

Suffolk Coastal Local Plan **remaining 'Saved Policies' – July 2018 (v2)**



On 1st April 2019, East Suffolk Council was created by parliamentary order, covering the former districts of Suffolk Coastal District Council and Waveney District Council. The Local Government (Boundary Changes) Regulations 2018 (part 7) state that any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council. Therefore this document applies to the part of the East Suffolk Council area formerly covered by the Suffolk Coastal District until such time that it is replaced.



This document was superseded on 23rd September 2020 with the adoption of the East Suffolk Council - Suffolk Coastal Local Plan.

INDEX

[AP28-Areas to be Protected from Development](#)

[AP51-General Employment Areas](#)

[AP56-Town Centre](#)

[AP59-District Centres](#)

[AP122-Sizewell Gap](#)

[AP212-Ipswich Fringe: Open character of land between Settlements](#)

[AP216-Ipswich Fringe: Martlesham Heath Industrial Estate](#)

[AP236-Woodbridge/Melton: Restraint](#)

[AP237-Melton: Protection of Trees and Character](#)

[AP249-Woodbridge & Melton: Retention of Riverside Qualities](#)

[AP250-Woodbridge: Riverside recreational area](#)

[AP252-Woodbridge: New Yacht Harbours and Marinas](#)

[AP257-Woodbridge Town Centre: Prime Shopping Area](#)

[AP258-Woodbridge Town Centre: Church Street and Market Hill](#)

[AP259-Woodbridge Town Centre: Loss of Residential Accommodation](#)

[AP262-Woodbridge Town Centre: Potential Service Areas](#)

[AP263-Woodbridge Town Centre: Traffic Management](#)

