

Submission Stage Consultation (Regulation 16)
June 2016



Sustainable Growth for the Whole Community

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FOREWORD

The **Localism Act** 2011 (c. 20) is an **Act of Parliament** that changes the powers of local government in England. The aim of the Act is to facilitate the devolution of decision-making powers from Central Government control to individuals and communities. It introduced Neighbourhood Planning into the hierarchy of spatial planning in England, giving communities the opportunity to shape their future development at a local level. Currently all development planning proposals are considered against policies devised at district level, rather than including consideration of local policies specific to Framlingham.

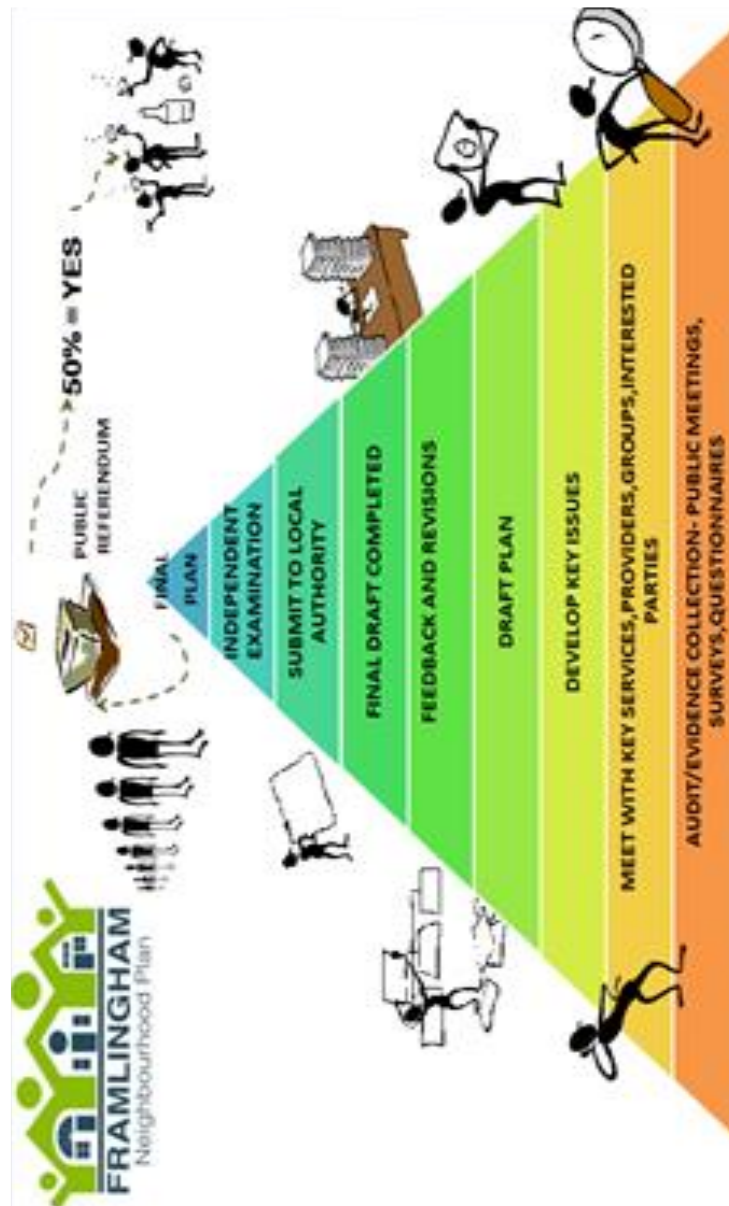
In January 2012 Framlingham Town Council made the commitment to develop a Neighbourhood Plan. The Plan sets out where development should take place, the type and quality of that development, and endeavour to ensure that it meets the objectives and needs identified within the plan.

This is the second formal consultation that is required on the Framlingham Neighbourhood Plan – the 'Submission Stage Consultation' under Regulation 16 of the Neighbourhood Planning Regulations. The previous 'Pre-Submission Consultation', undertaken in January and February 2016, was the first formal stage in gathering feedback from the community on the draft plan.

The Submission Stage Consultation reflects community-wide comments, observations, proposals and concerns about the Town's future, bringing them together into a 'living framework' that articulates the community's overwhelming desire to make Framlingham an even better place to live and work, both now and for future generations.

The plan has been produced by a Neighbourhood Planning Steering Team including Town Council members, community volunteers with support from Suffolk Coastal District Council officers and professional consultants.

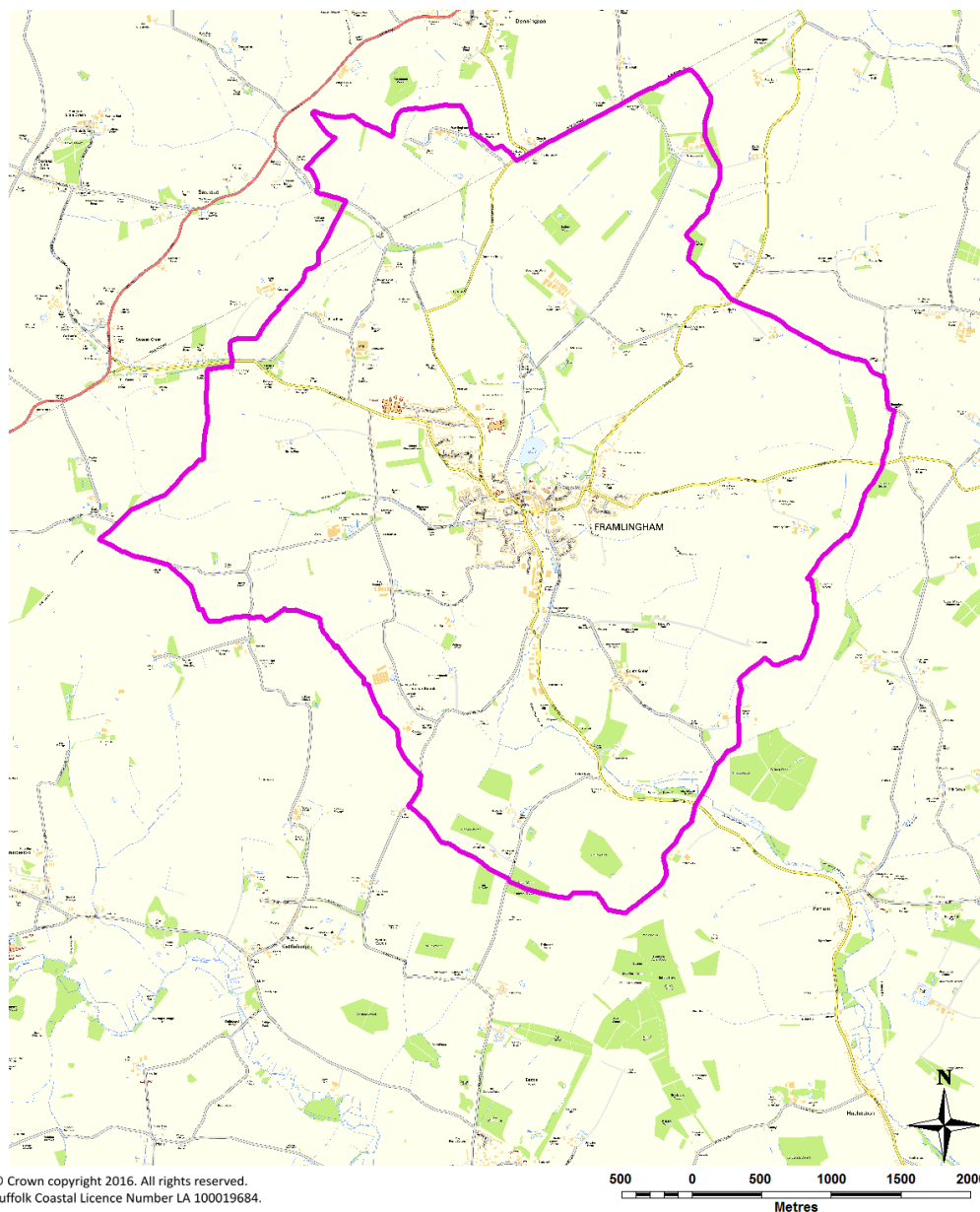
This phase of consultation is managed by Suffolk Coastal District Council, who are running the Submission Stage consultation stage before presenting the plan for independent examination. Once it has passed through the examination process, the community will be asked to **vote on it by referendum** and if successful, it will be officially 'made'. This means that the policies contained will be part of the development plan and therefore the starting point for the consideration of future planning applications.



1 INTRODUCTION AND BACKGROUND

- 1.1 This document represents the Neighbourhood Plan for Framlingham Parish (hereafter known as Framlingham). It represents one part of the development plan for the parish over the period 2016 to 2031, the other part being the adopted 2013 Suffolk Coastal District Local Plan - Core Strategy and Development Management Policies (hereafter referred to as the 'Core Strategy'). For clarity, the development plan consists of any planning policies currently adopted by the local planning authority, Suffolk Coastal District Council, and this Neighbourhood Plan.
- 1.2 Suffolk Coastal District Council, as the local planning authority, designated a Neighbourhood Area for the whole of the Framlingham parish area in October 2013 to enable Framlingham Town Council (the 'Relevant Body') to prepare the Neighbourhood Plan. Although the Plan has been prepared by the community through the Framlingham Neighbourhood Plan Steering Team (FNPST), the final decisions rest with the Town Council.

Figure 1.1: Framlingham Neighbourhood Plan boundary



- 1.3 The Neighbourhood Plan is being prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012 (which were amended in 2015). The FNPST has prepared the plan to establish a vision for the future of the parish and to set out how that vision will be realised through planning and controlling land use and development change over the plan period 2016 to 2031.
- 1.4 The map in Figure 1.1 above shows the boundary of the Neighbourhood Plan area, which is the same as the administrative boundary of Framlingham Parish.
- 1.5 The purpose of the Neighbourhood Plan is to guide development within the parish and provide guidance to any interested parties wishing to submit planning applications for development within the designated Neighbourhood Area. The process of producing a plan has sought to involve the community as widely as possible and the different topic areas are reflective of matters that are of considerable importance to Framlingham, its residents, businesses and community groups. It has therefore given the community the opportunity to guide development within their neighbourhood.

Consultation at the heart of the Neighbourhood Plan - Looking to the Future

- 1.6 The FNPST developed the Neighbourhood Plan through extensive engagement with the community. The process began in January 2012 with letters to all organisations and residents in the town regarding the 'Future of Framlingham'. Since that time, we have engaged with the community in the following ways:
 - 'Visual' in the form of a very large banner at the entrance to the only supermarket in the town providing the information required to find out more through the town web site: www.framlingham.com.
 - 'face-to-face' engagement with retailers and shoppers in the town, public open sessions, specific target group meetings (e.g. youth and toddler groups and providers of tourist accommodation) and the use of 'stands' on the Market Hill which attracted interest from both residents and visitors to the area.

Consultation on the Market Hill



- 'Surveys' of households/residents, delivered to every address in the area
- 'Technology' via www.framlingham.com, offering web-based access to information and the facility for feedback – specifically on the mapping and allocation of site proposals.

- 1.7 Using the responses received, a document showing the key issues and potential options for action was drawn up and offered for consultation over a four-week period in late-2013. At the end of this process over 2,408 responses were recorded, providing the basis for the development of the policies and objectives for the draft Neighbourhood Plan to be written.
- 1.8 Some early illustrations of what the Neighbourhood Plan could deliver were presented at the late night shopping 2014 Christmas Evening on the Market Hill, to gain further feedback from those who live and work in the area and refine the process further.

Christmas event on Market Hill



- 1.9 There were also a number of areas for action raised that were outside the scope of the Plan, (they are factors not requiring land allocation or under the jurisdiction of other bodies), but none the less important to the community, such as health, highways and education. These actions have been recorded as 'Non-Policy Actions' (see section 15) and will guide the work and direction of investment for both the Town Council and voluntary organisations for the life of the plan.
- 1.10 It is recognised that new housing and commercial proposals in the Neighbourhood Plan will have implications for service and utility providers. As part of the engagement process, these providers have been involved from the outset.

National and local policy

- 1.11 The National Planning Policy Framework (NPPF) states:

"Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications (para.183).

Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area.

Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies (para.184).

Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation (para.185)".

- 1.12 The Suffolk Coastal District Local Plan Core Strategy was adopted in 2013 and, under the guidance provided by the NPPF, is up to date. It provides the strategic context for the Neighbourhood Plan, particularly in respect of the spatial strategy for the market towns (including Framlingham), housing requirements, employment, town centres and the environment.
- 1.13 The Local Plan also currently consists of a number of saved policies from the earlier Suffolk Coastal Local Plan (incorporating 1st and 2nd Alterations) 2006 that are relevant to Framlingham. It is the intention that these saved policies, where applicable, will be superseded by the Framlingham Neighbourhood Plan once it is made. Clear reference is made in the Neighbourhood Plan to where this is the intention.
- 1.14 The focus of the Neighbourhood Plan is on change within and around the built-up area of Framlingham town. Some of these policies may have wider impacts on the surrounding rural area but the majority are addressing the needs of Framlingham as they relate to Framlingham town. This reflects the views of the community through the engagement processes undertaken. This does not mean that the community does not value the wider rural areas within the parish, rather that the existing policy framework provided by the Suffolk Coastal District Local Plan is sufficient to reflect how this area is expected to change over the plan period.

How to read this document

Each section of the plan covers a different topic. Under each heading there is the justification for the policies presented which provides the necessary understanding of the policy and what it is seeking to achieve. There is also a summary of how each policy contributes towards the objectives of the plan. The policies themselves are presented in the blue boxes. It is these policies against which planning applications will be assessed. It is advisable that, in order to understand the full context for any individual policy, it is read in conjunction with the supporting text.

2 LOCAL CONTEXT

Framlingham's past that has shaped the present

- 2.1 The neighbourhood plan area of Framlingham sits within a mixed natural environment of open countryside, sparse settlements, villages and traditional market towns. Framlingham is one of these market towns (along with Woodbridge, Aldeburgh, Saxmundham and Leiston) and the only one west of the major trunk road (A12).
- 2.2 Commonly referred to as 'Fram' by the locals, the town is of Anglo-Saxon origin and is mentioned in the Domesday Book. It is steeped in history with a magnificent late 12th-century castle (Grade I listed and a Scheduled Ancient Monument), whose striking outline is reflected in the nearby mere. Surrounded by parkland and estates, it was once at the centre of a vast network of power and influence. It was from here in 1553 that Queen Mary made her way to London to become Queen. Roman remains in the form of finds scatters and cut features have also been recorded from several sites around the town, as well as finds scatters which are also indicative of Iron Age activity.

Framlingham Castle



- 2.3 The historic core of Framlingham itself, outlined in the County Historic Environment Record, is an area which Suffolk County Council's Archaeological Service considers likely to have complex and sensitive archaeological deposits relating to occupation from the medieval period onwards, and where even the smallest scale below-ground works may have an impact on archaeological remains. The Castle is a Scheduled Monument and so the impact of any development upon the setting of this site must be taken into consideration.
- 2.4 The Town was first granted a market in 1285. It is a tradition which has remained fixed over the centuries, meeting on Tuesdays and Saturdays, and the surrounding streets have seen many retail and commercial activities migrate there.

Framlingham Market



- 2.5 Numerous other fine buildings have influenced the development of Framlingham, including the Church of St. Michael the Archangel and the Albert Memorial College (now known as Framlingham College). The Unitarian Meeting House which was built in 1717 was conceived as a simple brick 'preaching box' but encouraged a multitude of free-thinkers, educationalists and conservationists. Of these the local pastor and philanthropist, Thomas Mills is probably the most famous. Mills left money for almshouses and for the education of the poor, developing a school which in 1974 became known as Thomas Mills High School.

St Michael's Church



- 2.6 Sir Robert Hitcham bought the Castle in 1635 and when he died in 1636 he left the Castle and demesnes to Pembroke College, Cambridge with the provision for schools (Sir Robert Hitcham Primary Schools in both Framlingham and nearby Debenham), Hitcham's Almshouses built in 1654 and a poor house built within the Castle walls in 1729.

Hitcham's Almshouses

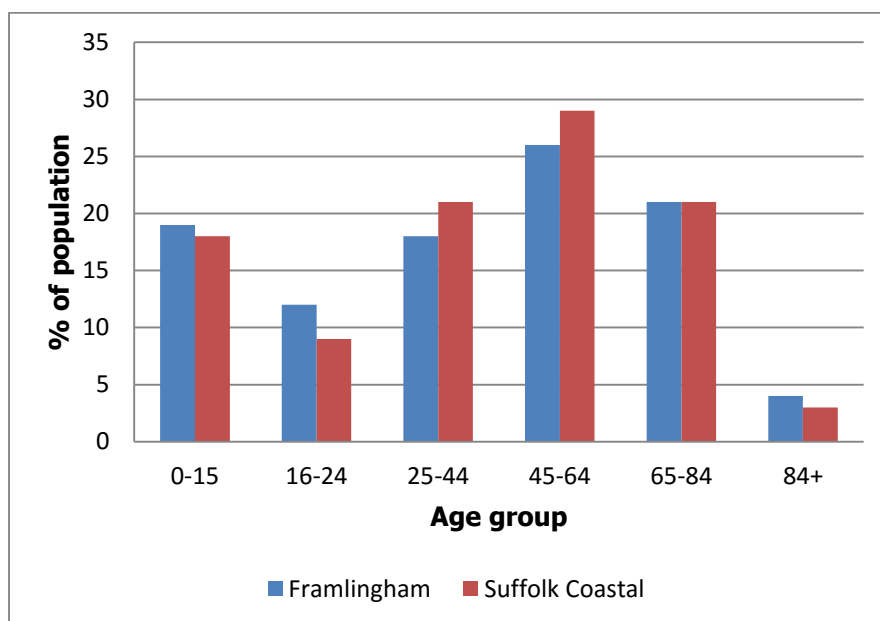


- 2.7 Within living memory, a handful of pubs and some small shops have become private homes. Some garages and commercial units have spread their wings to bigger premises and expanded Framlingham, demonstrating how considerable change can happen over time and how it is important to plan for change in the future.
- 2.8 The Town Centre which includes 74 listed buildings was declared a Conservation Area in 1971, as a result the appearance of the town has changed little over the years. There are 137 listed buildings in the parish of Framlingham. A map is included in the Neighbourhood Plan Sustainability Appraisal.
- 2.9 The opening of the East Suffolk Railway branch line from Framlingham to Campsea Ashe in 1859 greatly impacted on the social, cultural and economic development of the town. For nearly a hundred years, the railway line carried goods back and forth. This brought increased trade and prosperity to Framlingham but when the passenger trains ceased in 1952 and freight trains gave way to lorries in 1964 the demographics changed. When the line was finally closed in 1965, all goods were brought into the town by vans and lorries causing congestion on the narrow roads in and surrounding Framlingham.
- 2.10 The car has brought not only mobility to the residents but also congestion on the many narrow roads in and around the town, there is a necessity for lorries, heavy farm machinery and heavy goods vehicles to travel through the town adding to traffic jams at certain times of the day. The historic nature of the town is not conducive to this level of traffic movement, with the medieval street pattern still surviving in the historic town centre.
- 2.11 Framlingham has changed and developed through the centuries and will continue to do so. The Town is now an integral part of a much wider horizon and subject to national and world wide influences.

