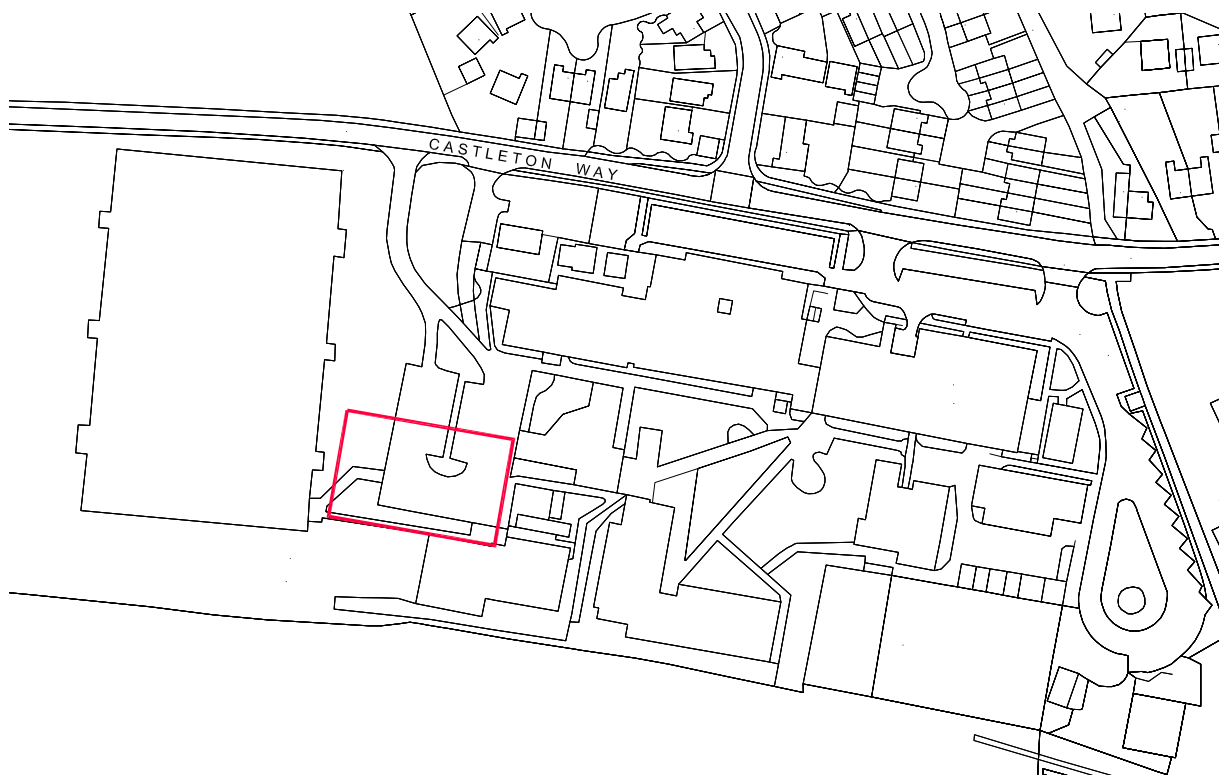


Figure 11 - Land at Hartismere High School for Sports Provision

### **POLICY EYE 14 – SPORTS HALL AND RELATED USES AT HARTISMERE HIGH SCHOOL**

Land is proposed for a Sports Hall and related uses at Hartismere High School. The provision of these facilities will enable public access to a range of sports facilities through a suitable membership or access scheme. Replacement of lost car parking spaces will be required.



# **SECTION 7**

## **Safeguarding and Development Control**





## THE SETTLEMENT BOUNDARY

- 7.1 The Settlement Boundary around Eye has been defined by revising the Settlement Boundary established in the 1998 Mid Suffolk Local Plan to include the allocated housing sites and other completed development sites. It defines the area where most new development will take place. Policy Eye 15 will apply outside the Settlement Boundary, except for the Eye Business Area where Policy Eye 27 will apply.

### **POLICY EYE 15 - DEVELOPMENT OUTSIDE THE SETTLEMENT BOUNDARY**

The Settlement Boundary is defined on the Policies Map. Development within the Settlement Boundary will be supported where it complies with the policies of the development plan. Outside of the Settlement Boundary, development will be supported where it satisfies national and strategic policies on development in the countryside.

An archaeological assessment will be required on any proposed site following advice provided by Suffolk County Council Archaeological Services.

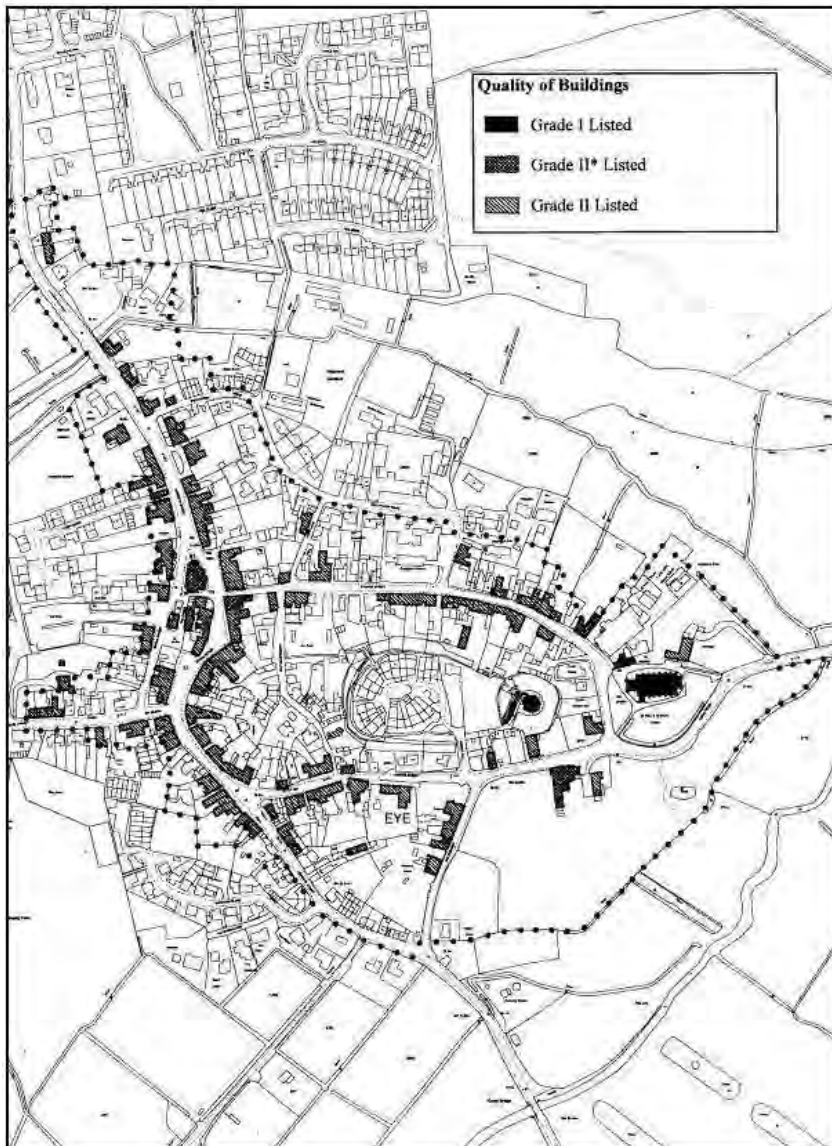


## DESIGN GUIDANCE

- 7.2 **Supporting Document SD 12** describes the Town's conservation area and historic buildings. Figure 15 shows the conservation area boundary. The Suffolk Historic Environment Record and Suffolk County Council Archaeological Service should be consulted at the earliest opportunity for advice on the likely impacts of planning applications on archaeological heritage. Policy Eye 16 sets out the considerations for all development within the settlement.
- 7.3 Account should be taken in development proposals of fluvial flooding (flooding from rivers and the sea) and pluvial flood risk (surface water flooding). **Supporting Document 18** provides maps of fluvial and pluvial flood zones. National policy is set out in paragraphs 155 and 161 of the National Planning Policy Framework and local policy is provided in Policy CS4 of the Mid Suffolk Core Strategy and the Suffolk Flood Risk Management Strategy. The sequential approach should be applied within specific sites in order to direct development to the areas of lowest flood risk. If it is not possible to locate all of the development in Flood Zone 1, then the most vulnerable elements of the

development should be located in the lowest risk parts of the site. If the whole site is at high risk (Flood Zone 3), a site-specific Flood Risk Assessment (FRA) should assess the flood characteristics across the site and direct development towards those areas where the risk is lowest.