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
AP28	<u>Areas to be Protected from Development</u>	<p>3.25 The inclusion of an area within a physical limits boundary does not mean that it will always be appropriate for development. Such an area may make an important contribution to the setting or character of a Town, Village or the surrounding Countryside in an undeveloped form. It may also be necessary to resist any infilling or development because it would be detrimental to the character, spacing or density of a particular area. The larger or more significant areas are shown on the Proposals Map and development will not normally be permitted in these areas. There may be exceptional circumstance where such an area is part of a larger one which lies either side of the physical limits. In such cases, the whole of that larger area is shown on the Proposals Map. In addition, there may be other gaps or open spaces which should also be protected, but they are too numerous to identify individually.</p> <p>3.26 In implementing this policy, the District Council will have regard to a number of factors, notably the scale and location of the proposed development and whether there is likely to be any materially detrimental effect on the character and appearance of a particular area. In this respect, modest extensions or other minor works may be acceptable, so long as they do not violate the overall policy objective.</p> <p>POLICY AP28</p> <p><u>Areas to be Protected from Development</u></p> <p>Development will not normally be permitted where it would materially detract from the character and appearance of:</p> <p>(i) those areas identified on the Proposals Map to be protected from development, or further development; and</p> <p>(ii) other sites, gaps, gardens and spaces which make an important contribution in their undeveloped form to a Town or Village, its setting, character, or the surrounding landscape or townscape.</p> <p>Outside of the physical limits boundaries of Towns and Villages, the area is defined as Countryside .</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
AP51	<u>General Employment Areas</u>	<p>4.23 In the interests of creating jobs and stimulating the local economy, the District Council will seek to make maximum use of existing industrial land. It is anticipated that most economic activity of a general nature will take place on industrial estates, including any extensions to them.</p> <p>4.24 It will be important to resist the loss of the employment potential of these areas to other unsuitable uses and to ensure that development does not take place to the detriment of other objectives of the Plan. At the same time, it will be important to seek to make maximum use of the land and buildings. The suitable scale and type of development will be indicated within the Area Policies. Applications for employment uses will need to take into account any possible adverse effect on residential amenity, traffic and the environment generally. This will involve detailed consideration being given, not only to the layout, design, materials and car parking provision, but also control over the type of materials to be stored on site, availability of water for fire-fighting and the hours of working. For example, some employment areas are considered suitable for B1 and B2 uses, but not B8 uses, due to their close proximity to residential areas or areas of high landscape value. These areas are identified in the appropriate Area Policies and on the Proposals Map.</p> <p>POLICY AP51</p> <p><u>General Employment Areas</u></p> <p>Unless otherwise stated in other policies of this Local Plan, on the Industrial Estates identified as General Employment Areas and shown on the Proposals Map, planning permission will normally be granted for Classes B1, B2 and B8 development as defined in the Town and Country Planning (Use Classes) Order, 1987. Proposals for Class A1 uses will be subject to Policy AP61.</p>
AP56	<u>Town Centre</u>	<p>4.40 The six towns of Aldeburgh, Felixstowe, Framlingham, Leiston, Saxmundham and Woodbridge are identified as 'Towns' for Local Plan policy purposes. In each of these Towns an area has been defined as the '<i>Town Centre</i>' on the Proposals Map. This is to ensure that:</p> <p>(i) 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;</p> <p>(ii) concentration of shopping floorspace is within a reasonable distance of car parks and public transport facilities.</p> <p>4.41 Government policy, as set out in PPG6 (Town Centres and Retail Developments), published in June 1996,</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
		<p>identifies the following key objectives:</p> <ul style="list-style-type: none"> • to sustain and enhance the vitality and viability of town centres; • to focus development, especially retail development, in locations where the proximity of businesses facilitates competition from which all consumers are able to benefit and maximises the opportunity to use means of transport other than the car; • to maintain an efficient, competitive and innovative retail sector; • to ensure the availability of a wide range of shops, employment, services and facilities to which people have easy access by a choice of means of transport. • to encourage investment in retail, employment, leisure and other key town centre uses; • to encourage mixed-use development in town centres. <p>4.42 Complementary policy guidance is given in PPG13 (Transport). This includes the advice that:</p> <ul style="list-style-type: none"> • shopping should be promoted in existing centres which are more likely to offer a choice of access, particularly for those without the use of a private car; • existing central and suburban shopping centres should