

DEVELOPMENT BRIEF

LAND AT CAVENDISH ROAD, CLARE, SUFFOLK



ON BEHALF OF



LAND CHARTER HOMES

ADOPTED SEPTEMBER 2016

Carter Jonas

A VISION FOR

**LAND AT CAVENDISH ROAD,
CLARE, SUFFOLK**

ON BEHALF OF



CONTENTS

IMPORTANT NOTE

This version of the Development Brief is a revised version following public consultation on a Draft Development Brief that took place between Monday 9th May and Sunday 5th June.

The Draft Development Brief was prepared in consultation with Officers of St Edmundsbury Council (Planning) and Suffolk County Council (Highways), amongst others.

A public consultation event was held at Clare Town Hall on the evening of Wednesday 18th May and this event was publicised by leaflet drop to every household in the town (with the very helpful involvement of representatives of Clare Town Council who organised the delivery). The event was also publicised on the Clare Town Council Website and on the Carter Jonas website.

SECTION 01 - INTRODUCTION 4

1.1	Reason for this Document and its Status	4
1.2	The Site	4
1.3	Site Allocation Planning Policy	6
1.4	Scope of Development Brief	7
1.5	Associated Documents	7

SECTION 02 - DEVELOPMENT BRIEF 8

2.1	Site and Context	8
2.2	Wildlife and Landscape Significance	9
2.3	Mix of Housing and Affordable Housing Provision	10
2.4	Scheme Design	10
2.5	Site Opportunities and Consultants	12
2.6	Concept Layout Plan	12
2.7	Highways and Transport	14
2.8	Physical Infrastructure and Mains Services	18
2.9	Additional Matters	18

SECTION 03 - STATEMENT OF COMMUNITY INVOLVEMENT 21

APPENDICES

1:	Site Context Plan
2:	Opportunities and Constraints Plan
3:	Concept Layout Plan
4:	Access and Highways Proposal Plan
5:	Proposed Drainage Layout
6:	Exhibition Boards and Exhibition Flyer
7:	Copies of Representations Received and Summary of Comments and Responses

SECTION 01 - INTRODUCTION

1.1 REASON FOR THIS DOCUMENT AND ITS STATUS

St Edmundsbury Borough Council's Rural Vision 2031 document (adopted September 2014) stipulates at paragraph 21.16 that before a planning application can be determined in relation to the land at Cavendish Road in Clare, a Development Brief is required. The allocation of the site is covered by Policy RV11 and it is one of two greenfield sites allocated in Clare, being site (b). The other site is land east of The Granary (site a), which is of a comparable size (2.3 hectares).

The need for a Development Brief is also addressed within paragraph 3.6 and in Policy DM4 of the Forest Heath and St Edmundsbury Local Plan Joint Development Management Policies Document (adopted February 2015).

The reason for this the Development Brief is to provide a detailed framework for the development of the site including information on its physical constraints, and an indication on how it is intended it will be developed. It is intended to be a precursor to the preparation and submission of a planning application and has been subjected to public and stakeholder consultation so that interested parties were able to influence the form and type of development to be advanced. Ultimately the brief will be adopted informally by West Suffolk Council for development management purposes and will be a material consideration in the determination of any future planning application.

It is of note that the brief does not incorporate a detailed layout for the site; that is a matter for the planning application in due course, which will also determine the final capacity of the site.

1.2 THE SITE

The Site is located north of Cavendish Road, Clare and falls within the jurisdiction of St Edmundsbury Borough Council (**see Site Context Plan in Appendix 1**). It extends to about 2.2 hectares and is located at the eastern end of the settlement, adjacent to the Stour Valley Community School. It is controlled by Land Charter Homes who are seeking to bring forward a residential development in accordance with the site allocation see below.





1.3 SITE ALLOCATION PLANNING POLICY

The Site is allocated for residential development under Policy RV11b of the Rural Vision 2031 and identified as having an indicative capacity of 64 dwellings. The Policy provides that development on the greenfield site will be permitted in the medium term.

Policy RV11b also requires that the Site *'must incorporate proposals for enhancing footpath and cycleway access to the town centre'* along with strategic landscaping and open space as appropriate to the site requirements and location.

The requirement for a Development Brief is reiterated in Policy RV11 which states that:

'...the amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a Development Brief for the site. Applications for planning permission will only be determined once the Development Brief has been agreed by the local planning authority'.

Paragraph 3.6 of the Forest Heath and St Edmundsbury Local Plan Joint Development Management Policies Document states that *'a Development Brief provides a detailed framework for development of a site where a full master-planning approach is not required'* and under Policy DM4 a Development Brief must go through the agreed process of consultation and be approved prior to the determination of a planning application.