The profile of Framlingham today

- 2.12 In 2011 Framlingham parish was home to 3,342 people. Figure 2.1 shows that, compared to the district average, Framlingham was strongly represented by young people but also had an above-average number of people aged 84 or more. It should be noted that the high proportion of young people is partly accounted for by the number of boarders at Framlingham College.

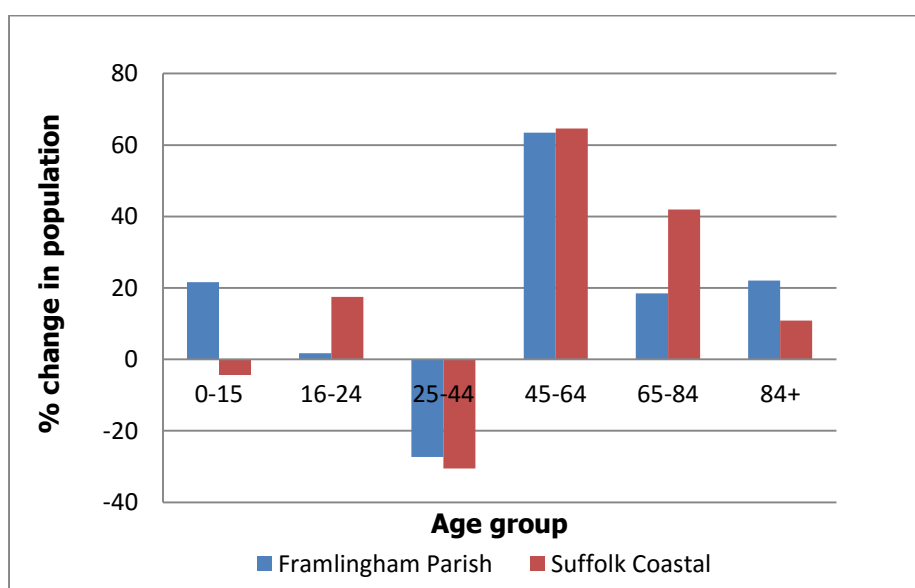
Figure 2.1: Population profile, 2011



Source: 2011 Census

- 2.13 Since 2001, there have been some significant changes in the population. There has been particularly strong growth in children aged up to 15 which is surprising given the associated fall in young adults aged 25 to 44, the age group which represents those with young children.

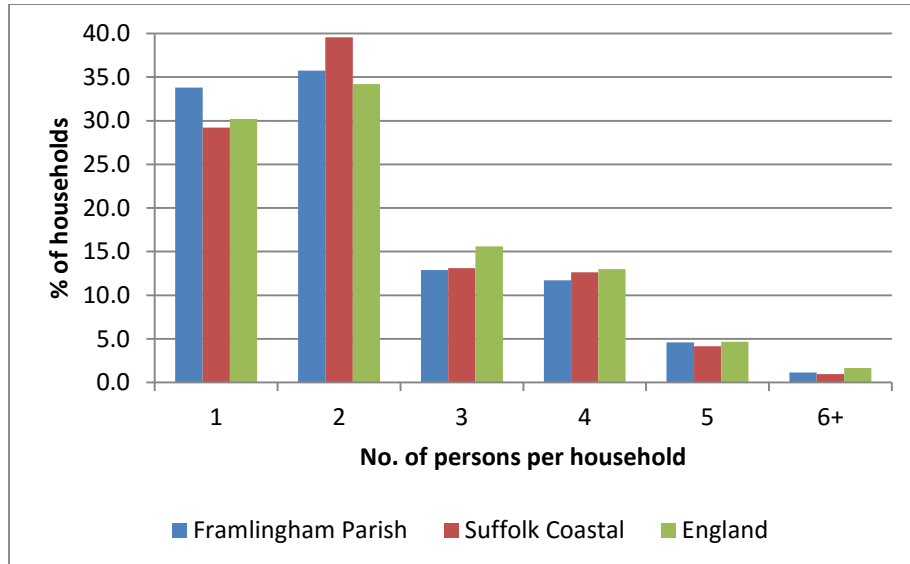
Figure 2.2: Change in population profile, 2001-2011



Source: 2001 and 2011 Census

- 2.14 Framlingham is dominated by 1- and 2-person households, representing nearly 70% of all households. In particular the proportion of 1-person households is well above the district and national averages.

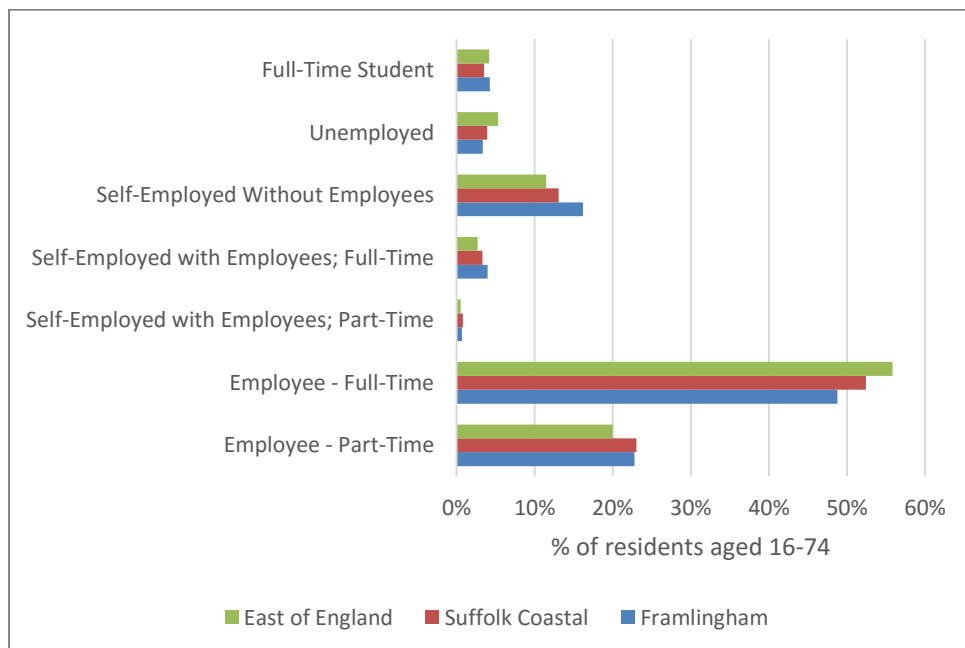
Figure 2.3: Average number of persons per household, 2011



Source: 2011 Census

- 2.15 Framlingham has a high proportion of retirees, nearly 40% of the household 'heads' compared to less than 35% in the district. Of people in work, comparatively low proportions are full-time employees. What Framlingham seems to be well represented in is self-employment. The number of self-employed people that have people working for them, i.e. working in micro-businesses, is proportionately high.

Figure 2.4: Economic activity, 2011



Source: 2011 Census



- 2.20 Framlingham has an established Youth Club, run by the Framlingham Area Youth Action Partnership (FAYAP). There is also a very active Scouts and Guides group and a youth section at Framlingham Sports Club which both cater for a large number of children. In addition the High School and Framlingham College offer out-of-school programmes of activities.

Health and wellbeing

- 2.21 Framlingham is served by one medical practice, although some residents are happy to travel to the Earl Soham surgery¹, 3.5 miles away, where they can get appointments. Also in Framlingham is a dentist, an optician, a physiotherapist and a homoeopathic clinic. The medical practice has permission to extend its current premises and has stated that it does not wish to 'dilute' its services. There are no public transport options provided to the hospital services at Ipswich. The voluntary sector has stepped up to fill this gap with a limited community bus service available. This is an issue not only for Framlingham but also for other market towns and villages in the district.
- 2.22 There is no district provision for sport and leisure in the town. A limited range of sporting facilities are available to the community at the High School and Framlingham College but this has to be out of school hours. There are also playing fields and tennis facilities run and operated by the voluntary Sports Club, located in Badingham Road.



- 2.23 The SCDC Leisure Strategy 2014-2024² states that it is the District Council's intention to work in partnership and promote the health and well-being of all communities. It identifies actions in three areas – 'Sports', 'Facilities' and 'Health and Wellbeing'. The Strategy specifically states that it will support the delivery of Neighbourhood Plans and identifies a number of areas that will be taken forward including, 'support for volunteer working parties that promote health and wellbeing'. The

¹ The Earl Soham facility is a satellite of the Framlingham Surgery

² Suffolk Coastal District Council (2014) *Suffolk Coastal District Council Leisure Strategy 2014-2024*

Sports Club is looking to expand its offer to the community either at its current location or by moving to another site.

- 2.24 Figure 2.6 shows the location of the main meeting venues serving the community of Framlingham.
- 2.25 The development of daytime access to current or new facilities, work with community groups on facilities that need improvement, the development of cycle ways and safer cycling opportunities for school children and mechanisms to ensure all new planning developments consider active travel routes and easy access for all are also stated as a priority for the District. These are key areas of development to ensure Framlingham is provided with the infrastructure required to support the growing community.
- 2.26 Other open spaces include The Fens, Framlingham Castle and its surrounding meadows and mere, a number of children's play areas and the skateboard park at the Pageant Field. There is also an extensive local footpath network linking the town and the countryside.

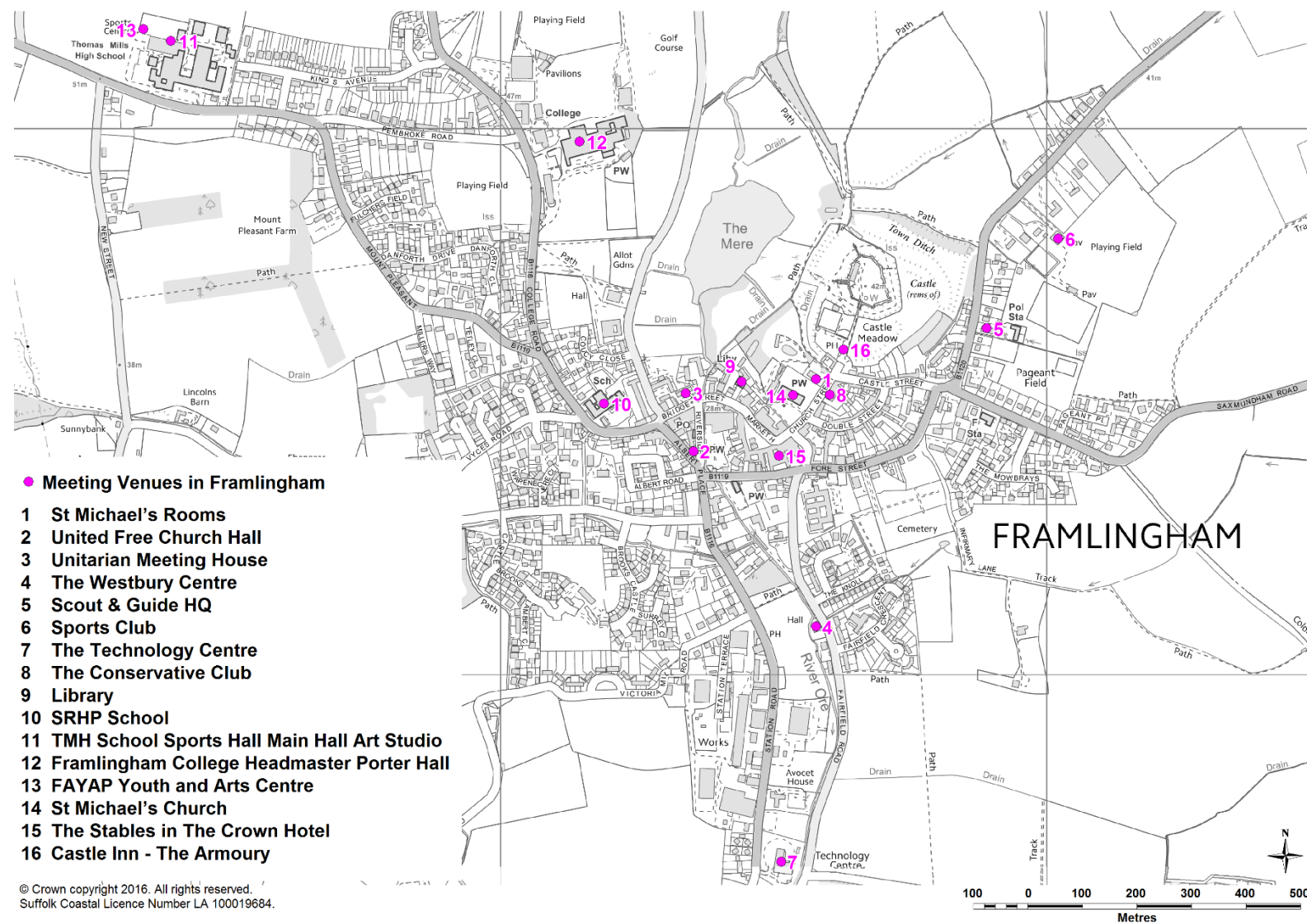
Community organisations

- 2.27 There are a large number of societies, clubs and organisations in the town, offering opportunities for people to meet others, to develop/share hobbies, take part in activities, get advice and offer services (in particular this includes the Citizens Advice Bureau/Community Action Suffolk Volunteer Centre). These organisations meet in a number of venues, including various small halls and meeting rooms, the Conservative Club and the St. John's Ambulance Westbury Centre in Fairfield Road.



- 2.28 There is no dedicated Community Centre or venue available that has capacity for at least 200 people together with appropriate parking. This issue is seen as a priority for the community and more generally for the development of events and entertainments that can enhance the visitor and tourism offerings in the area.

Figure 2.6: Location of meeting venues serving Framlingham



The local economy

- 2.29 Historically farming and agricultural services have been key to the prosperity of the area, but the town has experienced significant socio-economic changes (as reflected throughout the British countryside). The result of this is an increased affluence, the rise in car ownership and the movement of population from town to country. Although the land is still farmed, the number of farmers and agricultural employees has reduced dramatically, with many farms converting to other uses.
- 2.30 Over the past fifty years, rural settlements have become attractive to an increasing number of mobile individuals and their families who choose to live in the country but work elsewhere. This has led to a significant population growth in rural locations, such as Framlingham. At the local level this has been reflected in the growth of private housing since the 1960s.
- 2.31 Some industry has moved out of the centre of the town to be replaced by housing. More recently, a greater variety of businesses have located within Framlingham and the surrounding area, ranging from offices within converted rural buildings and new build developments, such as the Technology Centre, through to small-scale unit and workshop space, such as the Potters business development in Station Road where the veterinary practice is now based. Indeed the service sector is a key sector in Framlingham, providing a large number of jobs. Underpinning this is a significant development in the care sector, with a new residential care home locating in the town. This has created a range of opportunities including for community workers.
- 2.32 Tourism is a key element of the town's economy. The tourism on offer includes Framlingham Castle and an annual cycle of events offered through English Heritage, which draw people into the town. The town centre is also a major draw. Tourism needs to be managed in a way that both protects the heritage features that make the town generally and the town centre in particular attractive to visitors, whilst simultaneously increasing the opportunity for businesses to benefit from a greater number of visitors.



- 2.33 With increasing mobility, the viability of many rural services has declined significantly over the past fifty years, with the subsequent loss of jobs. There is increasing use of internet shopping and it is recognised that there is a requirement to go 'out of town' for some retail needs. Most essentials are available within Framlingham town centre and the settlements surrounding Framlingham which have little or no retail provision rely on the services and facilities within Framlingham.
- 2.34 Current retail facilities include a supermarket, delicatessen, hardware store, dispensing chemist, butchers, bakers, florist, sweet shop, newsagents, stationers, cycle shop and repairs, dry cleaners, jewellers, clothing boutiques, Post office, builders merchants, petrol service stations and garages offering repairs. There are also charity shops and estate agencies. Services include a library, cash machines and a bank, shoe repairs, physiotherapist, dentists, barbers and three hairdressers. There is a range of food outlets including a fish and chip shop, cafés, a 'bistro' (offering lunches, coffees and teas), the Crown Hotel, Indian and Chinese restaurants, fast food outlets, and pubs

(The Station, The Railway Hotel and The Castle Inn) which all serve food. The twice-weekly market (Tuesdays and Saturdays) draws both local residents and tourists to the town centre. As at May 2015, there were just 5 vacant units in the town centre out of a total of 76 units³.

Travel and transport

- 2.35 Suffolk Coastal district is generally not well served by main roads. Framlingham, as one of the market towns within the district, is equally poorly served. There are no major roads or railway stations in the parish. There are links east from Framlingham to the busy A12, with onward travel north and south, and to the west with the A14, which links with routes to the Midlands. Apart from the daily peak periods, traffic in Framlingham also increases during the summer months and at many weekends throughout the year, with people attending events or just visiting the town. An issue for the community is the number of lorries and commercial vehicles that travel through the town from the A12, using it to access villages and commercial destinations to the north, with few alternative options available. Harvest season sees a high number of large farm vehicles using the town's roads and adding to the high volumes of traffic at that time of year.
- 2.36 Roads passing through the town are relatively narrow and not straight. The provision of pavements starts on the edge of the town, though there are gaps and in places the paths are eroded or too narrow to be safe. There is no provision of dedicated cycle paths for cyclists.
- 2.37 Public transport provision in the town is inadequate. There are regular bus services but they do not run right throughout the day. There are also few direct services to the largest nearby town of Ipswich and none to the nearest railway station at Campsea Ashe. During school term time, buses are used to transport schoolchildren to and from the local primary and high schools. For most people living in the area, however, the car has become the principal mode of transport, even for some of the shortest journeys.

Waste management and energy efficiency

- 2.38 There are 137 listed buildings in the parish, many of which are residential properties that residents have difficulty insulating to modern standards. From a residents' survey by Greener Fram⁴, two-thirds of households had inadequate roof insulation. Gas is the predominant fuel used to heat homes and nearly one-third of households cook using electricity. The town's use of gas and electricity is near the national average.
- 2.39 There is only one wind turbine operating in the parish and less than 50 solar photo-voltaic (PV) arrays in the town. The potential is there to install more PV arrays and thus make the town more resilient, in turn saving residents money on fuel bills. The potential to use the town's waste to produce energy either in the form of gas, electricity or heat would also require significant investment.

³ Source: SCDC monitoring

⁴ Greener Fram is a community group which aims to raise awareness of environmental issues, promote practical ways of reducing energy consumption, and champion the creation of a sustainable community.