- 7.4 Unless otherwise required by this Plan new development should comply with standards required in the Suffolk Guidance for Parking document produced by Suffolk County Council and last updated in 2019.



**Figure 12 – Eye Conservation Area Boundary and Listed Buildings**

Source – Eye Conservation Area Appraisal - Mid Suffolk District Council 2011

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- 7.5 Guidance on design is provided in **Supporting Document 19 – Eye Neighbourhood Master Planning and Design Guidelines 2019**. This should be referred to when detailed proposals for development/planning applications are prepared.

#### **POLICY EYE 16 – DEVELOPMENT WITHIN THE SETTLEMENT BOUNDARY**

Development proposals should conserve and where possible enhance the conservation area and its setting and should respect local distinctiveness. They should demonstrate high quality, sustainable and inclusive design. Development proposals outside the conservation area should consider their impact on the setting of the conservation area and seek to make a positive contribution.

Development proposals should take account of the Eye Conservation Area Appraisal 2011 and the Eye Neighbourhood Masterplanning and Design Guidelines 2019.

Proposals should address the following criteria:

- a. high quality materials should be used that contribute positively to the Conservation Area or any area located outside it and should respect the local setting;
- b. retention of traditional heritage features such as flint walls, the Hoxne half round Banham Bricks and the black-boarded outbuildings;
- c. the importance of responding creatively to, and enhancing, the setting of the immediate area, having regard to the character of the adjacent buildings and spaces, including scale, orientation, height and massing;
- d. ensure that designated heritage assets and their settings are preserved and where possible, enhanced;
- e. colour schemes of buildings should be in keeping with those of the surrounding area;
- f. if there is a reasonable likelihood of archaeological remains being found on or adjacent to the site an archaeological assessment will be required in accordance with advice provided by Suffolk County Council Archaeological Services; and,
- g. all new development should demonstrate a clear understanding of the rural context of Eye and provide appropriate levels of landscaping, boundary and screening planting.

Proposals should take account of flood risk from all sources, including fluvial flood risk and pluvial flood risk. Development should not increase the risk of flooding elsewhere. A site-specific flood risk assessment should be provided to demonstrate that the risk of flooding will not be increased elsewhere as a result of the development.

To encourage cycling, cycle parking will be required where possible for new development including redevelopment and changes of use to meet at least the standards set out in the County Council's Suffolk Guidance for Parking.

Unless otherwise indicated in this Plan development proposals should meet the standards set out in the Suffolk Guidance for Parking document.

## MANAGING CHANGE IN THE LANDSCAPE

- 7.6 **Supporting document 17 - Landscape and Visual Assessment**, identifies key viewpoints into and out of the Town and provides an assessment of their sensitivity to change. From these views the rural character of the settlement can be appreciated and the importance of the landscape is demonstrated to suitably blend the edge of town into the rural hinterland, thereby sustaining the rural nature of the town. The viewpoints are shown on Figure 13.
- 7.7 The objective of Policy Eye 17 is to provide a landscape baseline and allow development proposals to respond sympathetically and appropriately to the character of the landscape in all parts of the parish. Applicants should refer to Mid Suffolk DC Landscape Guidance (2015) and source document of the Suffolk Landscape Character Assessment and associated guidance for the relevant landscape character types (2011).

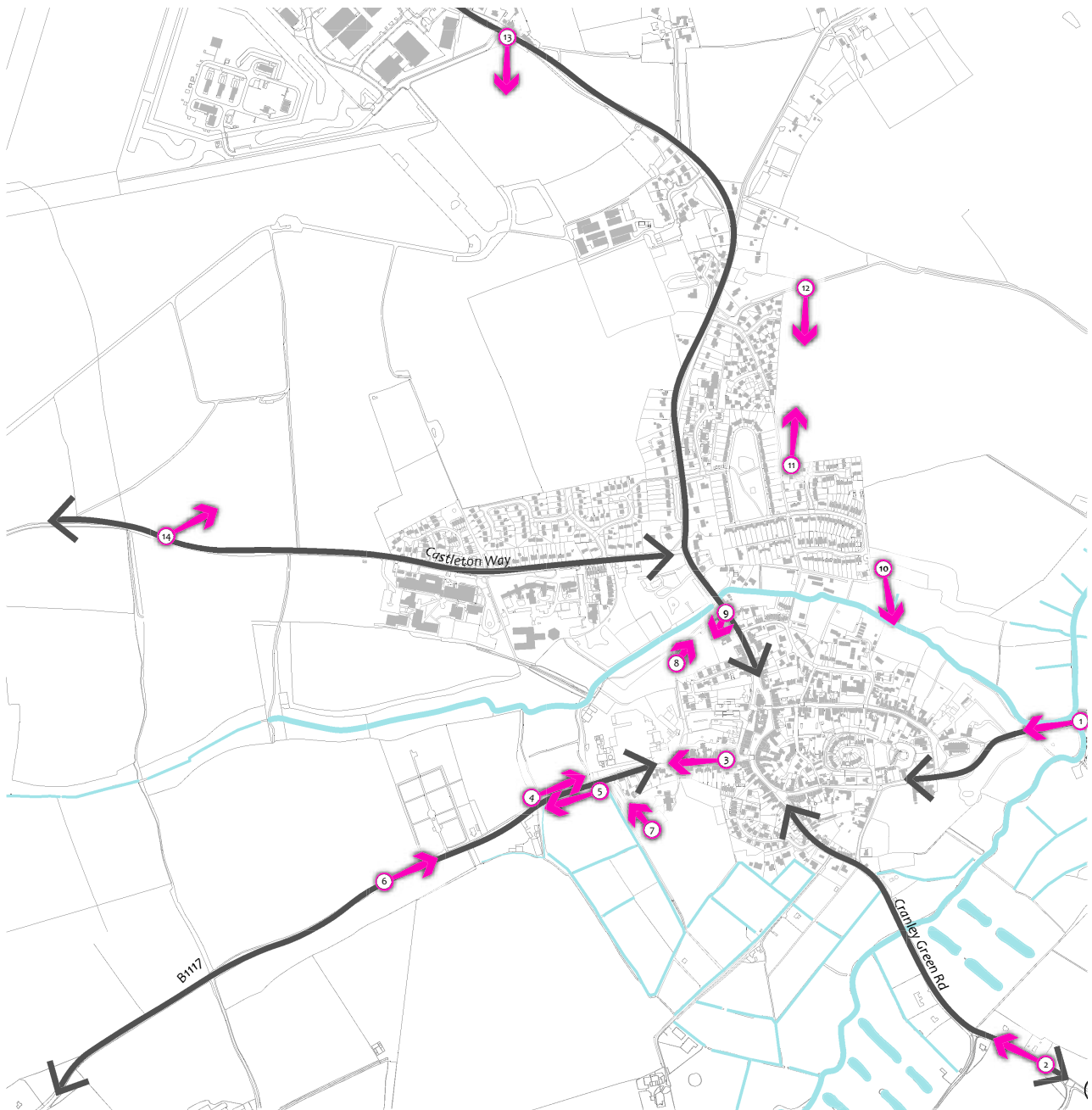


Figure 13 – Key Viewpoints

- KEY**
- Main Routes to the Town Centre
  - Key Views (Based on Supporting Document 17)
- Viewpoint 1 View from Hoxne Road (B1117) looking west towards the town on River Dove Abbey Bridge
  - Viewpoint 2 View from Debenham Road (B1117) looking north towards the town from Big Head
  - Viewpoint 3 View from Magdalen Street (B1117) looking west towards Eye Poultry factory on the edge of the town
  - Viewpoint 4 View from Magdalen Street (B1117) looking east towards Eye Poultry factory on the edge of the town
  - Viewpoint 5 View from Yaxley Road (B1117) looking west towards the cemetery

- Viewpoint 6 View from the footpath from Eye Poultry factory off Yaxley Road (B1117) looking east towards Eye Fire Station and Lambseth Street
- Viewpoint 7 View from footpath to the east of Eye Poultry factory
- Viewpoint 8 View from the footpath from Eye Poultry factory off Yaxley Road (B1117) looking east towards Eye Fire station and Lambseth Street
- Viewpoint 9 View from Lambseth Street (B1077) looking south west towards Eye Fire Station
- Viewpoint 10 View from shared footpath/cycle way between Wellington Road and Ash Drive looking south towards Hutton Court

- Viewpoint 11 View from shared footpath/cycle way between Century Road and Ash Drive, looking north east to the proposed residential development site off Tufts Road
- Viewpoint 12 View from footpath leading off Century Road towards Abbey Farm, looking south towards the town over the field proposed for residential development site off Tufts Road
- Viewpoint 13 View from junction B1077 with Progress Way leading to the industrial estate on former Eye Airfield looking south
- Viewpoint 14 View from Castleton Way approaching the town from Yaxley junction off A140 looking north east

## **POLICY EYE 17 – MANAGING CHANGE IN THE LANDSCAPE**

Development proposals should maintain and enhance the character of the landscape in which they are set and complement the historic pattern of enclosure and distribution of woodland, meadowland and hedgerows.