In accordance with the above requirements, the Development Brief for the Site will therefore:

- Address provision for improved cycleway and footpath connectivity with the wider town including the town centre.
- Include information on the site's physical site constraints
- Provide details on the amount of land available for development along with an indication on how the site is intended to be developed including the location of uses, access arrangements and design and landscaping
- Be submitted to the Council for approval prior to the submission of a planning application



1.4 SCOPE OF DEVELOPMENT BRIEF

The Development Brief comprises information on:

- Site location and description
- Site significance and planning policy context
- The anticipated mix of housing and affordable housing provision
- Possible scheme layout, materials, design features and guidelines
- Landscaping proposals
- Public open space provision and footpath and cycle linkages
- Site access, vehicular movement within the site and car parking
- Transport statement
- Sustainable design and construction and energy efficiency
- Sustainable drainage measures
- The physical infrastructure needed to serve the development; and phasing of development.

1.5 ASSOCIATED DOCUMENTS

The following documents should be read in conjunction with the Development Brief:

- Drainage and Highway Considerations Report (May 2011) GH Bullard & Associates LLP
- Landscape Strategy: Proposed Residential Development – Land off Cavendish Road, Clare (April 2016) LSDP Chartered Landscape Architects
- Consideration of Pedestrian and Cycling Provision (April 2014) GH Bullard & Associates LLP
- Ecological Scoping Survey (January 2016) Hillier Ecology Ltd
- Great Crested Newts Triturus Cristatus Survey at Cavendish Road, Clare, Suffolk (June 2016) Hillier Ecology Ltd
- Pre-Planning Assessment Report (February 2016) Anglian Water
- Land Enquiry for Proposed Development Site (February 2016) National Grid
- UK Power Networks Budget Estimate for New Works (February 2016)
- Brief for an Archaeological Evaluation (March 2016), Suffolk County Council
- Geophysical Survey (May 2016) Archaeological Solutions Ltd
- Contaminated Land and Geotechnical Risk Assessment (April 2016) Nott Group

SECTION 02 - DEVELOPMENT BRIEF

2.1 SITE AND CONTEXT

LOCATION

The town of Clare lies in the far south of the Borough and is connected by two key roads, the A1092 and the B1063. The A1092 passes through the centre of Clare and links the town to Sturmer (6 miles) and Haverhill (7.9 miles) to the west and Long Melford (7.1 miles) and Sudbury (9.4 miles) to the east. The B1063 then travels north from Clare town centre towards Newmarket.

Although a relatively small town, Clare offers a range of facilities and services including the new Stour Valley Community School (opened September 2011), a post office, four public houses, a community hall, library, play area and recreation ground, allotments and GP surgery.

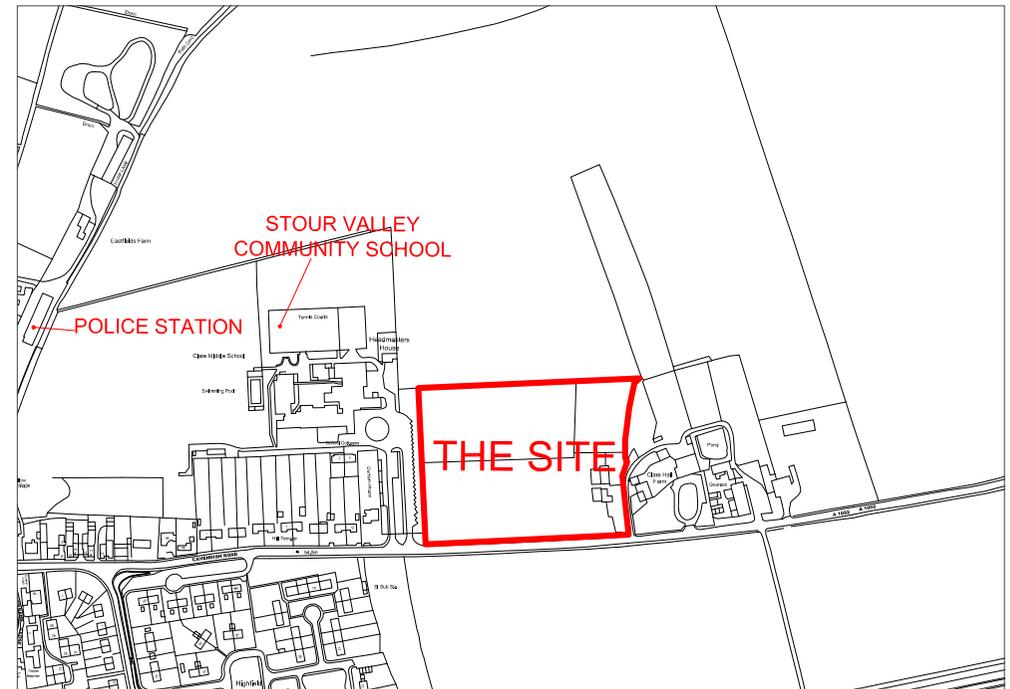
The Site is located on the eastern side of Clare, due north of Cavendish Road (A1092) and adjacent to Stour Valley Community School to the west and Clare Hill Farm to the east. It is within the Housing Settlement Boundary for the town (as defined by the St Edmundsbury Policies Maps).