3 VISION AND OBJECTIVES

Challenges for Framlingham

- 3.1 The Neighbourhood Plan seeks to address, as far as is possible, the challenges that face the community of Framlingham Parish. This reflects the challenges identified and articulated in the Suffolk Coastal District Core Strategy Policy SP23 for Framlingham as well as other local challenges identified through the engagement process for the Neighbourhood Plan. In summary these challenges are:
- **Housing** – identifying land to accommodate the minimum amount of housing required and then the most suitable locations for this, whilst ensuring it addresses the needs of Framlingham.
 - **Infrastructure** – recognising that the infrastructure in Framlingham needs to be improved and that new growth must be appropriately supported by new infrastructure (e.g. community and leisure facilities).
 - **Framlingham town centre** – seeking to retain and improve the vitality of the town centre as a place for residents to address their shopping and service needs and for tourists to visit.
 - **Employment** – extending the scale and range of employment to support the growing population and allowing more of the town's inhabitants to work within walking/cycling distance of where they live.
 - **Reduce car use** – re-establishing Framlingham as a local transport hub and enhancing movement by non-car modes (walking, cycling, buses), so helping to reduce congestion problems in Framlingham town centre.
 - **Heritage** – protecting Framlingham's heritage which underpins its tourism economy without stifling innovation in development.
 - **Environment** – recognising and improving the relationship between the market town of Framlingham and its surrounding environment whilst protecting and enhancing the biodiversity.

Vision for Framlingham

- 3.2 A broad vision for Framlingham has been articulated in the Suffolk Coastal District Core Strategy, Policy SP23, which is a starting point for the development of the Neighbourhood Plan vision. The strategy for Framlingham in Policy SP23 is 'to promote and enable it to remain a largely self-sufficient market town within the district, meeting the day-to-day needs of local residents and businesses within the town and its hinterland, and supporting it as a tourist destination'. Overall it must:
- maintain its high quality historic character and a healthy retail and service offer that serves its residents, those in the surrounding hinterland and visitors;
 - have sufficient services and facilities, especially health, education and community;
 - maximise brownfield opportunities on the edge of the settlement to create mixed use developments;
 - increase the scale and range of employment;
 - retain the sensitive setting and edges of the town;

- retain its role as a tourist centre, offering a range of accommodation and visitor attractions;
- gain from improved access to the town centre.

3.3 The vision for Framlingham describes the goals that have been set for the community over the next 15 years. It is up to everyone to become involved and to support and nurture success. The Neighbourhood Plan is a flexible working document and it is hoped that the community will be inspired by the objectives the plan strives to achieve:



VISION STATEMENT

'In 2031, Framlingham Parish continues to thrive as a vibrant, distinctive and prosperous parish with a thriving market town at its heart. The town continues to evolve and expand whilst retaining its unique and distinctive character, respecting and reflecting the views of its community, and providing an outstanding quality of life for current and future generations of local residents and visitors, as well as the inhabitants of the surrounding villages it serves.

The range and scale of the retail outlets, services and activities have been expanded so that residents of Framlingham and the surrounding villages are now able to access most of these locally, thus reducing the need to travel.

Framlingham has re-established itself as a local transport hub linking to adjacent villages, other local transport hubs, such as Saxmundham, Wickham Market Station and to Ipswich as its main centre.

The town and key services are safely accessible to all pedestrians, cyclists, mobility scooters and wheelchair users.

The town has a community centre that is accessible to all and sufficient in size to hold over 200 people.

The extended scale and range of employment that has been developed allows more of the town's inhabitants to work within walking/cycling distance of where they live.

The health and wellbeing of the population has been enhanced by an extended access to daytime leisure and exercise provision, delivered locally, supported and resourced appropriately.

The green environment has been further extended and enhanced, framing all new developments in managed 'green' spaces. This has served to increase levels of biodiversity and has ensured the adequate protection of sensitive areas.

The capacity of local schools is appropriate to accommodate all local children and young people who require a place, and the standard of education offered is excellent.

New housing developments provide a balanced range of dwellings to suit the needs of all the population.

All new housing development has been phased over the planned period and have been supported through necessary improvements to infrastructure and amenities, providing wider benefits to the existing local community.'

Objectives of the Neighbourhood Plan

- 3.4 The land-use objectives of the Neighbourhood Plan as identified through engagement with the community are as follows:
- **Objective One:** Contribute to the Core Strategy district-wide housing requirement and provide for the housing needs of the parish.
 - **Objective Two:** Ensure that development is sensitively designed to protect and enrich the landscape, reduce or minimise flood risk, mitigate climate change, promote biodiversity and reduce our carbon footprint.
 - **Objective Three:** Develop new local facilities for existing and new residents.
 - **Objective Four:** Strengthen, support and promote local economic activity.
 - **Objective Five:** Improve transport and movement, in particular through non-car modes.
 - **Objective Six:** Protect green spaces of value to the community and maintain the high quality natural and historic environment.
- 3.5 There are also a series of broader objectives which will support the land-use objectives:
- Education for life principles are strongly promoted through a coordinated education and training offered locally and accessible to all.
 - Prioritising local distinctiveness in every element of change and growth.
 - Involving local people in the ongoing process of groups working together, monitoring and delivering development.

Approach

- 3.6 The Neighbourhood Plan is in three parts:
- The first part, in Sections 4 to 10, provides general policies that apply to all parts of the Neighbourhood Plan area.
 - The second part, in Sections 11 to 15 provides more specific detail on policies for particular parts of the Neighbourhood Plan area.
 - Section 16 provides a series of non-policy actions which need to be taken forward alongside the Neighbourhood Plan policies.

4 PHYSICAL LIMITS BOUNDARY

- 4.1 In a rural parish such as Framlingham with one principal settlement, it is important that development is directed to appropriate locations - principally Framlingham town - and that sprawl is avoided. The purpose of a physical limits boundary is to help to provide that direction.

Policy justification

- 4.2 The Suffolk Coastal Core Strategy refers to the fact that 'physical limits boundaries' will be defined for Major Centres down to Local Service Centres. This includes Framlingham town and it is the role of the Neighbourhood Plan to define this.
- 4.3 The main bulk of growth will be delivered on the site allocations, as detailed in the policies in Sections 11 to 15. The site allocations reflect the preferred options as presented to the community of Framlingham. Until these sites are built out then they should remain outside the physical limits boundaries, otherwise they open up the possibility of development adjacent to the boundary which is completely in open countryside.
- 4.4 There will also be infill development within the physical limits boundaries on small windfall sites.
- 4.5 Outside of the physical limits boundaries and the site allocations in the open countryside, development is more restricted. However, certain uses are considered to be appropriate in the countryside and these are identified in the Suffolk Coastal Core Strategy 'Development Management' policies. These most commonly relate to housing, employment, retail, agricultural uses, tourism and community uses and include:
- Policy DM3 (Housing in the Countryside)
 - Policy DM13 (Conversion and Re-Use of Redundant Buildings in the Countryside)
 - Policy DM14 (Farm Diversification)
 - Policy DM15 (Agricultural Buildings and Structures)
 - Policy DM16 (Farm Shops)
 - Policy DM17 (Touring Caravan, Camper Vans and Camping Sites)
 - Policy DM18 (Static Holiday Caravans, Cabins and Chalets)
 - Policy DM30 (Key Facilities)
 - Policy DM31 (Public Buildings)
 - Policy DM32 (Sport and Play)
 - Policy DM33 (Allotments)

Policy

POLICY FRAM1: FRAMLINGHAM TOWN PHYSICAL LIMITS BOUNDARY

The development of Framlingham town shall be focused within the physical limits boundary and on the adjacent site allocations as identified on the Proposals Map.

Development proposals will be supported within the physical limits boundary subject to compliance with other policies in the development plan.

Development proposals outside the physical limits boundary will not be permitted unless:

- they are a site allocated within the Neighbourhood Plan; or
- they are in accordance with Suffolk Coastal Local Plan policies in respect of appropriate uses in the countryside; or
- they relate to necessary utilities infrastructure and where no reasonable alternative location is available.

5 HOUSING

Housing requirements and strategy

- 5.1 In 2011, Framlingham had 1,513 homes. Between April 2010 and January 2016, new developments have increased this by 111 dwellings, bringing the figure to nearer 1,600 dwellings⁵.
- 5.2 Meeting housing needs, particularly those for affordable housing, is a strategic objective in the Suffolk Coastal Core Strategy. Delivery of new housing development in the quantity and form necessary is fundamental to this.
- 5.3 The Core Strategy identified that the five market towns of Leiston, Aldeburgh, Framlingham, Saxmundham and Woodbridge are required to deliver a minimum of 1,520 dwellings over the period from 2010 to 2027 (Strategic Policy SP2). This includes at least 940 dwellings on allocated sites. The Core Strategy provides no breakdown of these figures by each market town.
- 5.4 Since this time, Suffolk Coastal District Council has undertaken further work on providing a more detailed indication of the housing requirements for each of the market towns. In April and May 2016, it is consulting on its 'Site Allocations and Area Specific Policies Local Plan' Proposed Submission Document which contains these indicative figures. For Framlingham this has a residual requirement of 200 dwellings to be delivered on allocated sites over the plan period from April 2015 to March 2027. This is in addition to sites completed (111 dwellings) and already in the planning pipeline (229 dwellings) as at 26th January 2016, so excludes a development for 99 homes on Station Road which was commenced in early-2016. It also excludes 163 dwellings granted on appeal on land at Fairfield Road.
- 5.5 It is important to understand that all figures represent **a minimum of** what must be planned for.
- 5.6 For Framlingham, the Neighbourhood Plan seeks to contribute towards this by allocating seven sites, offering capacity for between approximately 187 and 200 dwellings by 2031. These allocations will be shaped by the other policies that will ensure development provides for the infrastructure needs arising from growth and that new developments include a mix of housing to meet the needs of local people, taking into account the current and projected demographic profile of the town and the need to satisfy demand for 1- and 2-bedroom properties.
- 5.7 Housing growth is to be accommodated in a sensitive way and the strategy for housing growth is articulated in more detail in Sections 11 to 15 of Neighbourhood Plan. This is primarily based on medium and small scale growth dispersed across the town. A number of medium and small scale developments can be accommodated and will make an appropriate contribution for Framlingham, as a market town, towards addressing the wider housing requirements in Suffolk Coastal district.
- 5.8 Following the Sustainability Assessment of the Neighbourhood Plan⁶ draft policies – including an assessment of all potential development sites put forward through the Neighbourhood Plan process - coupled with the feedback on the sites through the community engagement, the following sites have been identified:

⁵ Source: SCDC monitoring

⁶ This is a formal part of the Neighbourhood Plan process and is included as part of the documents submitted at Regulation 16 stage

Thomas Mills High School Area	West Framlingham	South Framlingham	East Framlingham	Central Framlingham
Land off Saxtead Road 20-30 dwgs	Land south of Mount Pleasant 95 dwellings	Land off Victoria Mill Road 30 dwellings	The Green Shed 5-8 dwellings	Old Gas Works 7 dwellings
	Land off Vyses Road/Brook Lane 15 dwellings	Station Terrace 15 dwellings		
20-30 dwellings	110 dwellings	45 dwellings	5-8 dwellings	7 dwellings

5.9 The housing strategy for Framlingham is therefore as follows:

POLICY FRAM2: HOUSING STRATEGY

Over the period 2015 to 2031, new residential development totalling approximately 187-200 dwellings will be provided in Framlingham parish on the following site allocations:

- Land off Saxtead Road (Policy FRAM20)
- Land south of Mount Pleasant (Policy FRAM22)
- Land off Vyses Road/Brook Lane (Policy FRAM23)
- The Green Shed (Policy FRAM24)
- Land off Victoria Mill Road (Policy FRAM26)
- Station Terrace (Policy FRAM27)
- Old Gas Works (Policy FRAM29)

In addition to these allocations, infill development will be considered acceptable within the physical limits boundary of Framlingham, subject to the provisions of policy FRAM1, Core Strategy policies DM2 (Affordable Housing on Residential Sites), DM7 (Infilling and Backland Development within Physical Limits Boundaries) and DM8 (Extensions to Residential Curtilages) and other material planning considerations.

Relevant District Core Strategy policies: SP2, SP3, SP18, SP23, DM2, DM3, DM4, DM7, DM8

5.10 An important issue relating to housing development in Framlingham is the potential adverse effects that the increased population could have on European designated sites including Sandlings Special Protection Area (SPA), Minsmere-Walberswick SPA/Ramsar site and Minsmere to Walberswick Heath & Marshes Special Area of Conservation (SAC). The Suffolk Coastal Core Strategy Appropriate Assessment⁷ was unable to rule out adverse effects on these European sites through increased recreational disturbance as a result of in-combination housing development in the market towns east of Ipswich, including Framlingham. The Appropriate Assessment identified mitigation measures to address these adverse effects including on-site open space provision (particularly to cater for regular users including dog-walkers) and visitor management and monitoring of recreational pressure on the relevant European sites.

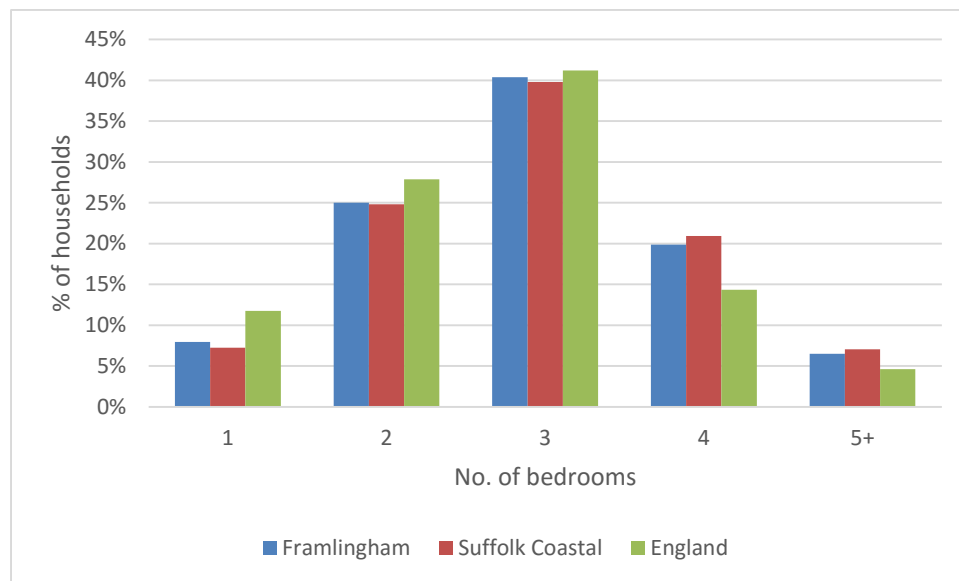
⁷ The Landscape Partnership (2011, modified in 2013) *Appropriate Assessment for Suffolk Coastal Core Strategy and Development Management Policies*, for Suffolk Coastal District Council

- 5.11 In allocating the larger sites in Policy FRAM2, i.e. FRAM20, 22, 26 and 27, it is vital that they provide the on-site green space necessary to mitigate the potential impacts that could occur. This is identified in each of the specific policies referred to.

Housing mix

- 5.12 The housing mix in terms of dwelling size is an important issue in Framlingham. As the earlier analysis has shown, Framlingham parish has a falling proportion of its population aged 25-44, i.e. in the first-time buyer category for housing. This suggests that access to housing is an issue locally because of affordability.
- 5.13 Also, it has a high proportion of older people, with many that engaged in the Neighbourhood Plan process stating that they wished to downsize but stay in Framlingham yet there was a lack of smaller properties. This is reinforced by 2011 Census data which shows that houses in Framlingham are under-occupied, i.e. people have lots of spare bedrooms – 81% of dwellings have at least one spare bedroom in Framlingham compared to 68% nationally.
- 5.14 Perhaps partially reflective of its population mix, Framlingham parish has a high proportion of large properties (4 or more bedrooms) and a low proportion of 1- and 2-bed properties when compared to the national average (Figure 5.1).

Figure 5.1: Number of bedrooms per dwelling



Source: 2011 Census

- 5.15 This suggests that the need is to provide smaller properties over the plan period. This is supported by the evidence from the community, which has stated that there is a continuing need for smaller properties. As a component of this, demand for larger affordable units by those on the housing register is very limited, with the predominant demand being for 1- and 2-bed units. The housing register in July 2015 showed that 64% of Framlingham residents on the register need 1-bedroom accommodation and 85% either 1- or 2-bedroom accommodation.
- 5.16 Strategic Policy SP3 of the Suffolk Coastal Local Plan reflects a policy requirement for developments to provide for needs as they change over time. At present, it is seeking the following split of dwelling sizes on developments of five or more units:

Table 5.1: Target proportions of house sizes in Suffolk Coastal Local Plan

Bedrooms	1	2	3	4+
Open market housing	6%	32%	39%	22%
Affordable housing	43%	31%	16%	11%
All sectors	13%	32%	35%	20%

Source: Suffolk Coastal Local Plan, Table 3.6

- 5.17 Based on the engagement with the local community as part of the preparation of the Neighbourhood Plan, it is considered that this split is not wholly appropriate for Framlingham. With the evidence of considerable need for smaller properties in Framlingham, it is necessary to reflect a Neighbourhood Plan policy that is different to that in Strategic Policy SP3. Policy FRAM3 requires new developments to provide a greater proportion of smaller properties.

POLICY FRAM3: HOUSING MIX

To address the identified need for smaller properties in Framlingham, developments should provide a mix of dwelling sizes (market and affordable) that fall within the following ranges:

- 1-bed dwellings: 10-15% of all dwellings
- 2-bed dwellings: 35-40% of all dwellings
- 3-bed dwellings: 30-40% of all dwellings
- 4+-bed dwellings: 10-15% of all dwellings

An alternative dwelling mix will only be permitted where it is demonstrated that the above mix would fundamentally compromise the viability of the scheme, taking into account other requirements of the scheme.

Relevant District Core Strategy policies: SP2, SP3, SP23

Residential design

- 5.18 In a town with such a rich heritage, it is important that new development is in keeping with this heritage. The setting of the Conservation Area and listed buildings are protected by national and local policy. However, development outside these areas could still have a detrimental impact on Framlingham as an historic market town.
- 5.19 There is therefore a need for quality to underpin all built development in Framlingham. Given the volume of development proposed, this is particularly the case for residential development. There are a number of sites proposed for allocation which would result in sizeable new developments. The aim is that these not only provide high quality places for new residents to live, but that they fit well into the existing urban fabric of Framlingham. The requirement is to avoid the bolting on of faceless, identikit estates to the edge of the town.
- 5.20 This is not just about the physical built form but about the layout of buildings and the public space that weaves these buildings together. The existing community of Framlingham is clear that high

quality residential development needs to be accompanied by effective use of the spaces around them. In particular, the need to provide quality public green spaces along with community facilities such as play spaces and community gardens is seen as helping to create community cohesion. In the creation of green spaces, opportunities to integrate biodiversity should be encouraged in and around developments along with the creation and management of wildlife networks and 'stepping stones' between existing and new green spaces.