Account should be taken of the MSDC Landscape Guidance (2015) and the Suffolk Landscape Character Assessment and Settlement Sensitivity Assessment.



## **LOCAL GREEN SPACES**

7.8 The National Planning Policy Framework makes provision for the identification of local green spaces:

‘The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.

The Local Green Space designation should only be used where the green space is:

- a. in reasonably close proximity to the community it serves;
- b. demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and
- c. local in character and is not an extensive tract of land.  
(Paragraphs 99 and 100 of the NPPF 2018)

- 7.9 The green spaces identified in this Plan have been selected because of their contribution to the quality of the life in Eye. Between them these special assets contribute important values that need to be recognised, protected and where appropriate added to. They have been assessed around particular values:
- a. important for biodiversity;
  - b. important for landscape and views to retain character of town;
  - c. important for linking green spaces together to meet human and wildlife needs; and,
  - d. important for access and recreation values – health and wellbeing as well as sustainable movement.

### **POLICY EYE 18 - LOCAL GREEN SPACES**

The following areas (identified in Figure 14 and shown on the Policies Map) are designated as Local Green Spaces:

- Area:
1. Town Moors woodland
  2. Town Moors playing field
  3. The Rettery (in part)
  4. Rettery allotments
  5. Oak Crescent Green
  6. St Peter & St Paul Churchyard
  7. Eye Castle and Meadow
  8. The Pennings Local Nature Reserve
  9. Eye Cricket Pitch
  10. Eye Cemetery
  11. Hartismere School Playing Fields
  12. Victoria Windmill
  13. 490th Memorial
  14. Eye Bowls club (in part)

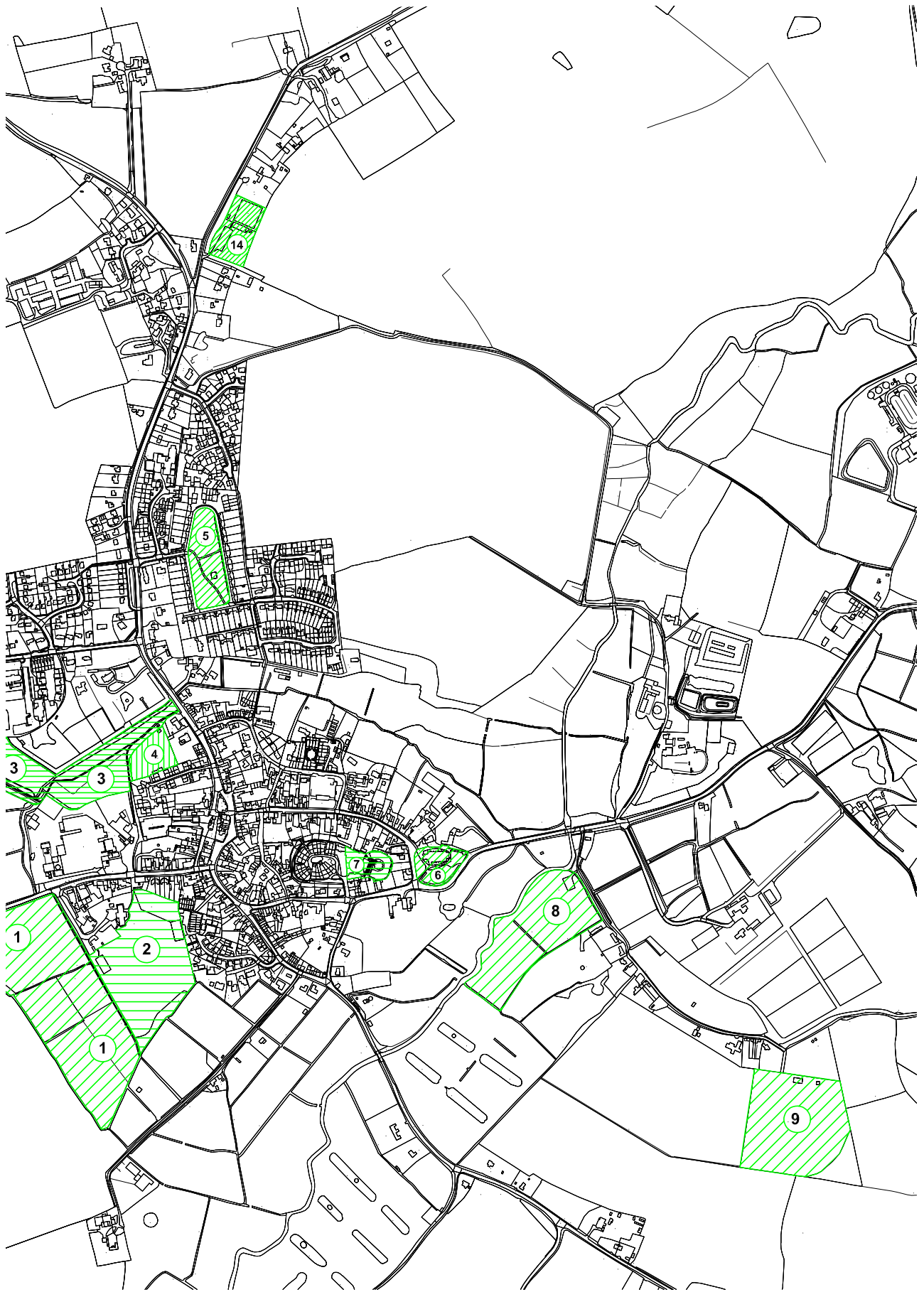
Development that will harm the permanent open character of these Local Green Spaces will only be supported in very special circumstances.

## LOCAL GREEN SPACES

- ① Town Moors woodland
- ② Town Moors playing field
- ③ The Rettery
- ④ Rettery allotments
- ⑤ Oak Crescent Green
- ⑥ St Peter & St Paul churchyard
- ⑦ Eye Castle and meadow
- ⑧ The Pennings local nature reserve
- ⑨ Eye cricket pitch
- ⑩ Eye cemetery
- ⑪ Hartismere school playing fields
- ⑫ Victoria windmill
- ⑬ 490th Memorial
- ⑭ Eye Bowls Club



Figure 14 - Local Green Spaces





## BIODIVERSITY NETWORKS

7.10 The National Planning Policy Framework (NPPF) (para 174) states that, to protect and enhance biodiversity and geodiversity, plans should:

- a. identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and
- b. promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

7.11 There are a variety of biodiversity habitats within the parish of Eye (some Priority habitats listed in s41 NERC Act 2006) including:

- floodplain grazing land
- large blocks of woodland e.g. Waterloo Plantation and Town Moors Woodland (known to support bats) with one designated as a County Wildlife Site (Clint Farm Woodland CWS)
- rivers & streams
- ponds (some supporting Gt Crested Newts, a priority species)
- fens (irreplaceable habitat as listed in NPPF) with one designated as a County Wildlife Site (Old Osier Bed CWS)
- hedgerows (Priority habitat)
- arable fields and margins (supporting farmland birds many listed as Priority species eg skylark)
- veteran trees (irreplaceable habitat as listed in NPPF)

7.12 The Plan seeks to ensure a high level of connectivity for biodiversity by providing a coherent matrix of habitats within the farmed landscape. This meets the requirement set out in para 174 in NPPF 2018 and details of the local wildlife-rich habitats and wider ecological network opportunities are found in Supporting Document 28. There are no sites designated for their geological value within the Parish of Eye.