be maintained and revitalised by enabling development to take place there and by policies which improve the quality and comprehensiveness of those areas; • development, including major generators of travel demand should be located in existing centres or locations which are highly accessible by means other than the private care. <p>4.43 The District Council will seek to achieve these Government policy objectives by locating and promoting shops, commercial uses and other traffic generating activities such as leisure, entertainment and health, within the town centres. There will be exceptions to this policy, eg small local shops to serve rural communities (Policy AP60). Clearly, some potential leisure and entertainment uses will not be appropriate within town centres, but this will become evident by the application of the sequential test procedure, as required by Policy AP61. In respect of Felixstowe, it may be desirable for entertainment and leisure uses to be also located on the seafront in accordance</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
		<p>with the strategy for the resort.</p> <p>POLICY AP56</p> <p><u>Town Centre</u></p> <p>The Proposals Map identifies six town centres within the District; at Aldeburgh, Felixstowe, Framlingham, Leiston, Saxmundham and Woodbridge. In order to offer a choice of modes of transport - particularly for people who do not have the use of a car - the town centres are the preferred location for the following, unless there are other overriding material considerations, or in accordance with other policies of this Local Plan:</p> <ul style="list-style-type: none"> • major new shopping • commerce • entertainment and leisure • health • community uses <p>all where suitable sites are available. All applications for new development on town centre sites should satisfy the criteria set out in Policy AP61.</p> <p>Footnote: The 'Other Policies' include those that relate to employment (AP46 to AP53); retail (AP55 to AP65); tourism (AP66); farm diversification (AP70 to AP73); community facilities (AP87 to AP88); recreation (AP106 to AP109); Felixstowe Seafront (AP198 to AP202); and specific areas and allocations.</p>
AP59	<u>District Centres</u>	<p>4.52 Annex A of PPG 6 defines a District Centre as:</p> <p>'Groups of shops, separate from the town centre, usually containing at least one food supermarket or superstore and non-retail services such as banks, building societies and restaurants.'</p> <p>4.53 The District Council considers that for the purposes of PPG6, Cavendish Park, Felixstowe, Grange Farm, Kesgrave; High Street, Walton; and Martlesham Heath should be identified as District Centres, in that they are</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
		<p>separate from the town centres and contain a range of facilities serving large residential areas which have, or are continuing to develop, around them. To this list should be added The Hill, Wickham Market, as well as Rendlesham, where the District Council is promoting the creation of a District Centre as part of the redevelopment of the former Bentwaters Domestic Base, and Bixley Farm, where the approved Master Plan includes provision for a District Centre. These District Centres are delineated on the Proposals Map, except Rendlesham where the nature of the proposed redevelopment is not yet known. Expansion of these District Centres or, indeed, the creation of new and similar ones will be encouraged. However, such centres should complement town centres and local centres and not prejudice their vitality and viability.</p> <p>POLICY AP59</p> <p><u>District Centres</u></p> <p>The following centres are defined as District Centres and shown on the Proposals Map:</p> <p>Felixstowe : Cavendish Park</p> <p>Kesgrave : Grange Farm, Ropes Drive West</p> <p>Martlesham Heath : The Square</p> <p>Walton : High Street</p> <p>Wickham Market : The Hill</p> <p>District Centres are also proposed at Bixley Farm, Rushmere St Andrew, and at Rendlesham, which will be located within the physical limits, as defined on the Proposals Map.</p> <p>The District Council will encourage retail and other commercial and community uses within these centres which are consistent with the needs of existing or developing communities. Development should be close to the main road network and public transport routes and should not have any material adverse impact on the environment, highway safety, residential amenity or the vitality or viability of existing town, district and local centres.</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
AP122	<u>Sizewell Gap</u>	<p>9.47 Sizewell Gap and its car park, beach and facilities is increasingly popular with both residents and tourists. It does, however, require improvement if it is to continue to cope with the pressures imposed upon it. The following policy, therefore, is intended to address this problem:</p> <p>POLICY AP122</p> <p><u>Sizewell Gap</u></p> <p>The District Council will seek to improve and enhance the appearance of the Sizewell Gap area, as shown on the Proposals Map, for the benefit of residents and tourists.</p>
AP212	<u>Ipswich Fringe: Open character of land between Settlements</u>	<p>13.16 In defining the physical limits boundaries, the District Council supports the objective of Structure Plan Policy IP5 to retain the separate identity of the various Villages and settlements around the edge of Ipswich and prevent their coalescence with Ipswich, with each other or with Woodbridge. The District Council considers this to be a particularly important objective and will, therefore, also assess any applications for development against the following policy:</p> <p>POLICY AP212</p> <p><u>Ipswich Fringe: Open character of land between Settlements</u></p> <p>The District Council will seek to maintain the open character of the land which separates Villages on the Ipswich Eastern Fringe from each other and from Ipswich and Woodbridge, including Rushmere Street from Rushmere; Martlesham Heath from Martlesham; and Martlesham from Woodbridge.</p> <p>In respect of open land near Rushmere Street, see paras 13.109 and 13.110.</p>