- 5.21 Building for Life 12 is the industry standard quality assessment for well-designed homes and neighbourhoods endorsed by Government. It provides a 12-point criteria (shown in Appendix A) to measure the quality of new development. Schemes are scored on a traffic light system of red (unacceptable and not of planning approval quality), amber (partial success with room for improvement or mitigating circumstances) and Green (excellent/exemplary).
- 5.22 The Neighbourhood Plan requires developers to use Building for Life 12 and to demonstrate the quality of their schemes, through full and thorough assessment. Development in Framlingham should be exemplary and should aim to secure at least 10 out of 12 Green levels. Building for Life 12 can then drive up design quality standards and ensure only the very best development is permitted.
- 5.23 Framlingham Town Council encourages developers to share draft submissions in respect of Building for Life 12 ideally at pre-application stage to guarantee scores are a true reflection of scheme quality.

POLICY FRAM4: DESIGN STANDARDS

Residential development proposals must demonstrate that they have addressed the requirements of the Building for Life 12 criteria. Unless there are clear reasons why it is not possible, developments must achieve 'excellent/exemplary' scores for at least 10 of the 12 criteria.

Relevant District Core Strategy policies: SP1, SP3, SP17, SP23, DM7, DM21, DM22, DM23

Low energy design and construction

- 5.24 Coupled with the importance of quality in the built environment through the achievement of the Building for Life exemplary standards is the strong desire for Framlingham to become a more energy-efficient, 'greener' place. Part of this comes through the quality of the actual buildings that are constructed.
- 5.25 Standards for the energy efficiency of developments are now within national standards, related to the Building Regulations. However, an aspiration in Framlingham is to achieve a higher level of energy efficiency. This can be achieved through a variety of means which incorporate low energy and renewable technologies as part of residential design. This includes solar panels, heat pumps (ground or air source), reed beds and water harvesting. The inclusion of such technologies will be strongly supported as part of residential designs.

POLICY FRAM5: LOW ENERGY DESIGN AND CONSTRUCTION

Built development should aim to be carbon neutral or as near to carbon neutral as possible. Residential design proposals that include low energy and renewable technologies will be strongly supported.

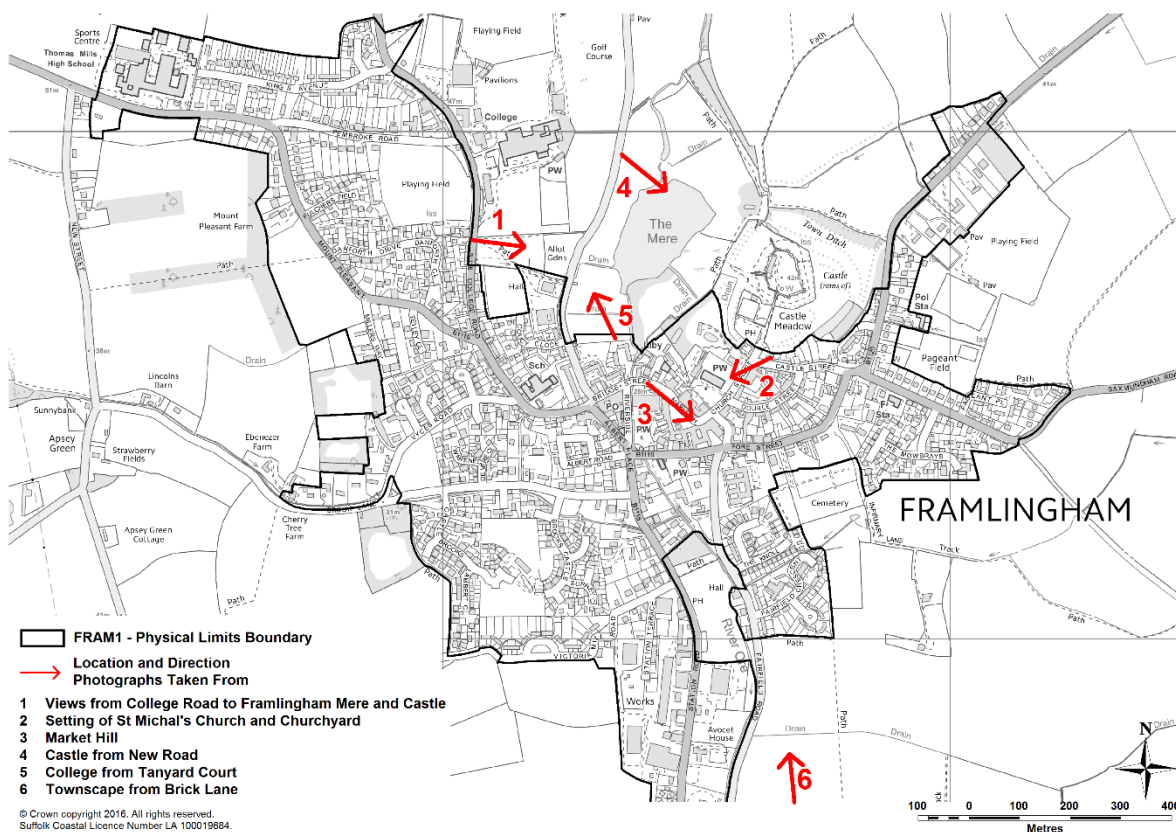
Relevant District Core Strategy policies: SP1, SP12, DM22, DM24

6 LANDSCAPE AND ENVIRONMENT

Protection of important views

- 6.1 Being an historic market town with an iconic heritage asset such as Framlingham Castle close to the heart of the town, the views of Framlingham are considered to be an important part of what brings visitors to the town. The topography of the surrounding area means that there are some significant long distance views which define Framlingham and make it so popular with tourists and residents alike.
- 6.2 The following are considered to be important views:
- View from College Road to Framlingham Mere and Castle
 - Setting of St Michael's Church and churchyard
 - Market Hill
 - View from New Road to Framlingham Castle
 - View from Tanyard Court to Framlingham College
 - Townscape from Brick Lane

Figure 6.1: Important views in Framlingham



View from College Road to Framlingham Mere and Castle



- 6.3 Sections of College Road provide a unique and uninterrupted view of the rear of Framlingham Castle with the Mere serenely positioned in the foreground. The elevated view from College Road across the 'pigs meadow' portrays one of Framlingham's most iconic scenes which constantly changes as the seasons rotate.

Setting of St Michael's Church and churchyard



- 6.4 St Michael's Church is a Grade I listed building that is situated in a dominant location on one of the highest points of the town, in the heart of the conservation area. In conjunction with the surrounding churchyard it provides one of the town's most important urban spaces. The

Conservation Area Appraisal lists the key outside views to be those from 'along Church Street which links the Market Place and the Castle.'

Market Hill



- 6.5 Market Hill provides an extremely important commercial centre to the town. The area contributes greatly to Framlingham's unique character and the Town's Conservation Area Appraisal⁸ states:

'Detailing ranges from vernacular, to classical, to baroque and Italianate. What unites this variety is that scale and mass generally pays homage to what exists in close proximity, and that all properties share an aligned streetscape which brings order and balance to the area.'

⁸ Suffolk Coastal District Council (2013) *Framlingham Conservation Area Appraisal*, Supplementary Planning Document

View from New Road to Framlingham Castle



- 6.6 As with the views from the more elevated position of College Road, New Road provides an excellent vantage point and an uninterrupted vista of the castle across the open expanse of the Mere.
- 6.7 This is again one of Framlingham's most iconic views and provides one of the best opportunities to appreciate a complete elevation of the castle, which is a nationally important grade I listed building and Scheduled Ancient Monument.

View from Tanyard Court to Framlingham College



- 6.8 Framlingham College is a large and imposing building and makes one of the most important contributions to the character and appearance of the Town's conservation area.
- 6.9 Looking towards the College from rear of Tanyard Court the main building is framed against the skyline due to its elevated position, balanced with the pleasing green space of the main lawn in the foreground of the setting.
- 6.10 The sightline from this part of town centre helps keep the connection between the college campus and historic core of the town in place and it is therefore important that it is retained.

Townscape from Brick Lane



- 6.11 Brick Lane and the footpath (PROW) leading off Brick Lane provide an opportunity to view the town's historic core from a southerly approach and is one of the last remaining viewpoints not to be substantially altered by modern development.
- 6.12 In particular, this location affords a unique position to view the silhouettes of Framlingham College, St Michael's Church and the towers of Framlingham Castle, in the same skyline.
- 6.13 It is important therefore that this distinctive view is protected from the risk of being obscured by any form of inappropriate development.
- 6.14 Policy FRAM6 seeks to ensure that development does not have a detrimental impact on these views. Examples of a detrimental impact would include the total or partial loss of the view through the positioning, bulk or mass of a building or structure.

POLICY FRAM6: PROTECTION OF IMPORTANT VIEWS

Development proposals are required to ensure that they do not have a detrimental impact on the following views:

- View from College Road to Framlingham Mere and Castle
- Setting of St Michael's Church and churchyard
- Market Hill
- View from New Road to Framlingham Castle
- View from Tanyard Court to Framlingham College
- Townscape from Brick Lane

Relevant District Core Strategy policies: SP15, SP23

Local Green Spaces

6.15 Under the NPPF, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances. Paragraph 77 of the NPPF says that Local Green Spaces should only be designated:

- *"where the green space is in reasonably close proximity to the community it serves;*
- *where the green area is 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), tranquillity or richness of its wildlife; and*
- *where the green area concerned is local in character and is not an extensive tract of land."*

6.16 The following areas are considered to fulfil all of the criteria of the NPPF:

The Fens



Important open grassland meadow on the edge of the Town Centre providing a well-used recreational area for dog walkers and children. Also provides the only accessible pedestrian link from Station Road to Fairfield Road

Pageant Field



A well-used community area that provides the Town's main recreation ground and children's play facilities, including slides, swings, football goals, exercise machines, skate park and basketball court.

Back Meadow (Rabbit Meadow)



Rear Castle meadow which provides a natural buffer between the main Castle grounds and the approach to the Town Centre along Badingham Road. It also provides a convenient walkway from Badingham Road which connects with footpath routes around The Mere and is popular with visitors and local walkers, alike.

Victoria Mill Road



Crescent of open grassland at the front of a curved terrace of housing which creates the feel of a village green and provides a natural separation for the dwellings from the main road frontage.

Pigs Meadow, New Road



The meadow represents a natural break in the urban form between Framlingham College and residential development along the eastern side of College Road. It also provides an important pedestrian link from the eastern side of Framlingham to the Town Centre. Part of the meadow provides a Community Garden which is organised by the Greener Fram initiative.

Allotments New Road



Situated at the lower end of Pig's Meadow accessed from New Road and currently providing a significant number of allotments which are all currently allocated. They provide an important recreational and educational asset to the Town's residents

Castle Brooks Play area



Provided by the Developers of The Castle Brooks estate this area represents an important secondary children's play area situated in a locality which is home to a large number of families with young children

The Knoll



Attractive area of open grass within the centre of The Knoll estate which provides a sense of openness to the development and has the feel of a 'village green'.

- 6.17 All of these sites also provide valuable green open space that is important, and will continue to be important, in providing space for a range of users including dog walkers. This helps to mitigate the potential adverse impacts of growth on European designated sites.

POLICY FRAM7: PROTECTION AND MAINTENANCE OF LOCAL GREEN SPACES

The following areas identified on the Proposals Map are designated as Local Green Spaces:

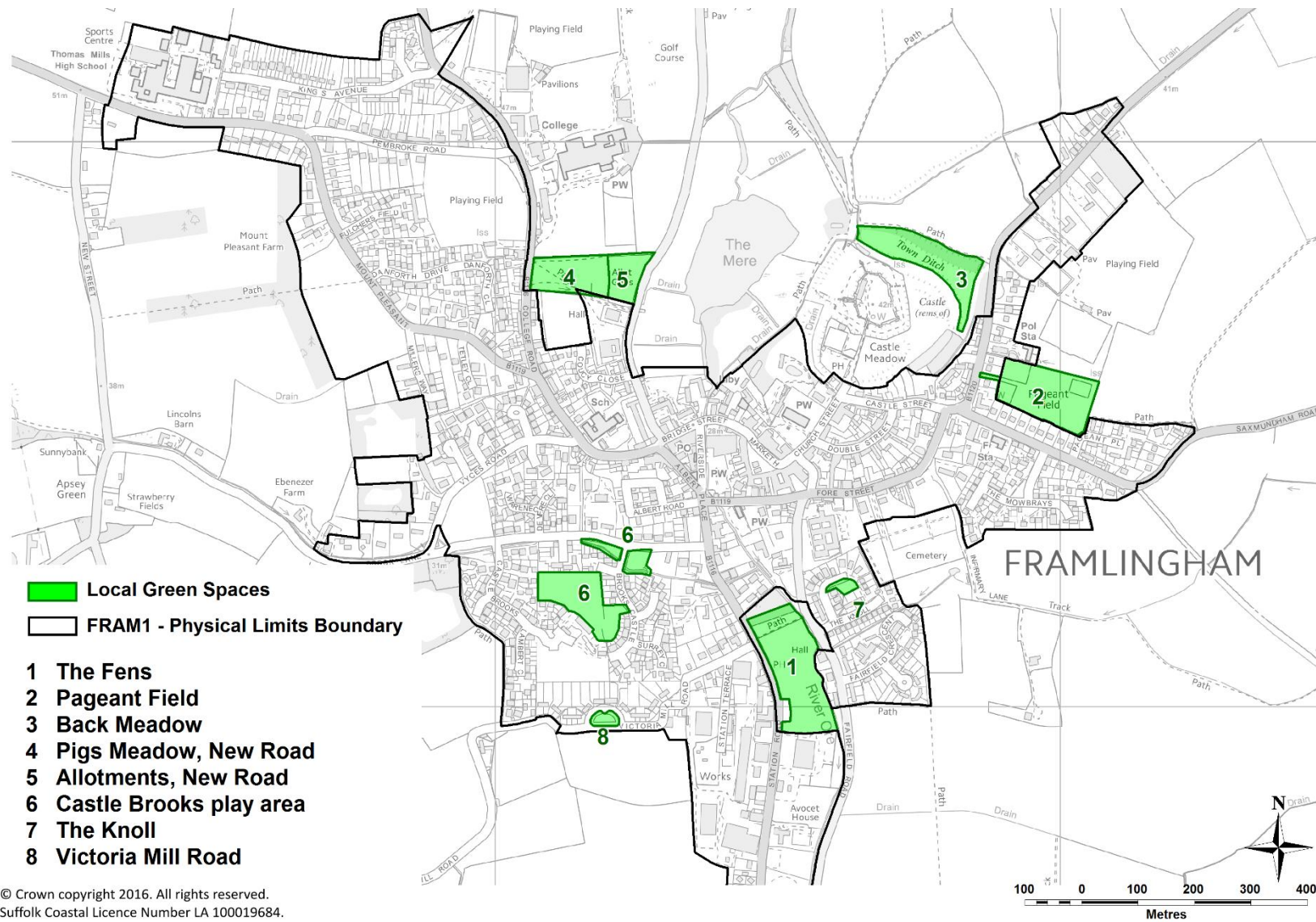
- The Fens
- Pageant Field
- Back Meadow
- Pigs Meadow, New Road
- Allotments, New Road
- Castle Brooks play area
- The Knoll
- Victoria Mill Road (grass crescent)

Proposals for built development on these Local Green Spaces will not be permitted unless the proposal is small in scale (in terms of height and bulk) and it can be clearly demonstrated that it is required to enhance the role and function of the identified Local Green Space.

Relevant District Core Strategy policies: SP16, SP17, SP18, SP23

- 6.18 This protection of European designated sites will also be provided through the implementation of the emerging Suffolk Coastal Green Infrastructure Strategy. This will include details and a timeframe for the implementation of the required mitigation and a funding mechanism for its delivery. It will be important that this mitigation is delivered within an appropriate timeframe in order to ensure that housing development in Framlingham will not have an adverse effect on the European sites.

Figure 6.2: Local Green Spaces



7 COMMUNITY INFRASTRUCTURE

Education

- 7.1 A concern of the community has been that there is insufficient education capacity to accommodate the growth planned for Framlingham. In addition, growth beyond the plan period may trigger further needs which must be planned for in the current Neighbourhood Plan period.
- 7.2 Engagement with Suffolk County Council has confirmed that, in the short term, there is sufficient primary school capacity to accommodate some growth. However, given that the Sir Robert Hitcham's Voluntary Aided Primary School has limited potential to expand on its current site, when it reaches its capacity towards the second half of the plan period there will be a requirement to extend primary school provision in Framlingham. There is an opportunity to move the Primary School to a site closer to the Sir Thomas Mills High School, thereby creating a single 'education zone' which would provide the potential for a more efficient formal provision of education needs across all ages.
- 7.3 It would be important that any provision would include appropriate parking and safe cycling route access.
- 7.4 Policy FRAM8 provides general support for the provision of new education facilities, should they be necessary and the importance of ensuring that there is sufficient education provision to serve the needs of the Framlingham community. This includes provision of Early Years education (3- and 4-year-olds), which has been identified by Suffolk County Council as needing increased provision.

POLICY FRAM8: EDUCATION PROVISION

The provision of additional education facilities (Use Class D1) will be strongly supported. These must be well located to serve the population of Framlingham.

Relevant District Core Strategy policies: SP18, SP23

Health

- 7.5 The need for additional health provision to support growth in Framlingham has been identified by the community. Framlingham Surgery, the only GP surgery serving the town, has been identified as operating over its capacity⁹ and many people engaging in the Neighbourhood Plan process reported that it was difficult to get appointments. It does have planning permission for an extension to its current premises, however this would be relatively limited.
- 7.6 The Surgery has indicated that operating satellite centres would dilute the quality of service they could provide. Therefore, until there is the need for a second surgery – which is unlikely with the levels of growth proposed in the Neighbourhood Plan – then only general support can be provided through the Neighbourhood Plan either for new provision or for the delivery of additional consulting rooms if this is deemed to be feasible.
- 7.7 It will be important that this position is monitored over time and a dialogue maintained between Framlingham Town Council and Framlingham Surgery.

⁹ Source: Navigus Planning (2014) *Suffolk Coastal Infrastructure Delivery Plan*, for Suffolk Coastal District Council

POLICY FRAM9: MEDICAL PROVISION

The provision of additional medical facilities (Use Class D1) will be strongly supported. These must be well located to serve the population of Framlingham.

Relevant District Core Strategy policies: SP18, SP23

Community and youth facilities

Children's play areas

- 7.8 As the population grows, it is important that there is adequate and accessible community and leisure space and facilities to enable the community to thrive. Through the engagement on the Neighbourhood Plan, the community of Framlingham has made clear that play areas and community growing spaces (including allotments) are seen as particularly important.

Pageant Field



- 7.9 Policies SP16 and DM32 of the Suffolk Coastal Core Strategy require appropriate provision of children's play areas.