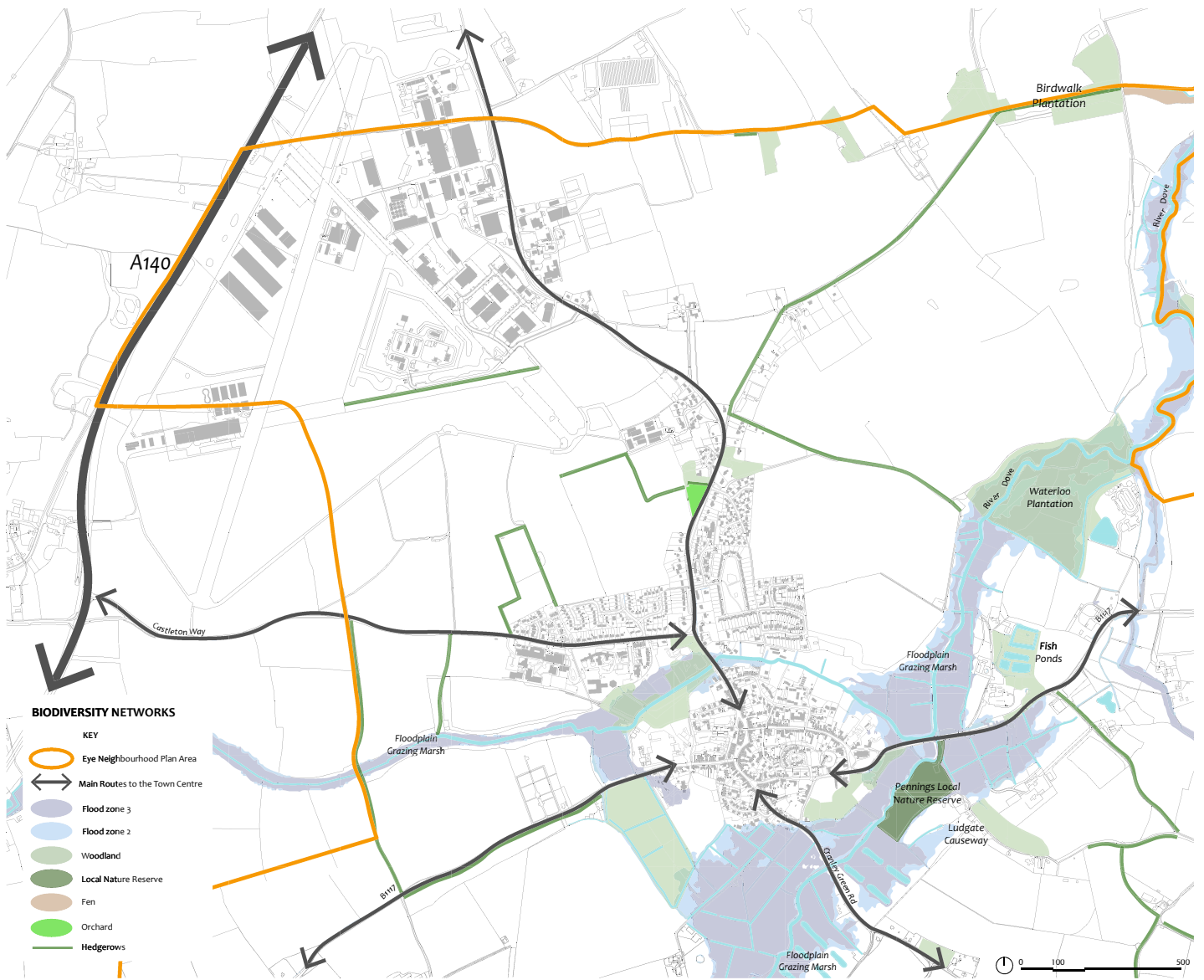


Figure 15 – Map of Biodiversity Networks



## DISTRICT SHOPPING AREA

7.13 This Plan retains the district shopping area and related policies identified in the Local Plan.

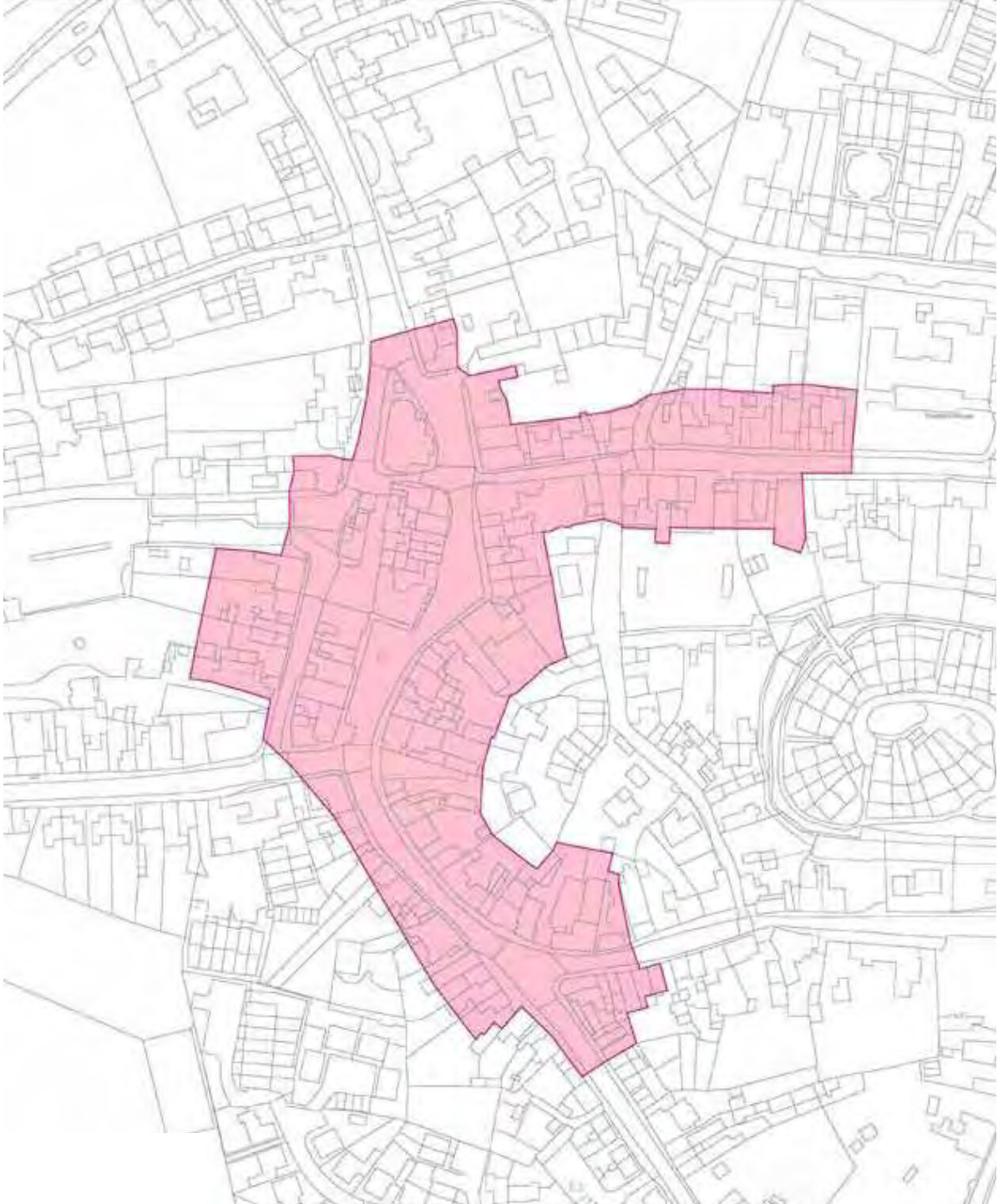


Figure 16 - Eye District Centre

### **POLICY EYE 19 - USES APPROPRIATE TO THE DISTRICT SHOPPING CENTRE**

Within the defined district shopping area as shown on the Policies Map, developments within Use Classes A1 Shops, A2 Financial and Professional Services, A3 Restaurants and Cafés, A4 Drinking Establishments, A5 Hot Food Takeaways and C3 Dwellinghouses will be supported. Leisure, arts, culture and tourism developments of an appropriate scale to the centre will be supported.

Development in the district shopping centre should:

- a) Be designed to a high standard with attention to scale, massing, detailing and materials in accordance with Policy Eye 16;
- b) Provide a satisfactory access, servicing arrangements and off street parking;
- c) Make use of upper floors for offices or residential use; and
- d) Avoid having a significant adverse effect on the general amenity of neighbouring properties particularly by reason of noise or smell.

### **POLICY EYE 20 - SHOP FRONT DESIGN**

Proposals for the introduction, replacement or alteration of shop fronts should be in scale with the building in which they are set and be sympathetic in nature and appearance to the character of the building and its surroundings.