AP216	<u>Ipswich Fringe: Martlesham Heath Industrial Estate</u>	<p>13.42 The Martlesham Heath industrial estate is located to the east of Ipswich, some 3 miles from the town centre. Access is off the A12, which forms the western boundary of the estate. The industrial estate is approximately 80 acres in extent of which about 10 acres are currently (mid-1999) undeveloped. The Martlesham Heath industrial estate, including the adjoining British Telecommunications PLC complex, as shown on the Proposals Map, is confirmed as a General Employment Area, within which B1, B2 and B8 categories of development are acceptable. It is recognised that a number of indoor recreational facilities have become established within the industrial estate. The</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
		<p>following policy will apply:</p> <p>POLICY AP216</p> <p><u>Ipswich Fringe: Martlesham Heath Industrial Estate</u></p> <p>The existing industrial area of approximately 80 acres at Martlesham Heath, together with the adjoining British Telecommunications PLC complex, as shown on the Proposals Map, is identified as a General Employment Area to which Policy AP51 applies.</p>
AP236	<u>Woodbridge/Melton: Restraint</u>	<p>14.56 The <i>aims and objectives</i> of the Plan in respect of Woodbridge and Melton are:</p> <p>(i) to constrain development, in recognition of the high landscape and townscape quality and the overall character of the settlements;</p> <p>(ii) to retain the separate identities of Woodbridge and Melton by preventing their further coalescence;</p> <p>(iii) to preserve and enhance the historic and architectural character of the centre of Woodbridge;</p> <p>(iv) to preserve and enhance the function of Woodbridge as a local shopping centre;</p> <p>(v) to protect and enhance the landscape setting.</p> <p>14.57 As stated earlier in the Plan (para 3.12) there is no strategic requirement to make allocations of land for housing and, therefore, no such allocations are made in Woodbridge and Melton. In any event in the Town of Woodbridge, with part of Melton, strategic policy has consistently applied a restraint policy. This reflects:</p> <p>a) the limited employment base;</p> <p>b) the character of the Town;</p> <p>c) the physical constraints of the Deben and the A12;</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
		<p>d) the availability of land on the nearby Ipswich Fringe;</p> <p>e) the high priority given to conservation objectives.</p> <p>14.58 In addition, close to the Town, at the former St Audrys Hospital and at the former Bentwaters Airbase, are considerable areas of land available for development. Therefore, a policy of restraint is proposed to continue for the Town:</p> <p>POLICY AP236</p> <p><u>Woodbridge/Melton: Restraint</u></p> <p>The strategic policy of restraint on new housing development in Woodbridge/Melton will continue to be applied through the retention of the physical limits boundary, as defined on the Proposals Map. New housing development will, therefore, consist of infilling, groups or small-scale developments, subject to the following:</p> <p>a) no material adverse impact on the Conservation Areas or Listed Buildings;</p> <p>b) no material adverse impact on the urban fringe or setting of the Town (see also Policy AP240);</p> <p>c) the avoidance of the loss of areas which are important components of the street scene, character of the Town, or Townscape, eg open spaces or woodland (see also Policy LP237);</p> <p>d) access and highway considerations;</p> <p>e) other policies of the Local Plan and related Supplementary Planning Guidance.</p>
AP237	<u>Melton: Protection of Trees and Character</u>	<p>14.67 This area contains numerous trees and woodlands which, together with the undulating landform, are important components of distant views of the town from the AONB and elsewhere. Overall, the impression is one of an attractive, green backcloth.</p> <p>14.68 Even though quite large-scale development has taken place in this area, there are parts which still retain a significant proportion of trees, or retain their rural character, such as the grounds of Melton Grange and, in particular, the land around Melton Hall. The grounds of Melton Hall and properties adjacent to it, including the recreation ground,</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
		<p>form part of the rural quality of the approach to Melton and separate it from the built-up part of Woodbridge. Development here would be detrimental to the overall character and cause further undesirable coalescence of the two communities. Woods Lane is also very rural in character and any new accesses onto it would, with resulting visibility splays and loss of trees, seriously damage the overall appearance.</p> <p>14.69 Elsewhere within the area, it is essential that remaining natural features should be retained and new landscaping carried out. In order to protect existing trees, extensions to the existing Tree Preservation Orders may be necessary. The following policy supplements General Policy AP28.