- 7.10 As of May 2014, there is a current shortage in Framlingham of three Local Equipped Areas for Play (LEAPs) and one Neighbourhood Equipped Area for Play (NEAP)¹⁰. Growth in the population of approximately 200 dwellings likely to create a need for a further two LEAPs or one NEAP¹¹.

Castle Brooks



- 7.11 It is therefore important that further provision of NEAPs is made in Framlingham. An assessment undertaken in December 2012 showed that the greatest deficiency in provision was in West Framlingham, the location for the largest level of residential growth in the Neighbourhood Plan. It is considered that development of land south of Mount Pleasant (Policy FRAM22) provides an opportunity to provide a NEAP. In addition, the reasonably high level of growth in South

¹⁰ Source: Navigus Planning (2014) *Suffolk Coastal Infrastructure Delivery Plan*, for Suffolk Coastal District Council

¹¹ Assumes (i) 2.1 persons per dwelling, which reflects the housing mix required in Policy FRAM3; (ii) Core Strategy Policy SP16 standard of 2.4ha of provision per 1,000 population; (iii) 4,225m² required to provide a LEAP and 8,500m² required to provide a NEAP

Framlingham means that the land at Victoria Mill Road (Policy FRAM26) it is considered to be a good location for the provision of a NEAP.

POLICY FRAM10: CHILDREN'S PLAY AREAS

The provision of new children's play areas will be required to support residential development and to comply with the requirements of Suffolk Coastal Core Strategy policies SP16 and DM32.

There is a need for two Neighbourhood Equipped Areas for Play (NEAPs) to address the needs of Framlingham, in particular in the south and west of the town. Therefore, proposals to bring forward NEAPs will generally be supported, and in particular on land being developed as part of the following development allocations:

- Land south of Mount Pleasant (Policy FRAM22)
- Land at Victoria Mill Road (Policy FRAM26)

Alternative locations will only be considered acceptable if it can be demonstrated that there is a need for a NEAP in that location and the site is available to accommodate such provision.

Relevant District Core Strategy policies: SP16, SP23, DM32

Community growing spaces

- 7.12 Core Strategy Policy SP17 seeks to ensure that communities have well-managed access to green space within settlements, with Policy DM33 specific to allotments. Whilst allotments are an important source of space for growing – which increases self-sufficiency, thereby reducing reliance on importing food and the associated higher energy costs of doing so – they are often not in the most convenient location for all users and plots are often too large for users' needs. An alternative solution is community growing spaces which can be designed into new developments, meaning they are close to residents' homes and involve collective growing by residents that helps to ensure that what is grown is of the right quantity for those residents.

Example of a community growing space



- 7.13 The provision of community growing spaces will therefore be encouraged, particularly as part of the residential site allocations, but also as part of all types of development.

POLICY FRAM11: COMMUNITY GROWING SPACES

The provision of community growing spaces will be required to support residential development unless there are material reasons why this would make development of the expected quantum of housing unfeasible or unviable.

The provision of community growing space as part of non-residential development proposals will be welcomed.

Relevant District Core Strategy policies: SP17, SP23, DM33

Community centres

- 7.14 Framlingham is lacking in a large community centre which is capable of accommodating a range of activities and of seating at least 200 people for a function or meeting. For a town of its size, this represents a significant deficiency in provision. Provision to address this need is dealt with in Policy FRAM23.

8 EMPLOYMENT AND TOURISM

- 8.1 Framlingham continues to be an important centre of employment serving the heart of Suffolk Coastal district. Over recent years, as with many other areas, it has seen a change in its employment offer. More traditional industries have declined and more modern businesses have taken their place. In particular, the development of the Technology Centre on Station Road has been an important part of that.
- 8.2 There is a strong organisational base for employment in Framlingham, led by the Framlingham Business Association (FBA). Its members have raised issues around the importance of retaining a mix of employment space and not losing employment land to other uses, particularly housing. Equally, the changing commercial base has created the potential for start-up and incubator businesses that need small-scale employment space on flexible terms. Currently this is not available in Framlingham.



- 8.3 The growth of the employment base in Framlingham needs to be linked to the skills base of the residents. Engagement on the Neighbourhood Plan has identified support for the development of access to further education and higher education courses locally, and increased training and apprenticeships to be developed. Indeed, the latter is already underway through the work of the Framlingham Business Association Young Enterprise scheme.
- 8.4 Tourism is also an important part of Framlingham's economy. It is important that the town does not just rely on the Castle and the shops to bring visitors in but looks to expand its offer without having a detrimental impact on the very features that attract visitors to come to Framlingham.

General employment areas

- 8.5 One of the main objectives of the Suffolk Coastal District Council Local Plan Core Strategy is:
- 'To deliver a network of employment sites of a size, quality and in locations that:*
- accord with the Settlement Hierarchy;*
 - best meet the needs of existing businesses;*
 - are able to support the growing sectors of the local economy; and*
 - where appropriate, contribute to regeneration.'*
- 8.6 Suffolk Coastal Local Plan Core Strategy Policy SP5 states that General Employment Areas will be identified in the Site Allocations and Area Specific Policies Development Plan Document. This also needs to be reflected in the Neighbourhood Plan.
- 8.7 Suffolk Coastal Local Plan Saved Policy AP51 (General Employment Areas) is relevant to Framlingham, and Saved Policy AP137 is specifically relevant in respect of land at Station Road

and land off Brick Lane. Since this time, however, the land at Station Road has been lost to residential development and there is a concern that this leaves insufficient deliverable land for B-class employment uses in Framlingham. It is vital that the existing employment land at Woodbridge Road and the new employment allocations off Woodbridge Road (Policy FRAM28) and west of New Street (Policy FRAM21) are protected against loss to alternative uses.

POLICY FRAM12: GENERAL EMPLOYMENT AREAS

Unless otherwise stated in other policies of this Neighbourhood Plan, planning permission will normally be granted for Classes B1, B2 and B8 development on the following Industrial Estates identified as General Employment Areas:

- Station Road Industrial Estate
- Woodbridge Road Industrial Estate
- Land between Fairfield Road and Station Road

Relevant District Core Strategy policies: SP5, SP23, DM10, DM12

8.8 In all other cases, the relevant Suffolk Coastal District Council Local Plan Core Strategy policies will apply. These are:

- SP7 (Economic Development in Rural Areas)
- DM10 (Protection of Employment Sites)
- DM11 (Warehousing and Storage)

Incubator/start-up space

8.9 It is also considered that, in order to grow medium- and larger-sized businesses, then it is necessary to nurture business start-ups. Nationally there has been strong growth in self-employment and this has been mirrored in Framlingham.

8.10 Not all of these businesses will require employment space, as many people will work from home. However, for small start-up businesses, the ability to access workspace on flexible, 'easy-in, easy-out' terms helps to provide the foundation to grow a business. Framlingham has a high proportion of well-qualified people – 30% of residents aged 16 or over are qualified to at least degree level compared to 26% across the East of England region¹². This foundation creates the potential for new businesses to be started up by local residents that are keen to also work locally.

8.11 Support is therefore given to the creation of small-scale businesses premises, ideally for incubator/start-up businesses and ideally on flexible rental terms. These may be located in the General Employment Areas; however, with space needs relatively limited, it may be more conducive for these types of spaces to be located closer to the centre of the town where access to other services is better.

¹² Source: 2011 Census

POLICY FRAM13: INCUBATOR/START-UP BUSINESS SPACE

Outside of the General Employment Areas, strong support will be given for development proposals to provide incubator/start-up business space on flexible terms. This provision could either be through the following:

- conversion of existing buildings across the Neighbourhood Plan area, subject to the impact of provision on the highway network and parking; or
- provision of new buildings or conversion of existing buildings within the built-up area boundary of Framlingham.

Relevant District Core Strategy policies: SP23

Tourism

- 8.12 Core Strategy Policy SP8 recognises that the area west of the A12 that includes Framlingham has the potential to absorb additional tourist pressure. Framlingham is the centre of this area in tourism terms, with visitors particularly attracted to the Castle, the historic town and for the many walks around the surrounding countryside. This tourism is one which respects the sensitive nature of the heritage of Framlingham and its surrounding.
- 8.13 Such 'quiet tourism' is welcomed, recognising the economic benefits it brings to the local and wider community. This must be balanced with the need to ensure that tourism development is appropriate and does not have a detrimental impact on the quality of life of the community. Of increasing concern is the impact of tourism on parking and traffic congestion in Framlingham town centre. It is important therefore that the infrastructure relating to tourism is re-examined to ensure that adequate new facilities are provided as the town population expands.
- 8.14 The continued strength of the tourism offer in Framlingham is also dependent on having a range of accommodation for people. The value of tourism locally will increase if more people are staying overnight rather than visiting only for day-trips.
- 8.15 Framlingham currently has a relatively limited range of accommodation both within the town and outside in the surrounding countryside. It is important therefore that the provision of a greater range of accommodation options, i.e. hotels, inns, B&Bs, hostels and camping, are supported. However, it is equally important that such uses are appropriate for their location and do not have significant detrimental impacts on the high quality environment. This particularly applies to new campsites.

POLICY FRAM14: TOURISM-RELATED DEVELOPMENT AND PROVISION OF TOURIST ACCOMMODATION

The development and expansion of tourism facilities, accommodation, attractions and activities connected with day and residential visitors will be supported where the following criteria can be met:

- there are demonstrable economic and social benefits of the proposals; and
- there are no significant detrimental impacts on the existing community, and
- adequate provision for parking is included, particularly for proposals within or adjacent to the town centre; and
- development of accommodation, if within the built-up area boundary, has no adverse impact upon either (i) traffic accessibility through the town or (ii) the character or appearance of the conservation area or the setting of any listed building; and
- if outside the built-up area boundary, the development is an appropriate use in the countryside.

Relevant District Core Strategy policies: SP8, SP23, DM21, DM22

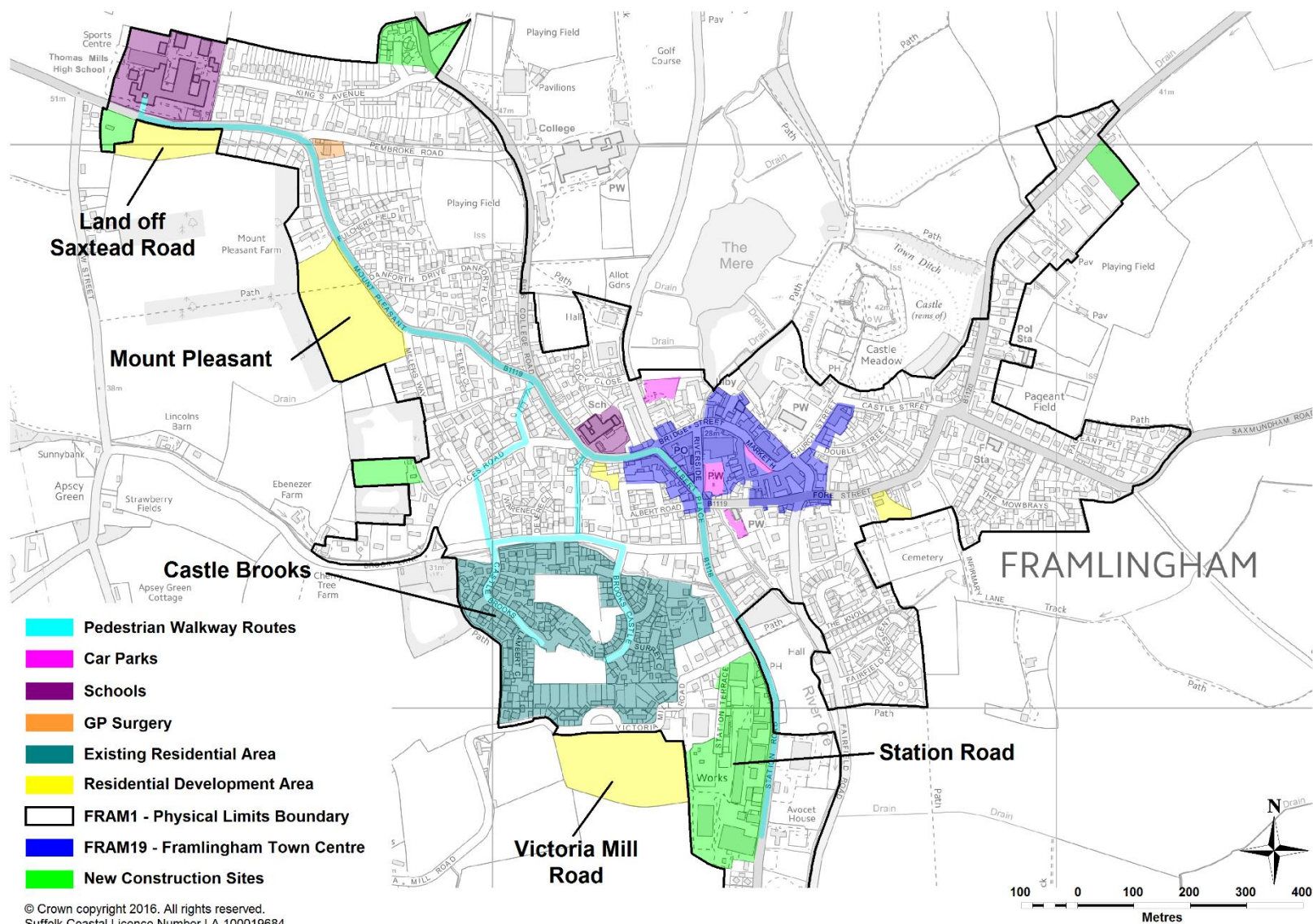
9 TRANSPORT

- 9.1 With the population of Framlingham set to grow through the allocation of a number of significant housing sites around the edge of the town, traffic and movement around and through the town will be an even greater issue for residents and visitors alike than at present. In particular, the speed and volume of traffic is of concern.
- 9.2 Framlingham, as a place to shop and spend leisure time, has always been attractive because of the relative ease of access. However, engagement by the community in the Neighbourhood Plan process identified a high level of concern about the extra traffic that will be generated by the new housing developments using roads in the town that are already considered by people to be congested at busy times of the day. The need for adequate parking in the town centre was also raised as of significant concern to residents and retail businesses. Also, the need for better pedestrian and cycleways into and around the town centre were cited as important and the point made that in order to promote social inclusion they should be provided from the new housing developments being developed to link them with key facilities, such as shops, schools, medical and community facilities. Safety of pedestrians and cyclists is an important issue, particularly around 'sensitive' areas such as schools.

Walking and cycling

- 9.3 In terms of trying to positively influence future patterns of movement into and around the town, the Neighbourhood Plan seeks to focus on making improvements for pedestrians and cyclists in order to encourage more walking and cycling from all the residential areas. Linking the new housing developments into the network of walkways is vital to encourage more walking and less use of the car but also to connect these areas and their residents to the community of Framlingham. Such improvements have a range of benefits including:
- Providing genuine alternatives to the private car as a means of accessing key shops and services, such as the GP surgery and local schools;
 - Providing health benefits through increased walking and cycling;
 - Facilitating less congestion at busy times by encouraging children to walk and cycle to and from school and people to walk and cycle to the shops rather than 'jumping in the car' for a short journey;
 - Providing a safer environment for the community of Framlingham, including for vulnerable users;
 - Providing access to green spaces for users such as dog walkers, so addressing the potential adverse impacts of development on European designated sites.
- 9.4 Access on foot into and around Framlingham town centre and to key facilities such as local schools and the GP surgery requires improvement to existing walkways as well as the provision of some new walkways and pedestrian crossing points in order to encourage increases in usage. The Neighbourhood Plan has identified and mapped a number of primary Walkway Routes that will enable access on foot to these key facilities from the residential site allocations. These are shown in Figure 9.1. It is vital that these Walkway Routes are improved and that access to them from the new housing developments can be provided.

Figure 9.1: Walkway Routes serving allocated development sites



- 9.5 For any development which does come forward, it will be important that safe footpath access is provided to link in with these walkway routes. Without this, these new developments will be isolated from the primary walkways and will serve to act as car-dependent estates.
- 9.6 Where improvements are needed and are not delivered through Section 106 agreements, contributions secured through the Community Infrastructure Levy and provided to Framlingham Town Council (its 'meaningful proportion') will be used to part-fund these and lever in match funding from other sources.

POLICY FRAM15: PEDESTRIAN WALKWAY ROUTES

To ensure that residents can walk safely to Framlingham town centre, public transport facilities, schools and other important facilities serving the community of Framlingham, new development should ensure safe pedestrian access to link up with existing pavements that, in turn, directly serve the Walkway Routes shown on the Proposals Map.

Proposals to enhance the identified Walkway Routes serving new development will be strongly supported and all site allocations in the Neighbourhood Plan for residential, community and employment uses (with the exception of FRAM24 and FRAM29) will be expected to demonstrate how this has been considered and addressed.

Development that will be served by the Walkway Routes will be expected to:

- make financial contributions toward the enhancement of these Walkway Routes; and
- not have an unacceptable impact on any Walkway Route, and provide a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian access using those Walkway Routes.

Relevant District Core Strategy policies: SP11, SP23

- 9.7 In a historic town such as Framlingham, road space is limited and therefore measures to improve cycling are likely to be restricted unless existing road space is given over to bicycles and also pedestrians. Such solutions, which would involve the closing of some roads to vehicular traffic will need to get the balance right so that congestion is not caused elsewhere.
- 9.8 No specific plans for the re-designation of space have been considered with Suffolk County Council. However, this and any other proposals that improve cycling infrastructure will be supported. This includes the provision of more cycle racks in the town centre. The Town Council will continue to work with Suffolk County Council as the highways authority, on measures which will improve the situation for cyclists and thereby encourage greater bicycle use.

POLICY FRAM16: CYCLING

Proposals to improve the provision of cycling infrastructure will be supported. This includes the provision of new dedicated routes for cyclists and the provision of cycle racks in Framlingham town centre.

Highway pinchpoints

- 9.9 Many members of the community have raised concerns about the impact of growth in terms of congestion at key road junctions in the town centre. A whole town traffic survey was undertaken to inform the Neighbourhood Plan. This provided information on volumes of traffic at key points throughout the town and identified high volume areas and impacts at junctions.
- 9.10 As a result, three particular junctions have been identified which currently have significant volumes of traffic using them, particularly during the morning peak. In light of the proposed locations for growth, coupled with other growth already in the planning pipeline (in particular, land at Station Road and land at Fairfield Road), there is the potential for there to be unacceptable impacts at the following junctions:
- Fore Street/Station Road
 - Mount Pleasant/College Road
 - College Road/Station Road/Bridge Street (i.e. Well Close Square)
- 9.11 When proposals on sites allocated in the Neighbourhood Plan come forward, it will be particularly important that they are able to demonstrate that they will not have a severe detrimental impact on any road junctions, including the three identified junctions.
- 9.12 In order to consider the cumulative impacts, any Transport Assessment or Transport Statement will need to provide a common methodology that relates to previous assessments or statements.