Within the conservation area special attention should be given to the design, colour, materials and detailing of proposed shop fronts. Standardised designs, adopted by retailers as part of a corporate image may require adaptation to reflect the character and appearance of the existing street scene.

### **POLICY EYE 21 - RETAINING TRADITIONAL SHOP FRONTS**

Within the conservation area, and particularly where a proposal affects a listed building, the retention of traditional shop fronts of merit will be required even though a planning permission may be granted to a change of use to a non-retail use.





# **SECTION 8**

## Movement





## PUBLIC RIGHTS OF WAY

- 8.1 It is important to link up new parts of Eye with the historic Town Centre by providing cycle and pedestrian access. A new right of way should be created to provide cycleway and footpath provision between Hartismere High School and Hartismere Health and Care and the new developments South of Eye Airfield and historic Eye to encourage non-vehicular travel and reduce pressure on roads and car parking in the historic centre (see Figure 17).

### POLICY EYE 22 – PUBLIC RIGHT OF WAY WEST

A new footpath and cycleway should be provided between The Rettery and Castleton Way and the western boundary of Hartismere School to encourage walking and cycling as a practical and desirable alternative to private cars. It should link up with paths to Eye Airfield to provide access to employment and heritage.

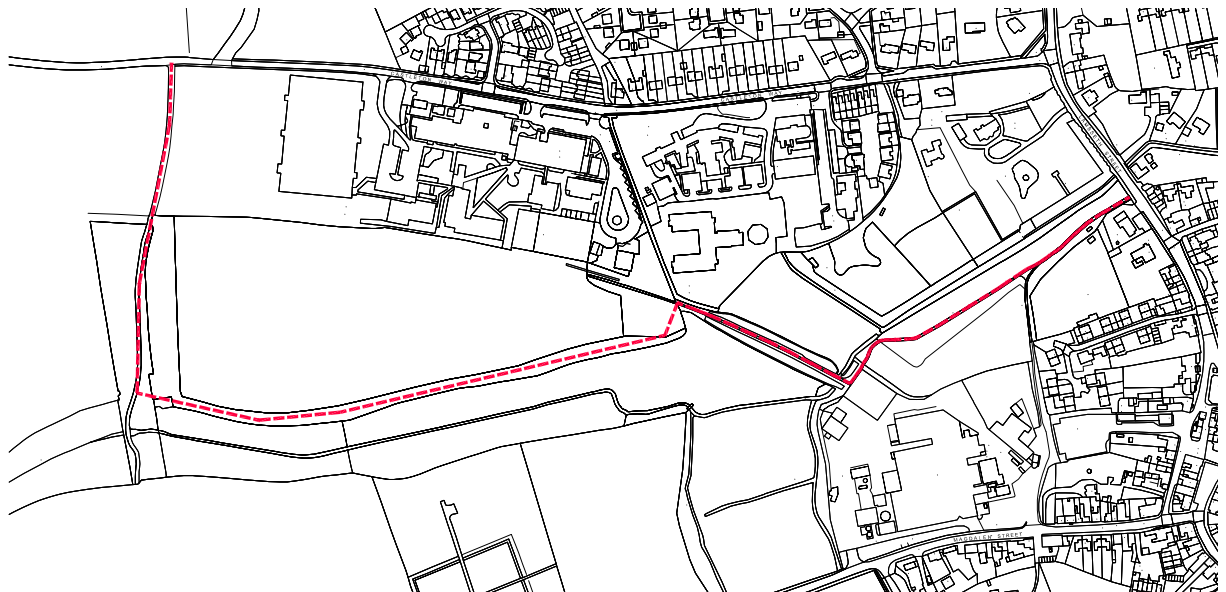


Figure 17 – Cycleway and Footpath Provision - Rettery to Castleton Way

8.2 It is also important to improve access on the eastern side of the Town (see Figure 18).



**POLICY EYE 23 – PUBLIC RIGHTS OF WAY EAST**

Public rights of way on the eastern side of the Town should be improved to encourage safe walking and cycling to the Town Centre and Primary School including traffic calming in Wellington Road and through the Paddock House development.

Figure 18 – Improved Right of Way between Century Road and Wellington Road

8.3 The general maintenance and improvement of the rights of way network to provide access within the Town and between the Town and the Countryside is desirable.

**POLICY EYE 24 – IMPROVEMENT OF PUBLIC RIGHTS OF WAY**

Rights of Way will be protected and enhanced and connecting routes to surrounding countryside and villages will be improved.





## ELECTRIC CAR CHARGING

- 8.4 **Supporting Document 15 – Electric Vehicle Charging** sets out a strategy to increase the take up of electric car charging in the Town. The basis of this strategy is:
- a. passing tourist and through-commute traffic – Eye’s location on the main route from the South-east to Norwich, the Broads and the East Anglian coast means that it has the potential to act as a transit charging destination for tourists and those travelling for work by electric vehicle from the Bury St Edmunds and Ipswich conurbations and travellers coming via the A12/A14 onto the A140 towards Norwich. A key additional benefit to developing rapid charging infrastructure is that Eye could be marketed to out-of-area travellers, allowing them to charge their vehicle whilst relaxing or exploring the town;
  - b. local residential traffic – there is no current data available to estimate the current or future uptake of EV by residents of Eye and the local area. However, without charging infrastructure, the uptake of EV will be stifled; and,
  - c. local business traffic – without any charging infrastructure in its key employment areas, businesses will not consider the cost benefit of using EV, whether in their passenger or commercial fleets.
- 8.5 To achieve this there is a policy requirement for charging points in all new development. Charging of EV in existing parts of the town should be a blend of provision with the following opportunities identified for installation over the short to long term:
- a. households with off-street car parking– this should be promoted to existing residents. Residents with off-street private parking already have access to grant support which provides grant funding of up to 75% towards the cost of installing electric vehicle charge points at domestic properties across the UK; and,
  - b. households without off-street car parking - provision should be made to give residents with no off-street private parking appropriate access to charging points.
- 8.6 Home charging presents difficulties in areas where residents have no off-street parking (i.e. no private driveways). Lamp post mounted charge points have a number of advantages over standalone points:
- no new street furniture/clutter;
  - much cheaper installation costs; and,

- the flexibility to change locations should demand be recognised in alternative locations.

8.7 It will be a requirement that 20% of new car public parking spaces should have charging points.

#### **POLICY EYE 25 – ELECTRIC VEHICLE CHARGING IN DEVELOPMENT**

Electric Vehicle charging will be required in all new development to the following standards:

- All dwellings with off-road parking - one point per dwelling
- Dwellings with communal (non-designated) parking – 10% of car park spaces
- New build pubs/hotels/restaurants – 10% of car park spaces or Bespoke depending on the site
- Commercial with staff parking (greater than 10 spaces) – 5% of car park spaces

#### **POLICY EYE 26 – ELECTRIC VEHICLE CHARGING IN NEW PUBLIC CAR PARKING SPACES**

10% of all new public car parking spaces should provide electric charging points.



# **SECTION 9**

**Eye Business Area**





## EYE BUSINESS AREA

- 9.1 The framework for planning decisions on the Eye Business Area identified on the Policies Map is provided by a Planning Position statement approved by the District Council in November 2013. Appropriate uses within the Eye Business Area are IT centres, data centres, research and development, green products, high value engineering manufacture, financial, insurance uses. The Neighbourhood Plan Group intends to engage with the landowners in the Business Area to develop policy for the area but in the meantime proposes the following policy.

### **POLICY EYE 27 - EYE BUSINESS AREA**

**Eye Business Area shall be developed in accordance with the national and strategic policies.**

**Any development should include Electric Vehicle Charging points consistent with Eye Policy 25 and Cycle Parking consistent with County Council Parking Guidance.**

**Rights of way should be maintained and enhanced within the area to allow access to and from the Town and to encourage wartime heritage visiting.**





# **SECTION 10**

## **Infrastructure and Delivery**







## INFRASTRUCTURE AND DELIVERY

- 10.1 A consistent comment from local people during the preparation of the Plan has been that infrastructure and facilities need to be improved to cope with development. The District Council's Joint Local Plan Consultation Document (2017) makes a commitment that development will not be approved unless mitigating infrastructure is in place. Expenditure may also be required from CIL funding to deliver strategic projects such as waste infrastructure or strategic flood measures. A Town Infrastructure Plan will be prepared in parallel with this Plan to ensure that local infrastructure requirements are clearly identified. **Supporting Document 9 – Infrastructure Requirements** is a draft of this Plan.
- 10.2 The Section 106 Agreement for the 280 dwellings South of Eye Airfield (Policy Eye 3) makes provision for a range of infrastructure (see SD9).

