

VAS Summary Depden September 2016

VAS records number of vehicles and speeds in 5 minutes intervals and 5 mph ranges - not individual registrations etc

VAS shared with Hargrave and Ousden in rotation (4 weeks each village). Sign in place for 3 periods

1 Church End Aug 28 – Sep 10 2016

After removing this data (a time consuming process)...

Average speed: 34 mph

Vehicles: 4153

Average number of vehicles: 270/day

Fastest speed: 75mph (31 August 20:10)

Vehicles over 45 mph: 16

85 percentile speed: 34 mph

Over 35 mph: 386(8%)

2 Water Tower Sep 10 2016 - ...

No data yet – monitoring in progress

St Edmundsbury Vision 2031

Depden Parish Council Meeting, 13/9/16

- This document discusses all aspects of living in Bury St Edmunds up to 2031, including work & leisure but the primary emphasis is on housing & my comments will be restricted to this area.
- Government estimates of population in St Edmundsbury by 2031 is 130,000. This compares with the population of 103,000, recorded in 2009.
- St Eds Borough Council estimates that to accommodate this number & perhaps more, 11,500 houses will need to be built by then.
 - 52% growth will be in Bury
 - 34% will be in Haverhill
 - 15% in the rural area

Bury St Edmunds

- The town will grow in 5 directions nearly all widely separated from one another, N/S/E/W. Closest to us in the development between Westley and the western outskirts of the town.
- Also 14 potential brown-field sites towards the centre of Bury are described, which may be available for development before 2031. One almost certain to go ahead is the BSE football ground near Ram Meadow. The brown-field sites will be a mixture of housing & amenity areas.
- There are lots of excellent, detailed maps in the BSE book which shows where all these sites are.

Haverhill

- Not covered here, read the Book!

Rural

- The housing objective is “To meet the housing needs of the rural areas, with a particular emphasis on the provision of affordable homes and an appropriate mix of house types for local people & of appropriate housing for an ageing population”.
- KEY SERVICE CENTRES – closest to here are: Barrow & Kedington. These villages have a good range of services & facilities, e.g., shops, school, good road links. This is where most house building will be; Barrow has been allocated 3 sites with a total build of 179 houses in the short & medium term while Kedington has 2 sites with a build of 105 houses.

- LOCAL SERVICE CENTRES – closest to here are: Chedburgh & Wickhambrook. These villages have only a limited set of services and facilities, e.g., Chedburgh has no shops and Wickhambrook does not have good road connections & part of the village lies on a flood plain. These villages are only suitable for small housing developments. Chedburgh has been allocated 1 new site with 10 dwellings long term [in addition to the site currently being developed of 50 houses] & Wickhambrook 1 new site short term for 22 dwellings.
- INFILL VILLAGES – closest to here are Chevington, Rede & Hawkedon. Small-scale infill developments only will be allowed in these villages to a maximum of 5 houses/site.
- **The locations of all these sites in the various villages are shown as detailed maps in one of the booklets.**
- COUNTRYSIDE – villages include Depden and close to us Hargrave & Ashfield Green. Past versions of the 2031 Vision restricted development in the Countryside to:
 - Replacement of existing buildings
 - Key worker housing in rural occupations
 - Affordable housing on exceptional sites adjacent to existing settlement boundaries.

In this version, development has been relaxed with:

- ❖ The introduction of the Localism Act enables residents the right to propose sites for development
- ❖ Some development may be permitted to specifically serve a Key Service Centre or a Local Service Centre nearby
- ❖ As a result of The National Planning Policy Framework other possibilities such as infilling may be allowed, specifically either one dwelling or 2 semis, if they become part of a cluster of 10 or more closely-knit dwellings that are adjacent to or they front an existing highway.

P I Payne
13/9/2016