</p> <p>POLICY AP237</p> <p><u>Melton: Protection of Trees and Character</u></p> <p>The area bounded by Woods Lane, Melton Road, Pytches Road and Bredfield Road, as shown on the Proposals Map, retains its rural and wooded character, and separates the identified Village of Melton from Woodbridge. Within this area there are parts where no further development will be permitted because of:</p> <ul style="list-style-type: none"> (i) their important contribution to the setting of Woodbridge and Melton, particularly from distant views; (ii) the need to preserve their natural features; (iii) their wildlife importance; (iv) their importance as settings for listed buildings; (v) their rural character; (vi) the need to prevent the coalescence of Woodbridge and Melton Village; (vii) the need to preserve that part of the area within the designated Melton Conservation Area. <p>These have been identified as those to which Policy AP28 applies and are shown on the Proposals Map in solid green notation. Within the hatched part of the area the District Council will ensure that the design, density, scale and layout of any new development will not prejudice the protection of important trees and open spaces, and they will require additional tree planting and other landscaping where appropriate</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
AP249	<u>Woodbridge & Melton: Retention of Riverside Qualities</u>	<p>14.106 The environment of different parts of the riverside varies greatly and activities which would be damaging in one area may be entirely acceptable in another. There are also a number of conflicting demands being exerted within the area which need to be reconciled, including those of water-based recreation and other recreational pursuits - walking, for example; the need to conserve the area's outstanding landscape quality within the AONB and the need to preserve the river's attributes as a natural wetland habitat (recognised by its recent designation as an SSSI).</p> <p>14.107 With the development of the Tide Mill Yacht Harbour and the gradual build-up of craft in the Ferry Quay area, the character of this part of the riverside has changed significantly in recent years. It takes its character not only from the river and riverside buildings, but also, from its setting, including attractive marshland lying between the river wall and the railway line. It will be most important to ensure that the gradual erosion of this traditional setting is stemmed.</p> <p>POLICY AP249</p> <p><u>Woodbridge & Melton: Retention of Riverside Qualities</u></p> <p>The District Council will seek to prevent the further expansion of riverside development into the areas shown on the Proposals Map. Overall, the District Council will continue its policy of land acquisition in the area between the railway line and the river to facilitate the objective of protecting the character of the riverside.</p>
AP250	<u>Woodbridge: Riverside recreational area</u>	<p>14.108 To the south of the 'developed' part of the riverside, towards Kyson Point, the riverside and marshlands create a sense of isolation and peace. The principal objective for this area, therefore, should be to retain and possibly enhance these qualities, which have made this area so popular for walkers and bird-watchers.</p> <p>POLICY AP250</p> <p><u>Woodbridge: Riverside recreational area</u></p> <p>The Riverside area to be used for recreational purposes is shown on the Proposals Map. The District Council intends that the stretch of Riverside south of this area, and between the railway line and the river wall, should remain undisturbed and its present character be retained.</p>
AP252	<u>Woodbridge: New Yacht Harbours and Marinas</u>	<p>14.110 Over recent years there has been increasing pressure for new developments within the Deben Estuary to provide facilities for sailing, eg, marina berths and water recreation, for example, jet skis and water-skiing. However, as the ecology and landscape of the river is extremely sensitive, the ability of the estuary to continue to accommodate these pressures needs the most careful consideration.</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
		<p>14.111 It is considered that an additional facility in Woodbridge itself is preferable to further development in the more sensitive parts of the estuary, and indeed, may relieve pressure on them. Therefore, subject to the provision of an adequate access and appropriate scale, design and use of materials, such a proposal may be acceptable if:</p> <ul style="list-style-type: none"> (i) any new buildings, roads and parking areas are located within the physical limits, as defined on the Proposals Map; (ii) it retains the open character of the riverside, including uninterrupted views of the river from the town centre. <p>14.112 Potential may exist in the Lime Kiln Quay area. However, in addition to the above criteria, a proposal must be associated with improvements to the appearance of buildings and surfaces around Lime Kiln Quay, a prominent and historically important part of the Woodbridge Conservation Area and AONB.</p> <p>14.113 As such a facility would, by necessity, be located within/abutting the Ferry Quay and Lime Kiln Quay Employment Area, Policy AP245 and the following apply:</p> <p>POLICY AP252</p> <p><u>Woodbridge: New Yacht Harbours and Marinas</u></p> <p>The development of a further yacht harbour at Lime Kiln Quay, Woodbridge, as defined on the Proposals Map will be permitted if:</p> <ul style="list-style-type: none"> (i) residential use is restricted to holiday accommodation only; (ii) adequate car parking is provided on site; (iii) the scale and level of activity is appropriate to the restricted site, which is located in an AONB and adjoins a Conservation Area; (iv) it is to a high standard of design; (v) measures are taken to prevent damage to the SSSI and disturbance to birds; (vi) the level of activity is not likely to result in excessive traffic generation or significant loss of residential