POLICY FRAM17: HIGHWAY CAPACITY AT KEY ROAD JUNCTIONS

Any development on sites allocated for development in the Neighbourhood Plan will be required to consider through either a Transport Assessment or Transport Statement (proportionate to the scale of the proposed development) the cumulative transport impact on road junctions, in particular including the following:

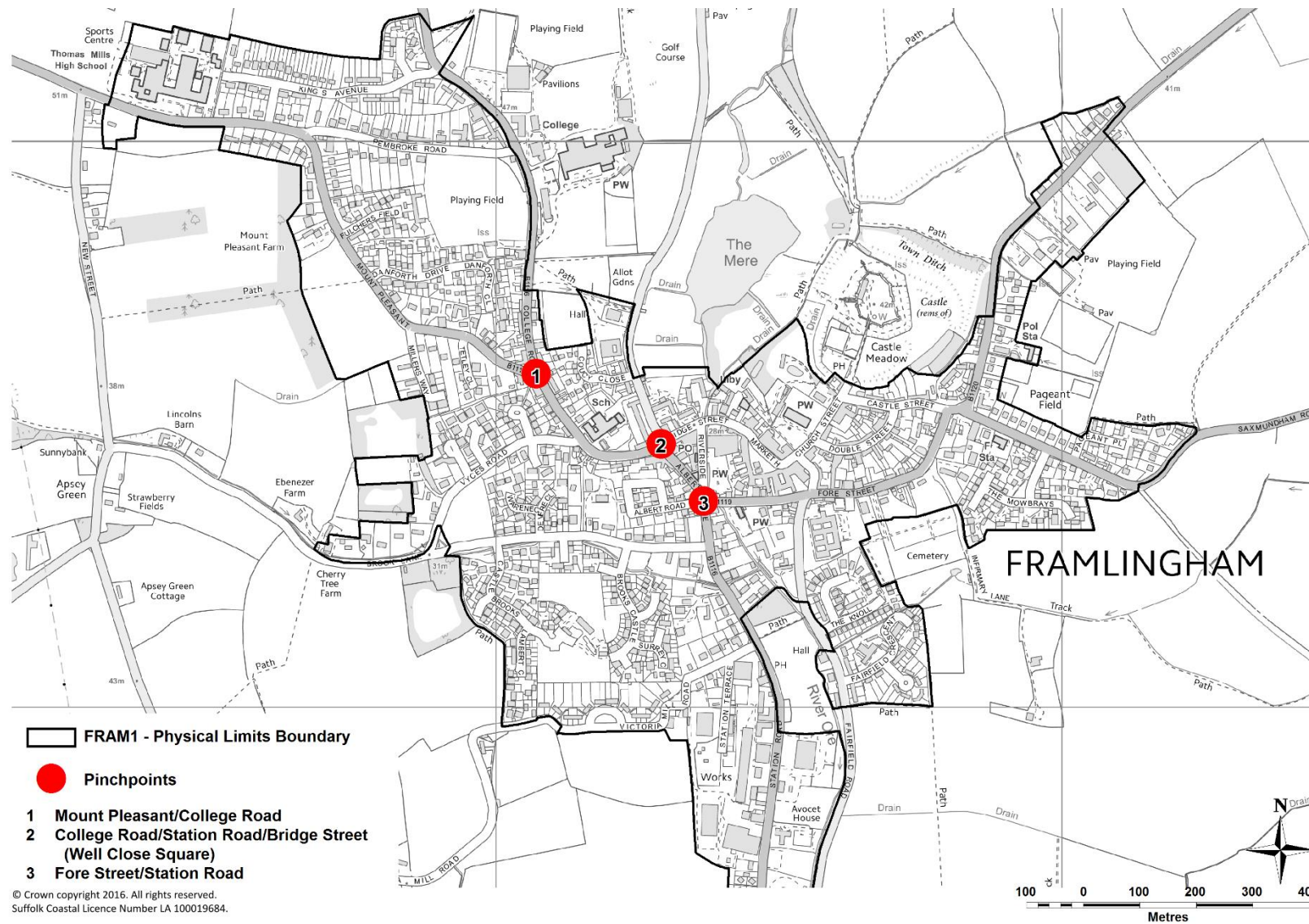
- Mount Pleasant/College Road
- College Road/Station Road/Bridge Street (Well Close Square)
- Fore Street/Station Road

Proposals that would result in a severe impact on any road junctions will be refused.

Relevant District Local Plan Core Strategy policies: SP11, SP23

- 9.13 Suffolk County Council has agreed to work with Framlingham Town Council to establish and prioritise a series of actions relating to resurfacing, improving street lighting, signage, route widening, and in some cases, establishing new routes.

Figure 9.2: Highway pinchpoints



Parking standards

- 9.14 In a market town such as Framlingham which lacks easy access to public transport, it is inevitable that there will be high levels of car ownership. In 2011, the average number of cars owned per household in Framlingham was 1.43 compared to the national average of 1.16. These high and increasing levels of car ownership have created significant issues with the levels of on-street parking.
- 9.15 Suffolk County Council Parking Guidance¹³ requires future parking designs to accommodate safe passage of highways users, including emergency services vehicles. The SCC Parking Guidance is considered to be appropriate in this regard and if followed, will provide safe passage of highways users. Nevertheless, for the community of Framlingham, it is imperative that new development does not recreate and exacerbate the situation of unacceptable levels of on-street parking. New dwellings will be expected to provide off-street parking based as outlined in the Suffolk County Council guidance.
- 9.16 It is also considered that there should be no reduction of existing parking provision, either off-street or on-street, unless it can be appropriately re-provided.

POLICY FRAM18: PARKING STANDARDS

For new developments the minimum parking standards contained in the Suffolk Advisory Parking Guidance, or any subsequent document, shall apply for the provision of off-road parking.

Development that results in the loss of existing off- or on-street parking will generally be refused. The loss of any such spaces will only be permitted if at least the same number of parking spaces can be re-provided in the immediate proximity of where the spaces would be lost.

The provision of unallocated/visitor parking spaces and cycle parking spaces will be in addition to this and are expected to follow the Suffolk Advisory Parking Guidance.

Relevant District Local Plan Core Strategy policies: SP23, DM19, DM22

¹³ Suffolk County Council (2014) *Suffolk Advisory Parking Guidance – Technical Guidance*

10 FRAMLINGHAM TOWN CENTRE

- 10.1 If Framlingham Town Centre is to remain a vibrant place that serves the needs of the resident population, surrounding communities to Framlingham and visitors, it is vital that it uses the sites available to it to provide for the range of needs identified.

Town Centre

- 10.2 Framlingham is a market town and has an identifiable town centre. This area has been defined as the 'Town Centre' on the Proposals Map. This is to ensure that:
- commercial uses do not gradually spread into adjacent residential streets, to the detriment of the amenity of local residents and the character of the areas;
 - the concentration of shopping floorspace is within a reasonable distance of car parks and public transport facilities.
- 10.3 Suffolk Coastal Local Plan Core Strategy Policy SP23 states that the strategy for the town is to, '...maintain a healthy retail and service offer'.
- 10.4 The Neighbourhood Plan will seek to achieve national policy objectives by locating and promoting shops, commercial uses and other town centre uses such as leisure and entertainment within the town centre.
- 10.5 Suffolk Coastal Local Plan Saved Policy AP56 (Town Centre) sought to reflect this approach and it is proposed that this policy is retained but updated to reflect Planning Practice Guidance.

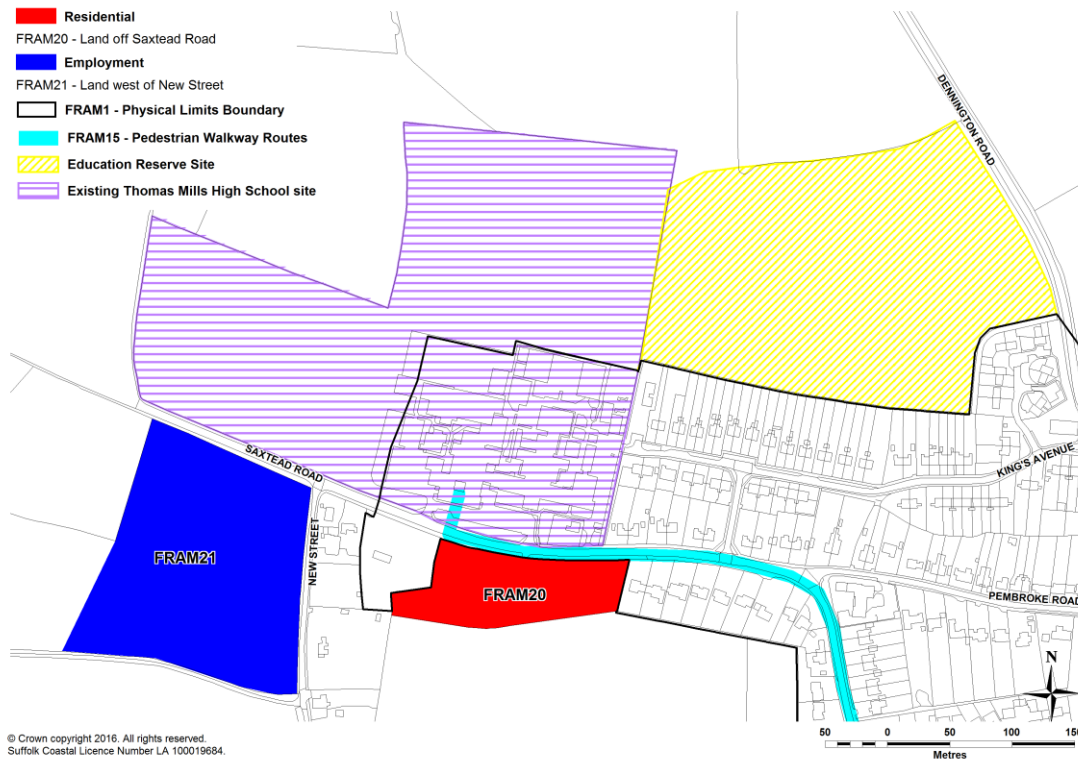
POLICY FRAM19: FRAMLINGHAM TOWN CENTRE

In order to offer a choice of modes of transport - particularly for people who do not have the use of a car - Framlingham town centre is the preferred location for main town centre uses (as defined by the NPPF), other than ancillary retail uses or farm shops;

If no suitable and viable sites exist in the Town Centre, then sites of the edge of the Town Centre will be considered appropriate, provided they are well connected to the town centre.

Relevant District Local Plan Core Strategy policies: SP9, SP23

11 THOMAS MILLS HIGH SCHOOL AREA



- 11.1 The growth planned in Framlingham will put pressure on the provision of school places, particularly in respect of primary school provision. The area around Thomas Mills High School is a key location to provide for the education needs of the community over and beyond the plan period. At the present time, Suffolk County Council (the education authority) is considering expansion of Sir Robert Hitcham's Primary School on its existing site but does not consider it necessary to commit to increased secondary school provision in Framlingham. However, as developments come forward it may be necessary to make extra provision.
- 11.2 In such circumstances it is considered that an extension of Thomas Mills High School would be the most efficient way of increasing secondary school capacity and a transfer of primary school education to the same site should be considered. In light of the lack of certainty over the need for new school places, it is not likely that any such extension will be needed in the early part of the plan period. As such, the land to the rear of Thomas Mills High School is 'reserved' for this use and the need for its development will be considered as part of the review of the Neighbourhood Plan, which is expected within five years.
- 11.3 The community has stated that there is a need for more community sports provision, particularly for indoor sports. This provision could be linked to existing provision at Thomas Mills High School, creating a more joined-up approach to leisure provision which aligns with the objectives of SCDC's Leisure Strategy¹⁴.
- 11.4 In the meantime, the site allocation at land off Saxtead Road will help to consolidate it as the education zone serving the community of Framlingham through the provision of extra parking.

¹⁴ Suffolk Coastal District Council (2015) *Suffolk Coastal District Council Leisure Strategy 2014-2024*

Land off Saxtead Road (opposite Thomas Mills High School)

- 11.5 This site is directly opposite Thomas Mills High School. The site totals 0.9 hectares and is currently an agricultural field. To the south is open countryside and to the north and east is the residential edge of Framlingham. The site is flat.
- 11.6 A small area immediately to the west of the site has previously been granted planning permission for residential development. There is also a listed property to the west but this is not immediately adjacent to the site and is well screened by mature trees that should be retained.
- 11.7 The site does open development out slightly into the countryside but is still considered to relate reasonably well to the existing settlement pattern, particularly given the presence of buildings to the east and west. However, careful design and landscaping will be important, particularly on the southern boundary.
- 11.8 The site is allocated for residential use but could also provide an opportunity to relieve parking problems for Thomas Mills High School by providing parking for staff. Parking and drop-off at the school is an issue that has been identified by the community and this site provides an opportunity to resolve this problem on a temporary basis. The parking space would be offered on a licence agreement with the school for a period (potentially 10 years), by which time it is expected that the school will have developed a longer term parking and drop-off strategy to support the expected growth in education provision in this location.
- 11.9 If the site is to be brought forward for a mix of school parking (approximately 20 spaces) and residential use, then it is expected to be suitable to accommodate approximately 20 dwellings. If however, it is demonstrated that school parking is not required then up to 30 dwellings are possible. Any development proposal must ensure that a full assessment of the requirement for parking accompanies a planning application. It will also be important that the design of the parking provision considers the amenity of local residents, both existing and from the new housing development.
- 11.10 Accessible public open space will be required to be provided on this site in line with the requirements of Strategic Policy SP16 of the Suffolk Coastal Local Plan. It is important that this is provided in order to mitigate the potential adverse effects that the increased population could have on European designated sites in the area.

POLICY FRAM20: LAND OFF SAXTEAD ROAD (OPPOSITE THOMAS MILLS HIGH SCHOOL)

Planning permission will be granted for car parking and between 20 and 30 residential units on 0.9 hectares of land off Saxtead Road (opposite Thomas Mills High School) subject to the following criteria:

- it provides a mix of dwelling sizes in accordance with Policy FRAM3; and
- the design of the dwellings is in accordance with the requirements of Policy FRAM4; and
- affordable housing is provided to meet the requirements of Core Strategy Policy DM2; and
- sufficient car parking to serve the needs of the staff of Thomas Mills High School is provided unless it can be demonstrated that this car parking is not required; and
- if parking is required to serve users of the school, then it is provided on a licence agreement with the school; and
- the provision of appropriate vehicle access into the site from the B1119; and
- the provision of appropriate pedestrian and cycle access; and
- the provision of a traffic impact assessment; and
- appropriate landscaping is provided on the southern boundary to ensure that the development does not provide a 'hard' urban edge to the entrance to the town; and
- the retention of the existing mature tree belt along the eastern boundary of the site; and
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation; and
- the provision of publicly accessible green space within the site in accordance with the requirements of Strategic Policy SP16 of the Suffolk Coastal Local Plan; and
- the setting of the adjacent listed building is not affected.

Land to the west of New Street

- 11.11 This site is opposite Thomas Mills High School and sits on the corner of Saxtead Rd and New Street. It totals 2.8 hectares and is currently an agricultural field. To the south and west is open countryside and to the east is the residential edge of Framlingham, the site is flat.
- 11.12 The site is allocated for employment use. The site will provide employment space on the west side of the town, which will be an alternative to the main focus of employment in the south. This will help to spread employment movement and create a new cluster of activity along with the growth in education and new housing on the land at Mount Pleasant. It is considered suitable for B1 office and light industrial uses. In particular, this could provide an opportunity to provide small scale incubator units, as sought by Policy FRAM13.

POLICY FRAM21: LAND WEST OF NEW STREET

Planning permission will be granted for B1-class employment on 2.8 hectares of land to the west of New Street subject to the following criteria:

- the provision of appropriate vehicle access into the site from New Street or the B1119; and
- the provision of a traffic impact assessment; and
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation; and
- appropriate landscaping is provided on the western and southern boundaries to ensure that the development does not provide a 'hard' urban edge to the entrance to the town.

The provision of small scale incubator/start-up units that addresses the needs of Policy FRAM13 will be strongly supported.

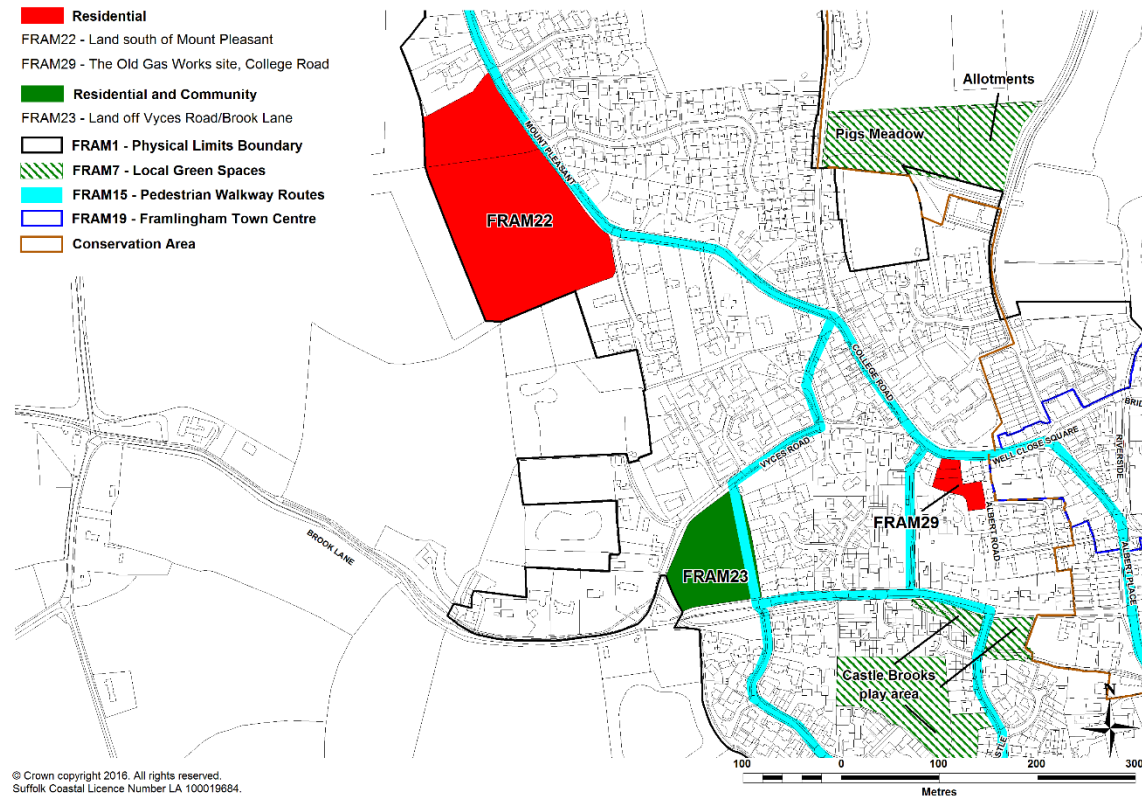
Reserve Site: Land to the rear of Thomas Mills High School

- 11.13 The long-term education needs of Framlingham have yet to be stated by Suffolk County Council, the education provider. It is possible that, over the plan period, additional school provision will need to be made to serve the growing population of Framlingham and its surrounding catchments. In such an event it is important that a suitable site is available to provide for these needs.
- 11.14 It is considered that continuing to focus education provision around the existing Thomas Mills High School site would represent the most efficient approach. Therefore this land is reserved, pending a further review of education needs by Suffolk County Council. The intention to review the Neighbourhood Plan within five years to reflect the equivalent requirement for a review of the Suffolk Coastal Local Plan then offers the opportunity to allocate the site more formally.

