

Sustainability Theme/ Objectives	Detailed Assessment Criteria	Commentary on Criteria	11. Ixworth Road - East
			8.7 hectares as submitted to MSDC
Availability	Is the site available/has it been put forward by the landowner or a developer?		This land was not put forward under the Parish Call for Sites for Land Assessment but was included within the District's Call for Site for Land Assessment for development for the Local Plan.
1/Env 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.
2/Env 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.
3/Env 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 Rugby Club playing field is to the North of the site. Agricultural fields are to the east. Across the road the site has planning permission for 250 dwellings. There is residential development to the south of the site although residential development is ribbon-like and borders Ixworth Road.
	- Is the site greenfield or previously developed land?	Development of brownfield sites is preferable to use of greenfield land.	Greenfield

4/Econ <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?	A site with potential to accommodate adequate multi-site facilities and a suitable parking solution for users leaving and arriving by car.
	- 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?	Were recreational facilities to be built on the site, limited employment opportunities might arise.
5/Env 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 south side only. However given the planning permission to the west this will change. The area for recreational facilities will be adjacent to the new settlement to the west. The boundary to the north will be in countryside, whilst to the south there is low density ribbon development along Ixworth Road.
	- 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
6/Soc 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.	There would be limited opportunities for children and adult learning should the site come forward as recreational use only.

<p>7/Soc 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 land would provide sufficient land for improved outdoor and community recreational facilities and could accommodate adequate multi-site facilities.</p>
<p>8/Soc 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 need to be provided and access could be from along Ixworth Road (using the east verge) with crossing points to link to the pavement on the west side. Within planning contributions for development to the west there is provision to provide pedestrian access between the site and the main village via Station Hill, to include all parts of the footway within the public highway, to provide pedestrian access between the main village and the Rugby Club and link the development with the wider PRoW network. Liaison with the relevant authorities should seek to ensure these are upgraded to allow for cycle access and relevant crossing points should be provided from any new recreational area to new and existing path and cycle routes.</p>
	<p>- Will the site impact on any existing footpaths or other public rights of way (PROWs)?</p>		<p>A PROW runs through the middle of the overall site for development but this will not be impacted by the area allocated for the provision of a school.</p>
	<p>- Will the site have the potential to offer limited car parking facilities?</p>		<p>The site is suitable for the allocation of car parking facilities.</p>

	- Does the site, by virtue of its location and scale, have a severe impact on the existing highway network?		Due to its location, many residents from the extremities of the village are likely to use cars to reach the site and as such the proposal as a recreational site will have an impact on the highway network. The site being in the general location at which parents drop-off and collect pupils from the Community College has the potential to increase traffic significantly at certain points of the day namely the start and end of primary school hours.
9/Soc To ensure that the community has adequate access to the facility	- Is the site within a desirable or acceptable walking distance of the main residential area of the village?		The site is at the maximum distance from the main residential area of the village.
	- Are there safe crossing points and walkways between the main residential areas and the facility?		As some form of pedestrian crossing and traffic control will be needed due to the increase in cars from development within the village at the Ixworth Road / Norton Road/ Station Hill junction, a contribution towards the provision of pedestrian crossing facilities at Norton Road / Station Hill / Ixworth Road junction has been sought by Suffolk County Council under proposed S106 Highways. Construction of a footway / cycleway on Ixworth Road between the site entrance and Norton Road will be sought by S106 Highway Contributions to provide pedestrian access between the development site and the main village via Station Hill and to include all parts of the footway within the public highway. There will be a need for close liaison with the Highways Department to ensure that pedestrian safety measures are appropriate and in place for any further facilities coming forth in this area.
	- Is the site within a desirable or acceptable walking distance from nearest bus stop?		The site is at the preferred maximum walking distance from nearest bus stop.
	- 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?	

<p>10/Soc 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</p>	<p>- 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</p>	<p>- Is the site in a suitable location that will allow passive surveillance; emergency vehicle access; lighting and CCTV.</p>	<p>The site is located within countryside and there will be a natural reluctance to develop passive surveillance with lighting. Lighting and CCTV would be an issue subject to planning permissions and appropriate regulations. Currently the Parish Council maintains community recreational facilities and it is assumed that this would continue to allow the facility to be accessible to all. Access for emergency vehicles if required is good.</p>
<p>Overall judgement</p>	<p>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 a primary school only.</p>	<p>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.</p>	<p>Whilst the area has the ability to support recreational facilities and sufficient land for improved outdoor recreational facilities, it is in open countryside and outside of the built up settlement area boundary. The support of such a provision within the Neighbourhood Plan will only be granted provided all other areas within the settlement boundary have been explored. The location will imply a reliance on the motor car. Currently there is poor access for pedestrians and cyclists.</p>

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)