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
		<p>amenity;</p> <p>(vii) commercial activities are limited to small-scale business (B1) or leisure and recreation uses only.</p>
AP257	<u>Woodbridge Town Centre: Prime Shopping Area</u>	<p>14.139 It is essential to identify what is perceived to be the central core of shopping activity in Woodbridge, in order that a concentration of shops within this area can be encouraged to create a compact and convenient shopping area. This would be rigorously protected and positive policies of enhancement implemented.</p> <p>14.140 It is recognised and confirmed by Government advice, that some non-retail uses give a direct service to the public and are often expected to be located within a shopping centre. This would include banks, building societies and professional services. However, such uses, if occurring in increasing numbers and on prime shopping sites, can lead to the deterioration of the overall range of shopping provision and create 'dead' frontages.</p> <p>14.141 An area has been identified as the '<i>Prime Shopping Area</i>' within which such uses will be resisted. This consists of the major part of the Thoroughfare itself, where most retail activity currently takes place.</p> <p>POLICY AP257</p> <p><u>Woodbridge Town Centre: Prime Shopping Area</u></p> <p>The Thoroughfare, between Church Street and Elmhurst Walk, including Hamblin Walk, as shown on the Proposals Map, is identified as the Prime Shopping Area and, at ground floor level, changes of use of shops to non-shopping uses will not be permitted.</p> <p><u>Footnote:</u> 'Shop' is as defined as Class A1 of the Town and Country Planning (Use Classes) Order, 1987.</p> <p>14.142 It is considered that there is significant scope for a range of business uses (shops, food, offices, financial, consultancies, etc) to occur elsewhere within the town centre.</p>
AP258	<u>Woodbridge Town Centre: Church Street and Market Hill</u>	<p>14.143 Within the Town Centre there are numerous residential units interspersed with shops, offices and other services. These mixed uses give the town its character, and residential units of accommodation can give the town life at night and help deter vandalism. The District Council will encourage the establishment of residential accommodation in the Town Centre in accordance with Policy AP57.</p> <p>14.144 However, it is important to ensure that the loss of shop or business uses does not occur to the detriment of the function of Woodbridge as a shopping centre. This is particularly important within the Prime Shopping Area (see</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
		<p>Policy AP257 above), and also important in Church Street and Market Hill . Historically, the latter area has an important function as a commercial area. Today, it still serves as a secondary trading area to the Thoroughfare. Church Street links the two areas and it is important that polarisation does not occur.</p> <p>POLICY AP258</p> <p><u>Woodbridge Town Centre: Church Street and Market Hill</u></p> <p>Proposals for changes of use from shops, offices or other service uses to residential accommodation at ground floor level fronting Church Street and Market Hill, Woodbridge, as shown on the Proposals Map, will be refused.</p>
AP259	<u>Woodbridge Town Centre: Loss of Residential Accommodation</u>	<p>POLICY AP259</p> <p><u>Woodbridge Town Centre: Loss of Residential Accommodation</u></p> <p>Within the Town Centre, but outside the Prime Shopping Area, Church Street and Market Hill, as shown on the Proposals Map, the loss of residential accommodation to other uses will be resisted where this is in the interest of residential amenity, the need to retain the character of a particular area or group of buildings, and other policies of this Plan.</p>
AP262	<u>Woodbridge Town Centre: Potential Service Areas</u>	<p>14.155 The restriction of other non-essential traffic is by far the least expensive part of the practical implementation of policy. The District Council realises that the provision of rear access to shops in key parts of the Thoroughfare is unlikely to be given a high priority in public spending terms and that such facilities are more likely to be provided through private schemes for redevelopment or alterations to property. Nevertheless, the District Council will seek to retain existing rear servicing facilities and encourage the provision of additional facilities by assessing planning applications in the Town Centre against the following policy:</p> <p>POLICY AP262</p> <p><u>Woodbridge Town Centre: Potential Service Areas</u></p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
		<p>Planning permission will be refused for development which is:</p> <ul style="list-style-type: none"> i) prejudicial to the operation of existing rear servicing facilities off The Thoroughfare, Woodbridge; ii) makes inadequate provision for rear servicing where the opportunity is available; or iii) will be prejudicial to the achievement of Policy AP261.
AP263	<u>Woodbridge Town Centre: Traffic Management</u>	<p>14.156 Previous Local Plans have considered pedestrian priority in the town centre as a basic objective. To an extent this has been achieved in the Thoroughfare through traffic management, although further enhancement may be beneficial.</p> <p>14.157 Traffic in Cumberland Street has also been 'managed' so that it is for access only, thus reducing the amount.</p> <p>14.158 There is a need to monitor and review the various effects of these traffic management measures in order to assess the degree of success in reducing pedestrian/vehicular conflict within Woodbridge town centre. The performance of the servicing areas will be particularly important in considering further schemes for the improvement of the Thoroughfare as a street in which the pedestrian has priority.</p> <p>POLICY AP263</p> <p><u>Woodbridge Town Centre: Traffic Management</u></p> <p>The impact of traffic management and other measures in Woodbridge Town Centre will be monitored and assessed and consideration given to any additional measures thought necessary to achieve the stated objective of pedestrian priority in the Thoroughfare and Cumberland Street.</p>