RESERVE SITE POLICY: LAND TO THE REAR OF THOMAS MILLS HIGH SCHOOL

Land totalling 2.6 hectares to the rear of Thomas Mills High School is reserved for education use.

12 WEST FRAMLINGHAM



- 12.1 This area is the main focus for residential growth. The location is considered suitable for this focus because it provides easy access to the town centre and will also be close to the existing schools and the proposed education zone and leisure provision.

Land south of Mount Pleasant

- 12.2 This land totals 2.78 hectares and is currently an agricultural field. To the west and south is open countryside and to the east and partly to the north is the residential edge of Framlingham. The site fronts on to the B1119 Mount Pleasant road. The site is flat.
- 12.3 Access can be provided along the eastern boundary of the site directly onto the B1119. This stretch of road provides reasonable visibility. The site can provide a pedestrian link exiting the site on the far south eastern boundary which would be capable of providing safe pedestrian access into the town centre once the B1119 has been crossed. A pedestrian crossing would therefore be beneficial to serve the development.
- 12.4 A public right of way runs through the site and this will either need to be retained or diverted around the edge of the site.
- 12.5 The site does open development out into the countryside. However, the existing mature tree belt on the western side provides significant screening so this must be retained. Along the eastern boundary with the B1119, it will also be important to provide soft landscaping in order to ensure that development is well screened and so does not provide a suburban feel as you enter the town from the west.

- 12.6 Accessible public open space will be required to be provided on this site in line with the requirements of Strategic Policy SP16 of the Suffolk Coastal Local Plan. It is important that this is provided in order to mitigate the potential adverse effects that the increased population could have on European designated sites in the area.
- 12.7 The site is considered to be suitable to accommodate approximately 95 dwellings. These densities reflect a balanced approach that seeks to make the best and most effective use of land being brought forward for development whilst respecting the setting and general location of the site on the western edge of the settlement.
- 12.8 It should be noted that as at December 2015, planning permission has been agreed in principle for a 95-dwelling scheme on this site (planning application ref: DC/15/2759/FUL). It is also important to note that this site is allocated in the Neighbourhood Plan under exceptional circumstances as it does not fit in with the preferred strategy of focusing on small and medium-sized development sites. However, it is considered to represent the most sustainable solution to assist the Neighbourhood Plan address the housing requirements over the plan period.

POLICY FRAM22: LAND SOUTH OF MOUNT PLEASANT

Planning permission will be granted for approximately 95 residential units on 2.8 hectares of land to the south of Mount Pleasant subject to the following criteria:

- it provides a mix of dwelling sizes in accordance with Policy FRAM3; and
- the design of the dwellings is in accordance with the requirements of Policy FRAM4; and
- affordable housing is provided to meet the requirements of Core Strategy Policy DM2; and
- the provision of publicly accessible green space within the site in accordance with the requirements of Strategic Policy SP16 of the Suffolk Coastal Local Plan; and
- if possible, the provision of a Neighbourhood Equipped Area for Play (NEAP); and
- the introduction of soft landscaping on the eastern boundary of the site fronting onto the B1119 (Mount Pleasant) and the retention of the existing mature tree belt along the western boundary of the site; and
- the provision of appropriate vehicle access into the site from the B1119; and
- the provision of a dedicated footway or footpath from the south-western edge of the site to link up to the existing footway on the B1119, facilitated with a pedestrian crossing of the B1119; and
- the retention of the existing public right of way, either on its existing route or by diverting it around the edge of the site; and
- the provision of a traffic impact assessment.

Land off Vyces Road/Brook Lane

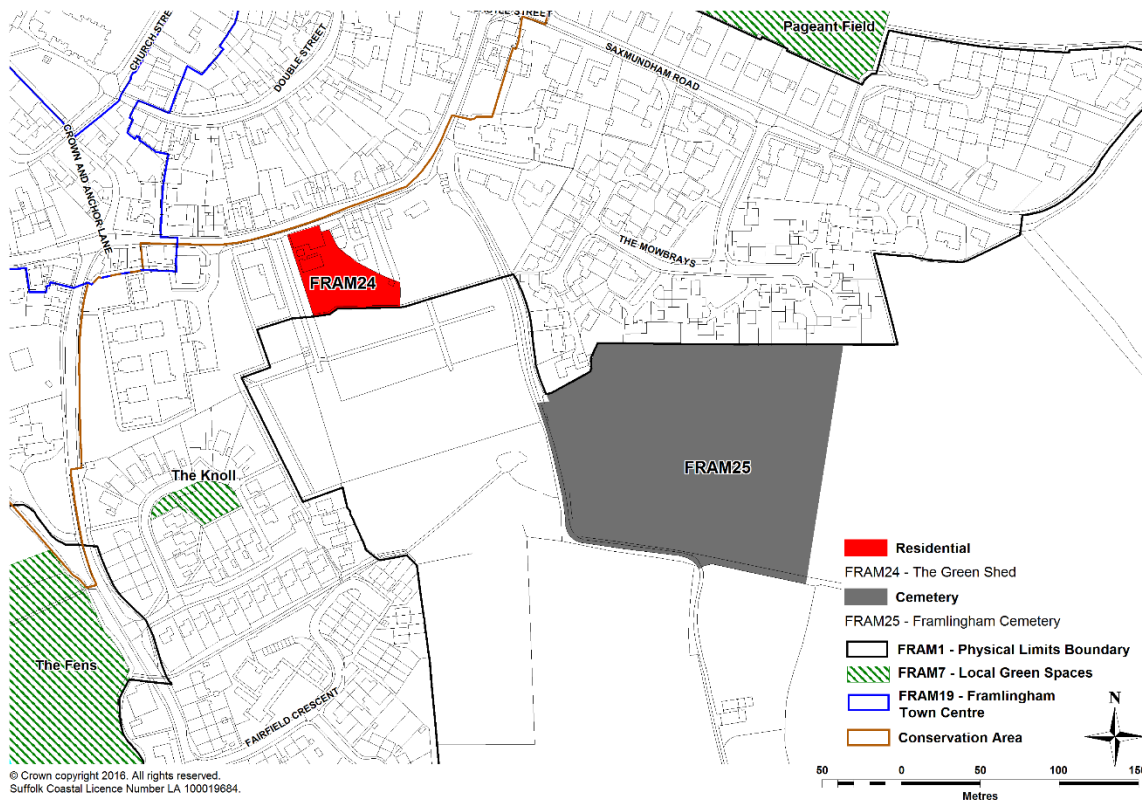
- 12.9 This site totals 0.8 hectares and is currently an agricultural field. It is largely surrounded by residential properties. The site is flat.
- 12.10 The owners of the site are a charity and they wish to bring the site forward for a community centre and affordable housing. Framlingham is lacking in a large community centre which is capable of accommodating a range of activities and of seating at least 200 people for a function or meeting. For a town of its size, this represents a significant deficiency in provision.
- 12.11 The land at Vyces Road and Brook Lane has been identified to provide such a space as part of a mixed use development. The site is well located, within relatively easy walking distance of most parts of the town. The intention is to incorporate the following into the design of this building:
- A large space (approximately 500m²) to act as a meeting facility for 200 people or more (good design could enable the use of outside space for a temporary marquee to support larger activities/events)
 - A self-contained area for the provision of a youth club facility, including an activity area
 - Office space for administration of hall and youth activities
 - Store
 - Kitchen
 - Toilets
- 12.12 It will be important as well that appropriate parking arrangements are made on site to avoid significant levels of parking on the surrounding residential roads.
- 12.13 Core Strategy Policy DM31 protects against the loss of public buildings such as community centres, unless there is no proven need.
- 12.14 The owners would also like to bring forward affordable housing on the site to address needs of those in Framlingham. This could be in the form of almshouses but this would be determined as part of the preparation of a planning application.
- 12.15 Along with the community centre and parking, the site is considered to be suitable to accommodate approximately 15 dwellings.

POLICY FRAM23: LAND OFF VYCES ROAD/BROOK LANE

Planning permission will be granted for a community centre (Use Class D1), associated parking and approximately 15 residential units on 0.8 hectares of land off Vycles Road/Brook Lane subject to the following criteria:

- it provides a mix of dwelling sizes in accordance with Policy FRAM3; and
- the design of the dwellings is in accordance with the requirements of Policy FRAM4; and
- affordable housing is provided to meet the requirements of Core Strategy Policy DM2; and
- the community centre provides a large meeting space and self-contained activity space for youth activities and associated facilities; and
- the residential units are provided as affordable units with a mechanism to retain them in perpetuity for people with a proven local connection to Framlingham, to be secured by a suitable legal agreement; and
- the provision of appropriate pedestrian access to the community centre; and
- the provision of a traffic impact assessment;
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

13 EAST FRAMLINGHAM



- 13.1 The eastern part of Framlingham is sensitive to development due to the topography on this side of the built-up area and the particular entrance points that there are into the town. It is therefore proposed that the land is more appropriate for uses which do not provide a dense urban form.
- 13.2 The former Police facility off Badingham Road has been granted planning permission to deliver a small number of residential units, both through new build and the conversion of an existing property. However, if this scheme were not to be built then the site could provide an excellent opportunity to deliver a community building.
- 13.3 In the future there is the potential opportunity for the Sports Club to relocate within Framlingham. Whilst this was considered as part of the development of the Neighbourhood Plan, there was a lack of certainty that the plans could be delivered. However, this will be an important consideration as part of the review of the Neighbourhood Plan.

The Green Shed, Fore Street

- 13.4 This is a small site close to the centre of Framlingham. It has the potential to deliver approximately five dwellings although the design of the scheme will need to be carefully considered to ensure that it does not represent over-development of the site and is in keeping with the surrounding area.

POLICY FRAM24: THE GREEN SHED, FORE STREET

Planning permission will be granted for approximately 5-8 residential units on 0.22 hectares of land at The Green Shed, Fore Street, subject to the following criteria:

- it provides a mix of dwelling sizes in accordance with Policy FRAM3; and
- the design of the dwellings is in accordance with the requirements of Policy FRAM4; and
- it provides an appropriate strategy to deal with parking; and
- affordable housing is provided to meet the requirements of Core Strategy Policy DM2; and
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

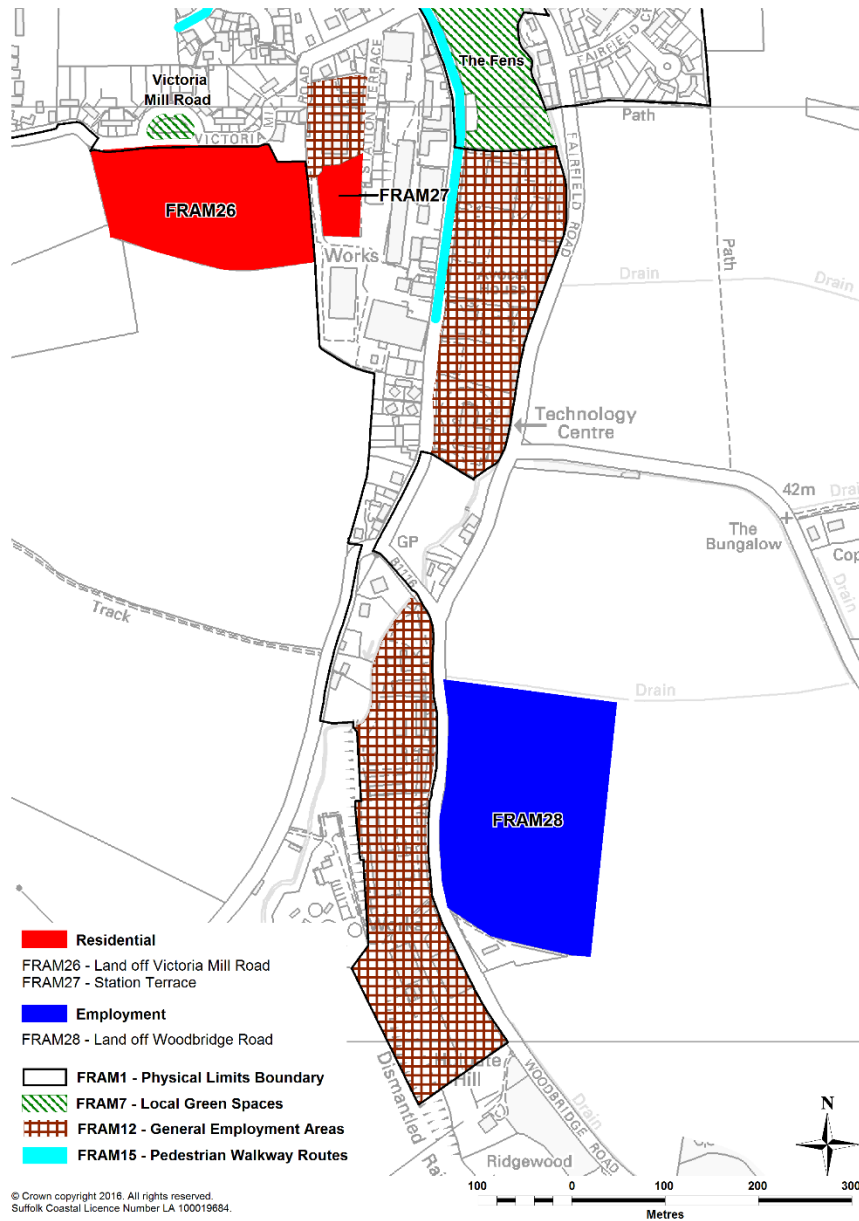
Framlingham Cemetery

- 13.5 The only cemetery directly serving Framlingham is located in Fore Street. Framlingham Town Council is the burial authority and owns and maintains the cemetery. As at late-2015, there are approximately 50 burial plots remaining plus 30 ashes plots. There is an average of 10 new applications each year meaning that the space will be filled during the plan period.
- 13.6 There is therefore an identified need, over the plan period, for additional burial space in Framlingham. In order to ensure there is capacity available over the long term, it is considered that space to allow for a further 15 years of burials in addition to the existing space is reasonable. This creates a need for space to accommodate 150 burials which will require approximately 2.4 hectares of space.
- 13.7 Land adjacent to the existing cemetery has been offered by the landowner for an extension of the cemetery. This will ensure that sufficient burial space can be provided over the plan period and beyond. It is a wish of the community that the planting strategy for this reflects a 'garden' approach in order to encourage wildlife.

POLICY FRAM25: FRAMLINGHAM CEMETERY

Planning permission will be granted for a 2.4-hectare extension to Framlingham Cemetery to provide further burial space. This is subject to a scheme of archaeological evaluation being provided, followed by appropriate mitigation

14 SOUTH FRAMLINGHAM



Land off Victoria Mill Road

- 14.1 This site is considered suitable for approximately 30 dwellings. The restriction on the number of dwellings for the site reflects the limitations placed on it by the need for access off Victoria Mill Road.
- 14.2 The shortage of larger play space to address the needs of a wider range of young people in this part of the town means that it is considered to be a suitable location for a Neighbourhood Equipped Area for Play (NEAP).
- 14.3 Accessible public open space will be required to be provided on this site in line with the requirements of Strategic Policy SP16 of the Suffolk Coastal Local Plan. It is important that this is provided in order to mitigate the potential adverse effects that the increased population could have on European designated sites in the area.

POLICY FRAM26: LAND OFF VICTORIA MILL ROAD

Planning permission will be granted for 30 residential units on 2.6 hectares of land off Victoria Mill Road, subject to the following criteria:

- it provides a mix of dwelling sizes in accordance with Policy FRAM3; and
- the design of the dwellings is in accordance with the requirements of Policy FRAM4; and
- affordable housing is provided to meet the requirements of Core Strategy Policy DM2; and
- if possible, the provision of a Neighbourhood Equipped Area for Play (NEAP); and
- the provision of publicly accessible green space within the site in accordance with the requirements of Strategic Policy SP16 of the Suffolk Coastal Local Plan; and
- the provision of appropriate vehicle access into the site from Victoria Mill Road; and
- the provision of a traffic impact assessment; and
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

Station Terrace

- 14.4 This site was formerly used as private allotments, however they have not been used for many years and the land is largely scrub. This site is adjacent to the Station Road site that is currently under construction. It has been purchased by a developer for residential use. The developer recognises that there are limitations because of access to the site, unless this is provided through the Station Road site.
- 14.5 Accessible public open space will be required to be provided on this site in line with the requirements of Strategic Policy SP16 of the Suffolk Coastal Local Plan. It is important that this is provided in order to mitigate the potential adverse effects that the increased population could have on European designated sites in the area.
- 14.6 The site is considered suitable for up to 15 dwellings.

POLICY FRAM27: STATION TERRACE

Planning permission will be granted for approximately 15 residential units on 0.34 hectares of land at the former Station Road allotments, subject to the following criteria:

- it provides a mix of dwelling sizes in accordance with Policy FRAM3; and
- the design of the dwellings is in accordance with the requirements of Policy FRAM4; and
- affordable housing is provided to meet the requirements of Core Strategy Policy DM2; and
- the provision of publicly accessible green space within the site in accordance with the requirements of Strategic Policy SP16 of the Suffolk Coastal Local Plan; and
- the provision of appropriate vehicle access into the site; and
- the provision of a traffic impact assessment; and
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

- 14.7 Extensive engagement with the business community in Framlingham has identified a potential need for additional B-class employment floorspace in the town over the plan period. The existing employment areas in Framlingham, centred around the area immediately to the south of the town, are generally thriving.
- 14.8 Land allocated for employment use on the west side of Station Road has recently been lost to residential development and there is a concern that this leaves insufficient deliverable land for B-class employment uses in Framlingham

In order to consolidate and strengthen Framlingham's business base, it is necessary to provide additional good quality land for existing businesses to expand and for new business to come in to Framlingham. Many of the new businesses are likely to be small businesses often in the form of start-ups. The success of the Technology Centre has demonstrated that there is a strong and growing market for micro-businesses of less than five employees working in various relatively high value sectors.