### **POLICY EYE 28 – INFRASTRUCTURE**

All development in Eye will be expected to contribute to the infrastructure requirements for the Town in accordance with Mid Suffolk District Council's most up to date CIL spending guidance and the Eye Town Infrastructure Plan.

### **POLICY SUMMARY**

- 10.3 The following table contains a commentary on how the various policies in the Plan will be delivered. All development will need to contribute as appropriate to school places, medical services, highway improvements, rights of way improvements and drainage.

**Table 5 – Infrastructure and Delivery**

<b>Policy</b>	<b>Commentary on Infrastructure and Delivery</b>
Eye 1	The policy on housing allocations will be implemented through the housing proposals in the Plan
Eye 2 and 3	The policy on affordable housing will be implemented through the housing proposals in the Plan
Eye 4	The development South of Eye Airfield for housing will be implemented through private development and in accord with the Design Brief and the Section 106 Agreement. The Agreement may need to be varied if the County Council decide to build a new school rather than intensify the use of the existing site.
Eye 5	The District Council intends to bring this site forward for development in partnership with a private developer using Government grant for the affordable housing element. Developer contributions will be required to help achieve Policies Eye 11 and 23.
Eye 6	This site is owned by the Town Council which is developing a scheme to reinvest any capital receipts in improvements to infrastructure, facilities and community activities. The site incorporates FP14 along its eastern boundary, and the development should support safe walking and cycling to local amenities and into the wider public rights of way network by including appropriate surfacing of the full length of the path, along with an upgrade in status to either bridleway or cycle track.
Eye 7	This site is owned by the Town Council which is developing a scheme to reinvest any capital receipts in improvements to infrastructure, facilities and community activities.
Eye 8	As and when this housing site comes forward there should be a reassessment of infrastructure requirements. It would be implemented through a private development.
Eye 9	The redevelopment of the Chicken Factory will be brought forward through private development. It will assist in bringing forward Policy Eye 22 public rights of way.

**Policy Commentary on Infrastructure and Delivery**

- Eye 10 The additional car parking would come forward through an agreement between the Town Council and the owners of the Rettery. Funding for the latter would come from Community Infrastructure Levy, any Town Council capital receipts from the sale of land at Victoria Mill, other public funding sources and grants.
- Eye 11 Cycle parking should be included within development.
- Eye 12 The provision of a Crematorium would be a private development. Developer contributions would be sought for improvements to the Cemetery. FP8 and FP42 would provide pedestrian, and potentially cycle, access to the site, therefore appropriate surface improvements to the paths, along with a possible upgrade in status to either bridleway or cycle track should be considered as part of the improvements and additions to the site.
- Eye 13 New educational provision would be brought forward by Suffolk County Council. Funding would come from developer contributions from the housing sites proposed in this Plan (either as Section 106 funding or from Community Infrastructure Levy), from any grant aid from the Church of England and from other public sources.
- Eye 14 The Sports Hall would be brought forward by Hartismere High School as part of a wider package of alterations to provide additional school places. Funding could include Section 106 funding for additional school places, Community Infrastructure Levy and the Schools own funds. Replacement required of any car parking spaces lost.
- Eye 15 No funding is needed to implement this policy.
- Eye 16 No funding is needed to implement this policy.
- Eye 17 No funding is needed to implement this policy.
- Eye 18 No funding is needed to implement this policy.
- Eye 19 No funding is needed to implement this policy.

**Policy    Commentary on Infrastructure and Delivery**

- Eye 20    The Town Council will work with Town Centre retailers to seek funding for shop front improvements.
- Eye 21    The Town Council will work with Town Centre retailers to seek funding for shop front improvements.
- Eye 22    The Town Council will work with Suffolk County Council to implement the necessary procedures to create new Rights of Way on the western side of the Town. Funding for the implementation of the scheme will come from Developer Contributions, Town Council Capital receipts and other public funding.
- Eye 23    Funding for the implementation of the scheme will come from Developer Contributions, Town Council Capital receipts and other public funding.
- Eye 24    Funding for improvements to Rights of Way will come from developer contributions.
- Eye 25    Electric Vehicle Charging will be provided as part of the development of the residential sites proposed in this Plan
- Eye 26    Electric Vehicle Charging on public car parks will be provided by the developer.
- Eye 27    Policy for the Eye Business Area requires further development and funding requirements will also be considered further.
- Eye 28    The Town Infrastructure Plan will be developed to incorporate detailed infrastructure requirements.



# **SECTION 11**

Community  
Aspirations



The Community Aspirations that follow do not form part of the development plan but do identify local issues and concerns raised during the community engagement undertaken in preparing this Plan.



## CAR PARKING

- 11.1 Parking provision within new development including redevelopment and changes of use should be consistent with the County Council’s Parking Standards except where higher standards are proposed in this Plan, for example, for Electric Vehicle Charging.
- 11.2 Although new parking spaces are proposed it will be important to manage spaces to achieve a number of objectives as stated below.

**COMMUNITY ASPIRATION 1 - MANAGEMENT OF PUBLIC CAR PARKING SPACES**

The Town Council will seek to ensure that on and off street public car parking spaces are managed to meet the following objectives:

- to encourage people to use the shops, cafes and services in the Town Centre;
- to provide spaces for households in the historic centre without their own spaces (in as far that this is feasible); and,
- to provide spaces for people working in the Town Centre



## TRAFFIC MANAGEMENT

11.3 Traffic issues are a major concern for local residents and businesses. Traffic levels will increase because of the growth already permitted (residential and commercial) and also that proposed in this Plan. Also the impact of the proposed new roundabouts on the A140 at Castleton Way and the other south of the Brome Triangle is as yet unknown. Therefore Community Aspiration 2 below proposes a traffic management plan should be prepared as soon as possible.

### **COMMUNITY ASPIRATION 2 - TRAFFIC MANAGEMENT**

The Town Council will work with Suffolk County Council and Mid Suffolk District Council to prepare a traffic management Plan to identify the most appropriate measures including traffic calming, 20 MPH areas, one way streets and lorry routing to ameliorate the growth in traffic and ensure the Town Centre is a pedestrian friendly place to shop.



### COMMUNITY ASPIRATION 3 – LIST OF INFRASTRUCTURE PROJECTS

The Town Council will work with stakeholders to support the following schemes:

Project	Resource requirement	Funding source
Traffic management Plan (incl parking)	Full cost currently unknown. Preparation for TRO to restrict lorry weights in the Town. Initial costs £5,000 for evidence collection and £10,000 for TRO process. Implementation cost unknown.	ETC CIL MSDC Regulation 123 list SCC Highways Resources Developer contributions.
Development of The Rettery for car parking	Cost unknown to include purchase cost and construction of car park and access.	MSDC Regulation 123 list
Car Parking off Magdalen Street	None	Provided by developer
Supermarket	None	Private Investment
Footpaths and Cycleways	Construction of new cycleway/footpath Town Centre to Airfield. Other rights of way improvements	MSDC Regulation 123 List Developer contributions
Optimum use of ETC land at Victoria Mill incl alternative allotment provision	Professional support for negotiations with developer and landowner interests re access. Establishment of Community Land Trust Support for negotiations regarding sale of parts of site Purchase and establishment of alternative allotment site	ETC MSDC Grants Other Grants and Loans
New Public Access Leisure Provision at High School	Currently unknown but application for MSDC funding by High School planned for October	MSDC 123 List Other grants

Project	Resource requirement	Funding source
High School Expansion	Cost determined by SCC and High School	MSDC Regulation 123 list and Section 106 Developer contributions
Primary School Extension	Cost determined by SCC and Primary School	MSDC Regulation 123 list and Section 106 Developer contributions
Primary School Swimming Pool	£10,000 to make usable for school children and a further £50,000 to make it available for public use	MSDC Regulation 123 list and Section 106 Developer Contributions and Local Fund Raising.
Community Centre – New Changing Rooms	Unknown	
Community Centre – New childrens play area	£80,000	MSDC grant up to 28% Other Grants Local Fund raising
Community Centre – other improvements including heating	£20,000	Grants MSDC grants MSDC Regulation 123 list Developer contributions
New playground – Bellands Way	£80,000	As above
Churchyard wall	Repairs to Church Wall	Grants ETC Church
Town hall clock tower	RB/CB plus grant application	None -
Local Surgery	Improvement as part of relocation to Hartismere Health and Care	From proceeds of development of site Policy Eye 4.
Hub for youth provision	Unknown	Grants Developer funding

