

Sustainability Theme/ Objectives	Detailed Assessment Criteria	Commentary on Criteria	10. Allotments site
			1.9 hectares
<b>Availability</b>	<b>Is the site available/has it been put forward by the landowner or a developer?</b>		<b>Yes</b>
<b>1/Env</b> To preserve and enhance the natural beauty of Thurston in terms of its geology, landform, soils, water systems and climate	Is the site at risk from fluvial flooding?	- Sites in flood zone 1 should be prioritised over sites in flood zone 2 and those over sites in flood zone 3	Site is not at risk of fluvial flooding. Site is in flood zone 1.
	Is the site at risk from surface water flooding?	Is there a high, medium or low risk of surface water flooding on the site?	No.
<b>2/Env</b> To protect and enhance the biodiversity of the parish, its wildlife habitats and species.	Will the site impact on priority habitats within the NP area?	This includes deciduous woodland, wood pasture and parkland	No.
<b>3/Env</b> To protect the landscape setting of Thurston village through use of land with a low landscape impact and by focusing development on previously developed land	- Is the site in open countryside/will it encroach unacceptably on open countryside? - Will the site have a detrimental impact on the landscape?	- If in open countryside, can the settlement edge be integrated with surrounding rural countryside to minimise impact on the character of the wider countryside (as recommended in 11 Guidance Note Plateau Estate Farmlands Suffolk County Council)? - Does the site fall within a Visually Important Open Space as defined in Saved Policy SB3 of the Local Plan?	The site is adjacent to existing residential development on its north side. It is open to the east. It is bounded to the south by the railway line and to the west by residential development.

	- Is the site greenfield or previously developed land?	Development of brownfield sites is preferable to use of greenfield land.	Greenfield
<b>4/Econ</b> <i>To maximise the potential of existing employment and support the need for new employment opportunities.</i>	- Will the site be capable of sustainable growth should a requirement for expansion be proven?	Would the site allow incremental growth on an as and when basis?	The site is constrained by its location so is unlikely to offer incremental growth on an as and when basis.
	- Will the development provide new employment to serve local needs?	Would the expansion of recreational facilities result in increased localised employment. Would this be supported or undermined through the proposal?	Additional recreational space is unlikely to create significant additional employment other than maintenance and inspection.
<b>5/Env</b> To protect the identity and local distinctiveness of Thurston as a rural settlement.	- What is the relationship of the site to the settlement?	- Is the site within or on the edge of the settlement? - Does the site border the settlement on 1, 2 or 3 sides? Sites that are surrounded by existing development will be considered more favourably.	The site overall is adjacent to the edge of the settlement on its west and north sides. These boundaries are not significantly built up. The southern boundary is provided by the railway line.
	- Does the site impact on the setting of any listed buildings?		No
	- Does the site have any trees with TPOs that would have to be removed?		No
<b>6/Soc</b> To ensure that the community has a high quality and healthy lifestyle.	- Does the site create the opportunity to provide new community infrastructure and/or green open space in an accessible location for the wider community?	- Will the site provide for other facilities to be included, such as a youth shelter with Wi-fi capability, or other amenities, such as a café.	The site has problematic access being on the far eastern side of the village with narrow minor roads leading to it. Car parking space and access would need to be created. In theory it could provide space for further facilities but the location is not ideal.

<p><b>7/Soc</b> To ensure the provision of a range of community facilities that provide for the needs of the community</p>	<p>Is the site capable of providing safe and improved linkages to community facilities?</p>	<p>Will the site provide for improved outdoor recreational facilities - gym trail, gym and football goals/better football goals?</p>	<p>The location does not lend itself to this type of development being on the periphery of the village, with no lighting and in a semi-isolated location.</p>
<p><b>8/Soc</b> To ensure that there is safe movement around the parish and to the facility by a range of modes</p>	<p>- Is the site on a safe cycling route to the main residential areas in village or does it create the opportunity to deliver a new cycle route?'</p>		<p>The site does not sit on a safe cycling route to the main residential areas in the village. Cycle and pedestrian routes would be inhibited by the narrow nature of the roads leading to it.</p>
	<p>- Will the site impact on any existing footpaths or other public rights of way (PROWs)?</p>		<p>No</p>
	<p>- Will the site have the potential to offer limited car parking facilities?</p>		<p>Yes</p>
	<p>- Does the site, by virtue of its location and scale, have a severe impact on the existing highway network?</p>		<p>Development could lead to congestion on the roads leading to the site. Both Barrells Road and Stoney Lane are small country lanes with little or no potential for additional traffic movement.</p>
<p><b>9/Soc</b> To ensure that the community has adequate access to the facility</p>	<p>- Is the site within a desirable or acceptable walking distance of the main residential area of the village?</p>		<p>No - the route to and from the village along Barrells Road, Stoney Lane and School Lane whilst being reasonably safe with relatively low levels of traffic provide no opportunity to create a new cycle route or a pedestrian routeway which will allow safe access for all users of the facility.</p>
	<p>- Are there safe crossing points and walkways between the main residential areas and the facility?</p>		<p>Access to and from the main parts of the village requires crossing of Church Road which does not have a safe crossing point. A significant stretch of the route along Stoney Lane does not have a footway so pedestrians would have to work in the road.</p>

	- Is the site within a desirable or acceptable walking distance from nearest bus stop?		The site is within the preferred maximum distance.
	- Will the site, by virtue of its location and scale, have an impact on other users of that land?	Is there sufficient space to allow for a range of activities to be undertaken?	Some pitches could be accommodated; the neighbouring railway line and housing would require secure boundaries to prevent the egress of balls. Noise and traffic movement would impact on neighbouring properties.
<b>10/Soc</b> To ensure that the administrative processes of instigating policies and practical management activities are in place for the completion of the project's long term success	- Is there an organisation within the community that can carry out maintenance plans, hours of operation, enclosure gates, signage, supervision plans, life cycle, and any other issues that should be considered to ensure that the project is not just built and then left to the elements.	- Is the site in a suitable location that will allow passive surveillance; emergency vehicle access; lighting and CCTV.	No
<b>Overall judgement</b>	<b>This site has been judged against the criteria listed above to allow an informed judgement to take place on the suitability of the area of the site earmarked for recreation development</b>	<b>The rationale for such a judgement lies with the decision taken by Mid Suffolk District Council's Referrals Committee on 1st November 2017 to grant planning permission for 5 sites within Thurston to come forward and that little or no account has been taken of the requirement for additional play facilities for all age groups within the parish.</b>	There are detracting features: access, proximity to railway line and residential development, lack of footpaths and cycleways, and car parking. It is a long way from the core of the village.

## Assessment

Strongly positive
Slightly positive
Neutral
Slightly negative
Strongly negative

**Notes**

\* This is based on the following guidance provided by the Institute of Highways and Transportation:

	Facilities, e.g shops, bus stop.	Commuting / school	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred maximum	800m	2000m	1200m

Source: Guidelines for Providing for Journeys on Foot (IHT 2000)