Land off Woodbridge Road

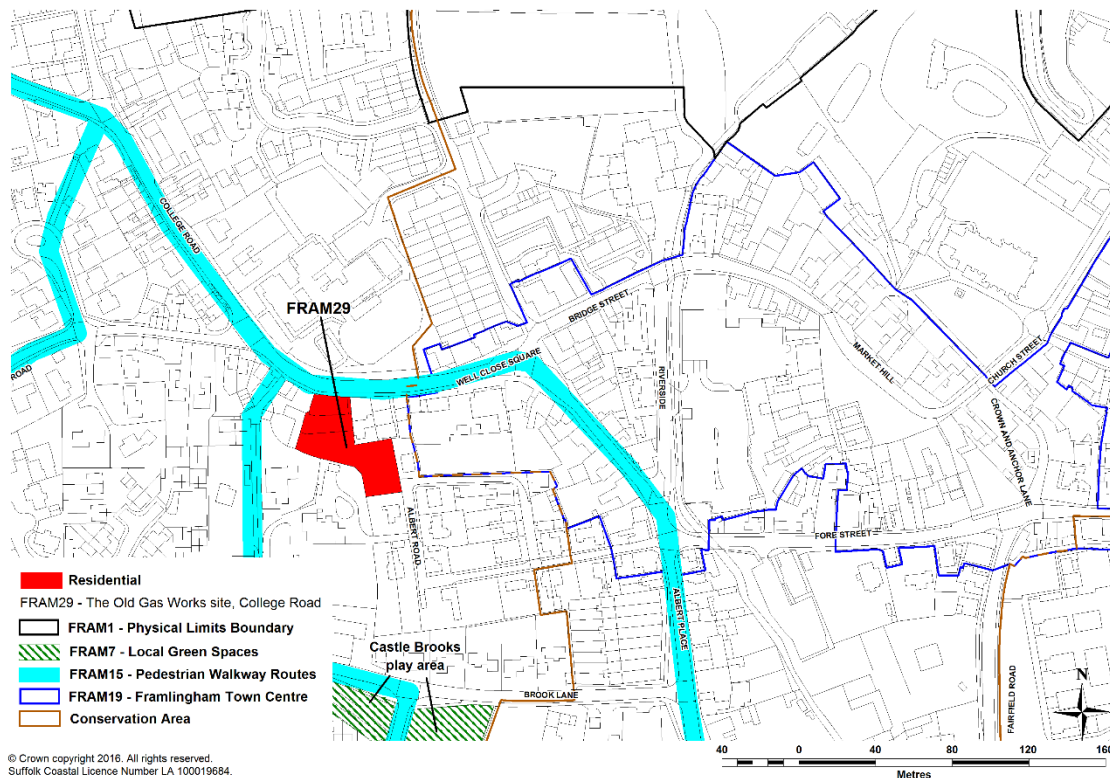
- 14.9 This site is on Woodbridge Road and skirts the roadside opposite the existing light industrial sites at the southern edge of Framlingham. The site totals 3.7 hectares and is currently an agricultural field. The site borders open land to the north, Woodbridge Road to the west, a small woodland to the south and to the east the land rises to open countryside so any development spreading too far to the east would have a detrimental impact on the landscape.
- 14.10 The site is allocated for employment use. The site will provide for traditional B-Class employment use which will create the opportunity for successful expanding businesses to move from start-up space and stay in Framlingham. Access to the site would be via Woodbridge Road and the site would need to provide suitable soft landscaping to minimise its visual impact as one enters the town from the south.

POLICY FRAM28: LAND OFF WOODBRIDGE ROAD

Planning permission will be granted for 3.7 hectares of B-Class employment development at land off Woodbridge Road. This is subject to the following criteria:

- the introduction of soft landscaping on all boundaries of the site, in particular ensuring that the development does not have an unacceptable impact on the landscape; and
- the provision of a traffic impact assessment; and
- the provision of a scheme of archaeological evaluation, followed by appropriate mitigation.

15 CENTRAL FRAMLINGHAM



- 15.1 If Framlingham Town Centre is to remain a vibrant place that serves the needs of the resident population, surrounding communities to Framlingham and visitors, it is vital that it uses the sites available to it to provide for the range of needs identified.
- 15.2 A single site has been identified with potential for residential development, at the Old Gas Works site in College Road.

Old Gas Works site, College Road

- 15.3 This is a site that represents an opportunity to provide small units which would be ideal as starter homes for young people. This may result in a higher proportion of smaller dwellings than required by Policy FRAM3 (Dwelling Mix) but this is considered to be desirable for a central location because it will ensure that the site delivers smaller homes that are needed. Its location close to the centre of Framlingham will provide excellent access to services and employment.

POLICY FRAM29: OLD GAS WORKS SITE, COLLEGE ROAD

Planning permission will be granted for approximately 7 residential units on 0.13 hectares of land at the old Gas Works site, College Road, subject to the design of the dwellings being in accordance with the requirements of Policy FRAM4 and being sympathetic to the surrounding dwellings.

In such a central location in Framlingham, a high density development providing small dwellings will be supported and therefore the requirements of Policy FRAM3 will not apply to this site.

Provision of affordable housing should meet the requirements of Core Strategy Policy DM2.

16 NON-POLICY ACTIONS, DELIVERY AND PLAN REVIEW

Non-policy actions

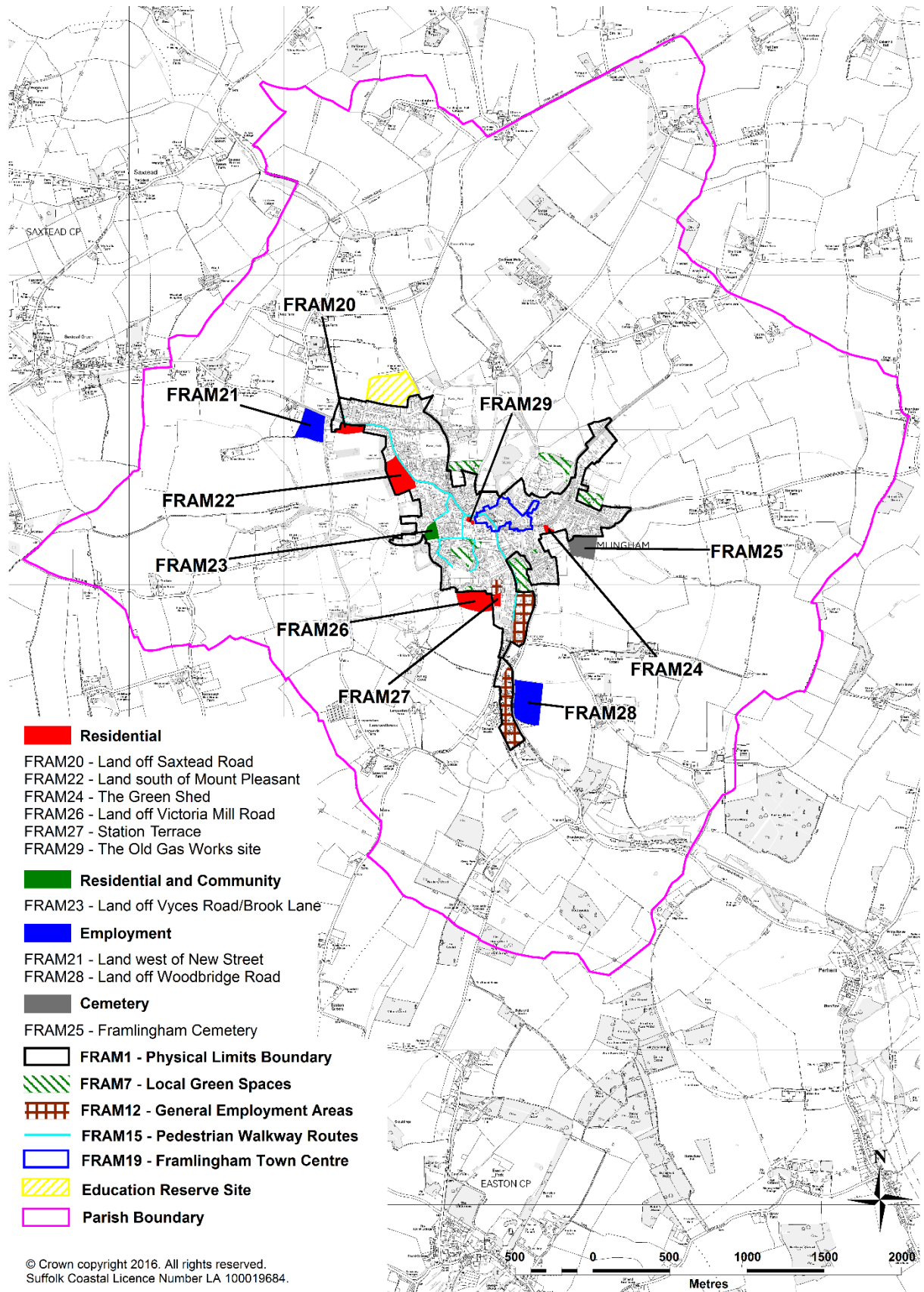
Issue	Possible actions	Lead agencies and partner
Transport and Movement		
Improve public transport options for the town, including those to key services such as hospitals (particularly for the elderly) and local railway stations	Look at potential to develop a community bus, with a key route providing access to Ipswich Hospital Identify and develop a genuine transport hub	Local transport providers, SCC, Framlingham Rotary Club (Hour community project)
Expand provision of community bus services	Explore the potential to invest in expanded community bus services which provide publicly available transport to key destinations, including Ipswich Hospital.	Local transport providers, SCC
Improve town centre parking for all users	Progress Town Centre Car Parking Strategy through a joint approach of all land owners and interested parties. A key focus should be on the land presently occupied by St Michael's Rooms. Develop a Visitor Parking Scheme to encourage use of local facilities and retail outlets	SCDC, SCC, PCC, Framlingham College, FTC Framlingham Business Association
Speeding	Enforce the town boundary speed maximum speed of 30mph on all roads and 20mph in town centre with appropriate traffic calming to ensure compliance	SCDC, SCC, FTC, Police
Improvement of walking routes	Conduct an audit of all existing pavements and footpaths with the aim of improving them and creating links to the main pedestrian walkway routes	FTC, SCC
Environment and energy		
Improve energy efficiency of older houses	Identify and encourage specific targeted initiatives	Greener Fram, SCDC
Improve recycling	Develop Town-specific recycling scheme which expands options for households and businesses	Greener Fram, SCDC
Improve use of renewables	Identify initiatives and actions to encourage wider use of renewable energy options by domestic and business users.	Greener Fram, SCDC
Develop renewable energy sources	Exploring the possible uses of waste to provide energy or income for the town	Greener Fram, SCDC
Health, education and leisure		
Improve education and training for all	Coordinate an education and training programme for all ages to be offered locally. Improved coordination with local businesses and employers to create more opportunities for training and skill development locally	SCC, Schools, Framlingham College, FBA
Improve access to leisure facilities	Engage with Suffolk Coastal District Council and local providers to provide improved access to sports facilities for Framlingham residents.	SCDC, Schools, Framlingham College, Sports Club
Improve access to local education opportunities	Work with Suffolk County Council to ensure that local people have access to local schools	SCC, SCDC

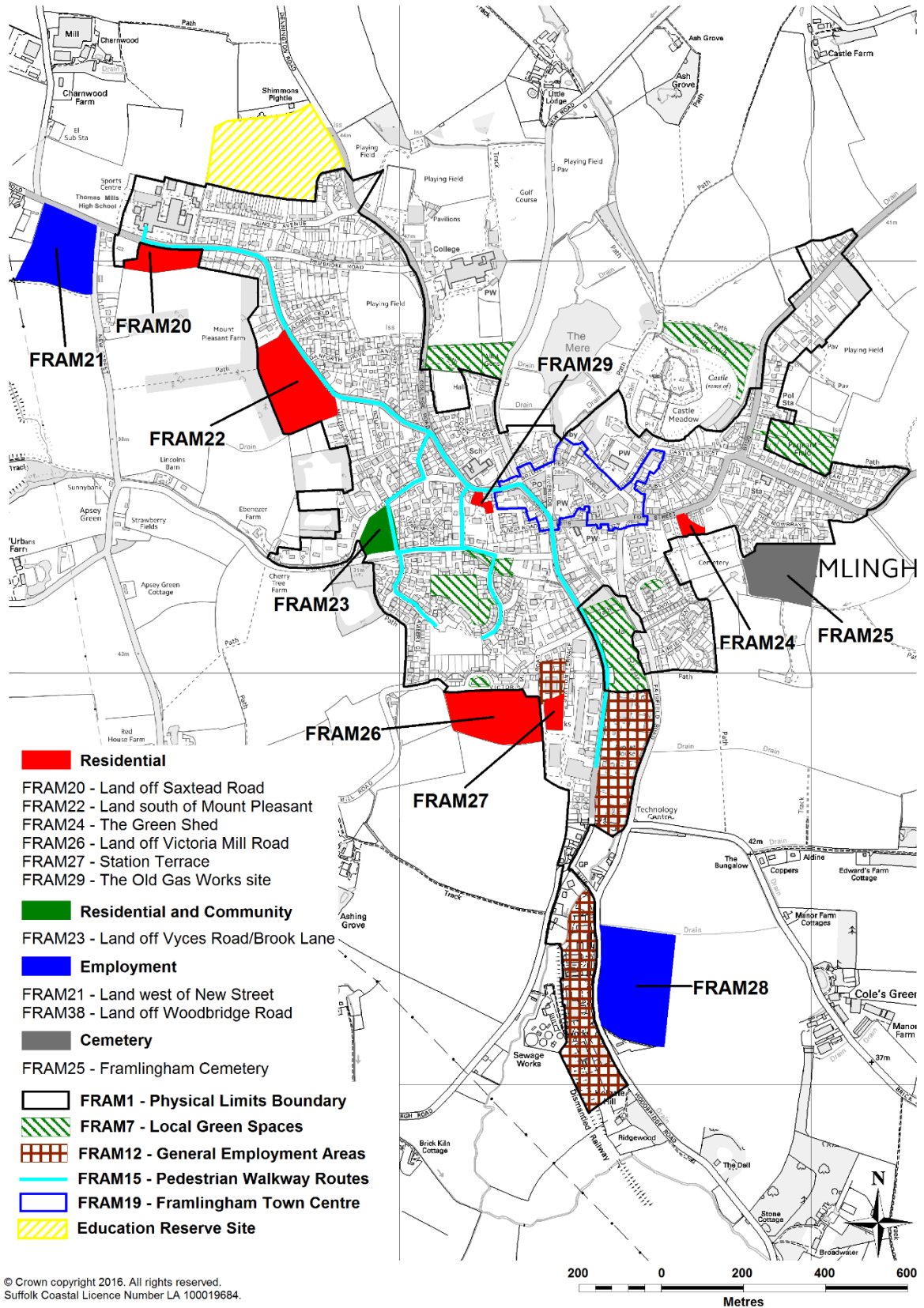
Issue	Possible actions	Lead agencies and partner
Improve access to adult care services	Work with Suffolk County Council Commissioners for Adult Services to address shortfalls in provision that are forecast in the district	FTC, SCC
Town Centre, Employment and Tourism		
Retain and improve the quality of the Town Centre and Market Hill		FTC, SCDC, FBA
Improve tourist experience	Establish a Tourist Information Centre	FTC, SCDC, SCC, English Heritage
Encourage new retail and service providers into town centre	Specifically target and encourage potential providers of a grocery/general store and banking facilities	FBA, SCDC
Improve facilities serving the town centre	Public toilets – progress current local scheme which is identifying current provision within existing establishments in the town	FTC, SCDC, FBA
Seek to bring vacant buildings back into use	Focus on the former White Horse Pub and engage with landowner	FTC
General		
Improve community action and cohesion	Support volunteer groups and organisations that have similar interests to work together (through a new collaborative association) and not duplicate their efforts. Develop an umbrella organisation to support the voluntary sector and get a better deal for Framlingham through collaborative effort.	FTC, FBA

Plan delivery and review

- 16.1 The Neighbourhood Plan, overseen by the Town Council, will be delivered and implemented over the period to 2031 by a range of stakeholders covering a number of different interests. Flexibility will also be needed as new challenges and opportunities arise over the plan period. In this way the review period will be crucial.
- 16.2 The Framlingham Neighbourhood Plan will be reviewed every five years.
- 16.3 There will be **three strands of activity** which will form delivery and each is important in shaping Framlingham in the months and years ahead. These comprise:
- **Securing the right private sector investment in the town through new development will be crucial.** The statutory planning process, which will direct and control private developer and investor interest in the town in the context of the NP and the wider Council and national planning framework.
 - **Investment in and management of public local services and vitality and viability for the town.** In the context of the prevailing economic climate and public funding there is recognition that public investment in the town will be challenging to secure.
 - **The voluntary and community (third) sector will have a strong role to play** particularly in terms of local community infrastructure, events and town life. This sector may play a stronger role in the future.

PROPOSALS MAPS





GLOSSARY

- **Affordable housing** - Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market
- **Community Infrastructure Levy (CIL)** – a fixed, non-negotiable contribution that must be made by new development. It is chargeable on each net additional square metre of development built and is set by the Suffolk Coastal District Council.
- **Local Plan** – the planning policy document adopted by Suffolk Coastal District Council in 2013. This addresses strategic planning matters and the Framlingham Neighbourhood Plan, as required by the National Planning Policy Framework, must be in general conformity with the adopted Local Plan.
- **Intermediate tenure housing** - Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
- **National Planning Policy Framework (NPPF)** – the national planning policy document which sets out the Government’s planning policies for England and how these are expected to be applied.
- **Social rented housing** - Housing owned by local authorities and private registered providers for which guideline target rents are determined through the national rent regime.
- **Strategic Housing Land Availability Assessment (SHLAA)** – an evidence base exercise undertaken by all local authorities to determine the amount of land that has theoretical potential for housing development. All sites put forward are considered for their availability, suitability and deliverability for housing. If a site addresses all of these requirements then it is considered to have theoretical potential for housing development; however this does not mean that the site will be brought forward for development or that a planning application will be granted planning permission. All sites for consideration are collated through a ‘Call for Sites’ exercise which invites anyone to put forward land for consideration through the SHLAA process.

Appendix A Building for Life 12 criteria

Building for Life 12

Integrating into the neighbourhood

1. Connections - Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?
2. Facilities and services - Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
3. Public transport - Does the scheme have good access to public transport to help reduce car dependency?
4. Meeting local housing requirements - Does the development have a mix of housing types and tenures that suit local requirements?

Creating a place

5. Character - Does the scheme create a place with a locally inspired or otherwise distinctive character?
6. Working with the site and its context - Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
7. Creating well defined streets and spaces - Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
8. Easy to find your way around - Is the scheme designed to make it easy to find your way around?

Street & home

9. Streets for all - Are streets designed in a way that encourages low vehicle speeds and allows them to function as social spaces?
10. Car parking - Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
11. Public and private spaces - Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
12. External storage and amenity space - Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Appendix B Suffolk Coastal Local Plan saved policies to be superseded by the Neighbourhood Plan

Saved Policy AP137 (Framlingham: General Employment Areas)

Saved Policy AP56 (Town Centre)