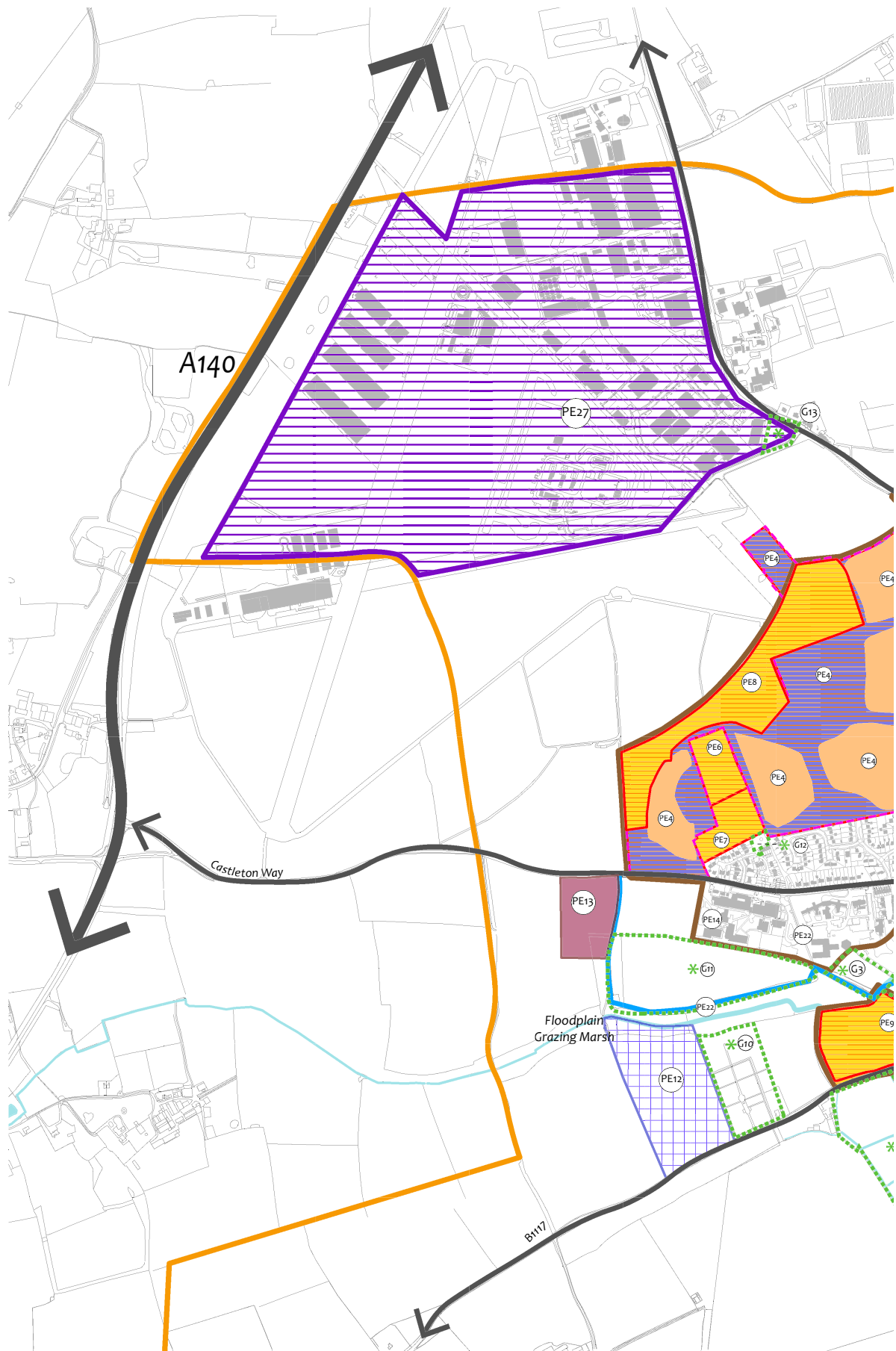
Project	Resource requirement	Funding source
Landscaped Open Space between the settlement boundary and the Airfield Business Park	None	Provided by developer
Management of Public Open space	Unknown	
Tourism Facilities	Unknown	Grants and Local Sources

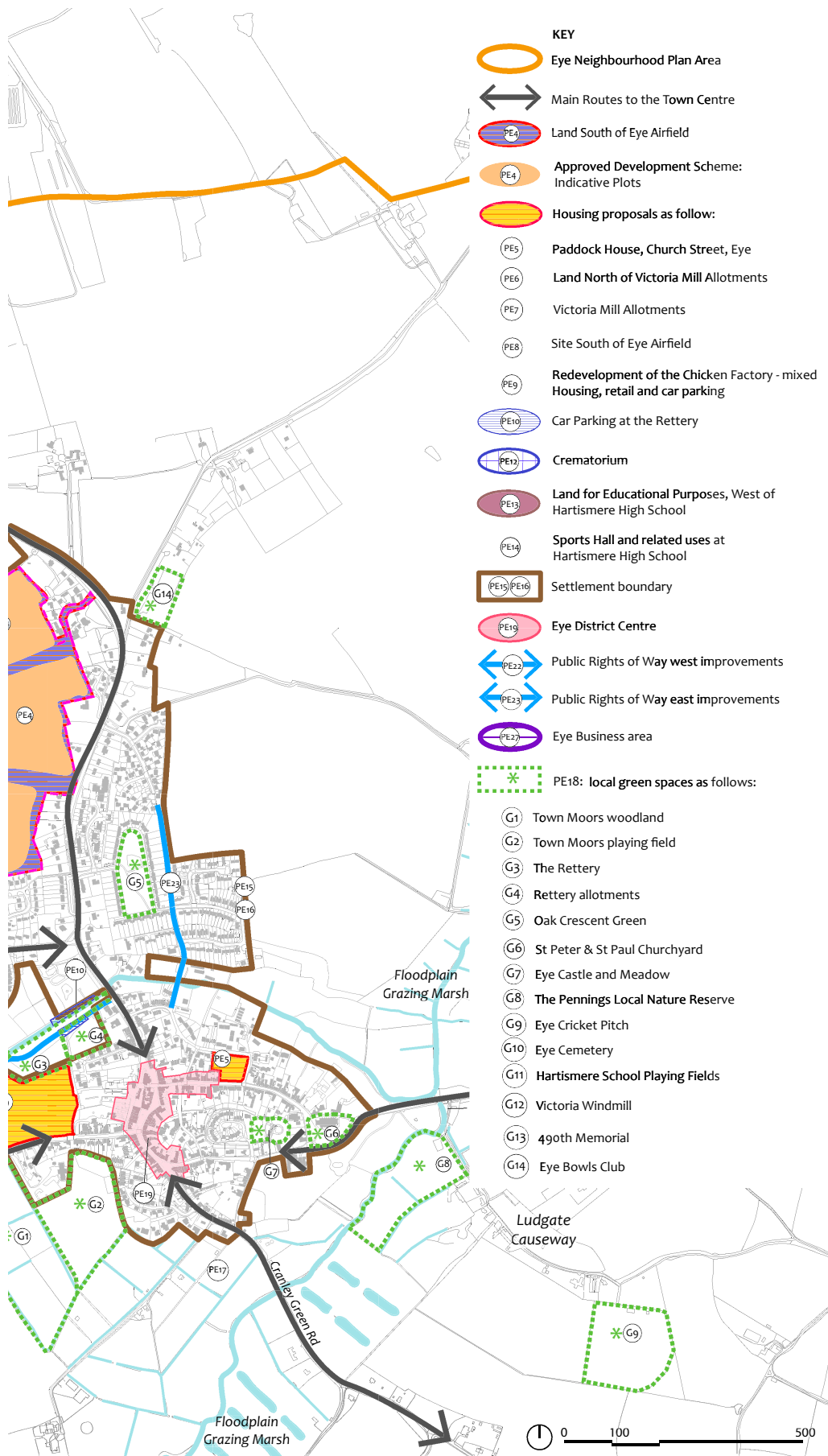




# **SECTION 12**

## Policies Map











# GLOSSARY



This Glossary is taken from the National Planning Policy Framework and includes a range of commonly used planning terms some of which are used in this Neighbourhood Plan.

**Affordable housing:** housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a. **Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- b. **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the

time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

- c. **Discounted market sales housing:** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d. **Other affordable routes to home ownership:** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

**Air quality management areas:** Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

**Ancient or veteran tree:** A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

**Ancient woodland:** An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS). 65

**Annual position statement:** A document setting out the 5 year housing land supply position on 1st April each year, prepared by the local planning authority in consultation with developers and others who have an impact on delivery.

**Archaeological interest:** There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

**Best and most versatile agricultural land:** Land in grades 1, 2 and 3a of the Agricultural Land Classification.

**Brownfield land:** See previously developed land.

**Brownfield land registers:** Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local planning authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.

**Build to Rent:** Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

**Climate change adaptation:** Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

**Climate change mitigation:** Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

**Coastal change management area:** An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.

**Community forest:** An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.

**Community Right to Build Order:** An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.

**Competent person (to prepare site investigation information):** A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and

membership of a relevant professional organisation.

**Conservation (for heritage policy):** The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

**Decentralised energy:** Local renewable and local low-carbon energy sources.

**Deliverable:** To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. Sites that are not major development, and sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (e.g. they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). Sites with outline planning permission, permission in principle, allocated in the development plan or identified on a brownfield register should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

**Design code:** A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

**Designated heritage asset:** A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered

Battlefield or Conservation Area designated under the relevant legislation.

**Designated rural areas:** National Parks, Areas of Outstanding Natural Beauty and areas designated as 'rural' under Section 157 of the Housing Act 1985.

**Developable:** To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

**Development plan:** Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

**Edge of centre:** For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**Entry-level exception site:** A site that provides entry-level homes suitable for first time buyers (or equivalent, for those looking to rent).

**Environmental impact assessment:** A procedure to be followed for certain types of project to ensure that decisions are

made in full knowledge of any likely significant effects on the environment.

**Essential local workers:** Public sector employees who provide frontline services in areas including health, education and community safety – such as NHS staff, teachers, police, firefighters and military personnel, social care and childcare workers.

**General aviation airfields:** Licenced or unlicenced aerodromes with hard or grass runways, often with extensive areas of open land related to aviation activity.

**Geodiversity:** The range of rocks, minerals, fossils, soils and landforms.

**Green infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Habitats site:** Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

**Heritage asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Heritage coast:** Areas of undeveloped coastline which are managed to conserve

their natural beauty and, where appropriate, to improve accessibility for visitors.

**Historic environment:** All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**Historic environment record:** Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

**Housing Delivery Test:** Measures net additional dwellings provided in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.

**International, national and locally designated sites of importance for biodiversity:** All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

**Irreplaceable habitat:** Habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.

**Local Development Order:** An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

**Local Enterprise Partnership:** A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

**Local housing need:** the number of homes identified as being needed through the application of the standard method set out in national planning guidance, or a justified alternative approach.

**Local Nature Partnership:** A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

**Local planning authority:** The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London borough council, county council, Broads Authority, National Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities.

**Local plan:** A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

**Main town centre uses:** Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**Major development:** For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Major hazard sites, installations and pipelines:** Sites and infrastructure, including licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.

**Minerals resources of local and national importance:** Minerals which are necessary to meet society's needs, including aggregates, brickclay (especially Etruria Marl and fireclay), silica sand (including high grade silica sands), cement raw materials, gypsum, salt, fluorspar, shallow and deep-mined coal, oil and gas (including conventional and unconventional hydrocarbons), tungsten, kaolin, ball clay, potash, polyhalite and local minerals of importance to heritage assets and local distinctiveness.

**Mineral Safeguarding Area:** An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

**National trails:** Long distance routes for walking, cycling and horse riding.

**Natural Flood Management:** managing flood and coastal erosion risk by protecting, restoring and emulating the natural 'regulating' function of catchments, rivers, floodplains and coasts.

**Nature Recovery Network:** An expanding, increasingly connected, network of wildlife-rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats.

**Neighbourhood Development Order:** An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which parish councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.

**Neighbourhood plan:** A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

**Non-strategic policies:** Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.

**Older people:** People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

**Open space:** All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**Original building:** A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

**Out of centre:** A location which is not in or on the edge of a centre but not necessarily outside the urban area.

**Out of town:** A location out of centre that is outside the existing urban area.

**Outstanding universal value:** Cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations. An individual Statement of Outstanding Universal Value is agreed and adopted by the UNESCO World Heritage Committee for each World Heritage Site.

**People with disabilities:** People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-



to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

**Permission in principle:** A form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed.

**Planning condition:** A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

**Planning obligation:** A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Playing field:** The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Previously developed land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential

gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

**Primary shopping area:** Defined area where retail development is concentrated.

**Priority habitats and species:** Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

**Public Rights of Way** are defined as;

- Public Footpath – only for use on foot or with a mobility vehicle
- Public Bridleway – use as per a public footpath, and on horseback or by bicycle
- Restricted Byway – use as per a bridleway, and by a ‘non-motorised vehicle’, e.g. a horse and carriage
- Byway Open to All Traffic (BOAT) – can be used by all vehicles, in addition to people on foot, mobility vehicle, horseback and bicycle.

**Ramsar sites:** Wetlands of international importance, designated under the 1971 Ramsar Convention.

**Renewable and low carbon energy:** Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

**Rural exception sites:** Small sites used

for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

**Safeguarding zone:** An area defined in Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, to which specific safeguarding provisions apply.

**Self-build and custom-build housing:** Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

**Setting of a heritage asset:** The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

**Significance (for heritage policy):** The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical

presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

**Special Areas of Conservation:** Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

**Special Protection Areas:** Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

**Site investigation information:** Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 Investigation of Potentially Contaminated Sites – Code of Practice).

**Site of Special Scientific Interest:** Sites designated by Natural England under the Wildlife and Countryside Act 1981

**Spatial development strategy:** A plan containing strategic policies prepared by a Mayor or a combined authority. It includes the London Plan (prepared under provisions in the Greater London Authority Act 1999) and plans prepared by combined authorities that have been given equivalent plan-making functions by an order made under the Local Democracy, Economic Development and

Construction Act 2009 (as amended).

**Stepping stones:** Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

**Strategic environmental assessment:** A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

**Strategic policies:** Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

**Strategic policy-making authorities:** Those authorities responsible for producing strategic policies (local planning authorities, and elected Mayors or combined authorities, where this power has been conferred). This definition applies whether the authority is in the process of producing strategic policies or not.

**Supplementary planning documents:** Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

**Sustainable transport modes:** Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission

vehicles, car sharing and public transport.

**Town centre:** Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

**Transport assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.

**Transport statement:** A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

**Travel plan:** A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

**Wildlife corridor:** Areas of habitat connecting wildlife populations.

**Windfall sites:** Sites not specifically identified in the development plan.

## **In addition this Neighbourhood Plan refers to:**

### **Community Infrastructure Levy or CIL:**

A charge per square metre on the net additional floor area constructed on a site. CIL charges can be differentiated in a number of different ways, with the most common way being by type of development, e.g. residential, retail, commercial, etc. CIL pays for the additional cost burden to the Council and the community of the building, such as health, education, roads, library, open spaces, waste and other services. Parishes with a Neighbourhood Plan can keep 25% of CIL to spend as they choose on addressing the needs arising from growth.

**Functional Cluster:** A group of villages and settlements that work together, e.g. for schooling, shopping, activity or health interests.

**Infrastructure:** A broad term to describe the things which make places acceptable for people to live in. Services to land include road and utilities such as power and water; services to people include schools, GP surgeries, community facilities etc.

**Local Plan - adopted:** Until it is superseded by the Babergh & Mid Suffolk Joint Local Plan, the adopted local plan comprises the saved policies of the Mid Suffolk District Local Plan (1998), the First Alteration to the Mid Suffolk Local Plan (2006), the Mid Suffolk District Core Strategy Development Plan Document (2008), and the Mid Suffolk District Core Strategy Focused Review (2012).

**Local Plan - emerging:** Babergh & Mid Suffolk Joint Local Plan, the emerging planning document that provides the strategic framework that guides and informs the Neighbourhood Plan. The Neighbourhood Plan must be in general conformity with its strategic policies.

**NPPF:** National Planning Policy Framework, a document that sets out national planning policy. All neighbourhood plans must have due regard to it.

**Sheltered housing:** Sheltered housing (also known as retirement housing) means having your own flat or bungalow in a block, or on a small estate, where all the other residents are older people (usually over 55). With a few exceptions, all developments (or 'schemes') provide independent, self-contained homes with their own front doors. There are many different types of scheme, both to rent and to buy. They usually contain between 15 and 40 properties, and range in size from studio flats (or 'bedsits') through to 2 and 3 bed roomed.

**SD:** Supporting Document – which provides evidence that underpins the policies in the Plan.