The town is designated as a Key Service Centre in the Core Strategy in recognition of the important role it has to play in serving the residents of the town and those that live in the immediate surrounding area. The town has an active community and the Town Council, Clare Business Association and the Clare Society have worked together to produce the Clare Community Plan (October 2010).

DESCRIPTION

The area allocated for development comprises approximately 2.2 hectares of greenfield land which is partly used for equestrian purposes. There are two stables located on the Site, the first constructed from timber with a corrugated felt roof and the second from timber and corrugated tin roof.

The Site is bound by low hedgerows to the north and south and tall hedgerows and trees to the east and west.



2.2 WILDLIFE AND LANDSCAPE SIGNIFICANCE

WILDLIFE

An Ecological Scoping Survey carried out in January 2016 concluded that the Site was of low ecological value overall.

The survey found the buildings to have a low probability of bat interest, the Site was not considered to provide a habitat suitable for reptiles and there was no evidence of badgers, badger setts or barn owls.

Three common and widespread species of bird were recorded on the Site. Although there was no evidence of nesting birds, the buildings and hedgerows on the Site offer potentially suitable nesting sites. Therefore, to mitigate the potential loss of nesting habitat it is recommended that a variety of bird boxes be installed at suitable locations around the Site.

Great Crested Newts surveys were recommended in the Ecological Scoping Survey and these were carried out during the consultation period on the Draft Development Brief. The survey related to a pond immediately east of the development site. The survey found no evidence of Great Crested Newts and therefore no specific mitigation is required.

LANDSCAPE SIGNIFICANCE

The site is an area of pasture, which is currently used for horse paddocks; it is approximately rectangular in shape. The Stour Valley Community School borders the site to the west and Clare Hill Farm to the east. To the north and south the landscape is open arable fields. The site is on the valley side and slopes down from north to south; the landform beyond the site boundary slopes down to the River Stour to the south and to the north the valley rises toward the wider clay plateau.

The site is located on the northern lower slope of the Stour Valley and the extent of available views towards the site from surrounding areas is determined by intervening landform, vegetation and existing development.

There are views towards the site from publicly accessible areas to the south. Further details are contained within the Landscape Strategy report prepared by LSDP which is one of the Background Documents to this Brief.

2.3 MIX OF HOUSING AND AFFORDABLE HOUSING PROVISION

In accordance with adopted planning policy, 30% of the new housing on the site should be affordable.

In terms of the market housing, it is expected that the development will bring forward a mix of types and sizes of unit, ranging from 2 to 5 bed units.

With regard to the affordable housing, the Council's Strategy and Enabling Officer has indicated that, purely in percentage terms, the following mix would most likely be sought, having regard to identified local need:

- 1 bed – 20%
- 2 bed – 50%
- 3 bed – 20%
- 4 bed – 10%

2.4 SCHEME DESIGN

LANDSCAPE STRATEGY

The primary aim is to mitigate visual impact on the wider landscape and integrate the development into the existing settlement. The site is adequately contained and screened by existing vegetation on the eastern and western boundaries. The hedgerows on the northern and southern boundaries are low in height and allow views into the site. Views from the north are limited by mature vegetation on the edges of the neighbouring sites and by the rising landform. Views from the south are more open and the site is visible from the opposite side of the Stour Valley.

Adequate space will be provided on the southern edge of the site, to accommodate large-growing native trees, the intention being to provide some filtering to views and to integrate the development into the landscape, rather than entirely screen it from view. The existing hedgerow on the northern boundary will be gapped-up; the hedgerow on the southern boundary will be retained and managed in the traditional manner. Setting the development back from the road will be in keeping with the existing

settlement pattern to the west. The site access and visibility splay will require the removal of part of the existing boundary hedgerow; it may be possible to relocate the existing hedge behind the splay, subject to further investigation

VILLAGE ARCHITECTURAL VOCABULARY

Historic Context

The settlement of Clare was established in the late 11th Century when the Castle mound and defences were constructed. This was followed in the 12th Century with the establishment of Clare Priory.

With the coming of the wool trade, in the 15th Century the town saw its first major expansion around the Church and market place. This expansion continued in the 16th and 17th Centuries forming a dense core of now listed properties with small fingers of development along the streets principally in the south western direction. When the wool trade faded the town continued to expand based on the growth of agriculture as a direct consequence of the Napoleonic blockade.

The arrival of the railways in 1865 which allowed the local agricultural produce to be shipped out to larger centres and markets, saw both the town market and the town economy slip into a steady decline. It wasn't until the mid to late 20th Century that further significant development occurred in the town which was divided between the three principle roads, Cavendish Road, Stoke Road and Callis Street.

Scale & Pattern of Development

The centre consists of largely built up frontages of properties which sit against the back edge of the pavement. These pavements vary in width throughout the town. This variation in width of pavement and distance to the edge of the road allows for the introduction of narrow sections of green space which soften up the interface between the pavement and buildings. This is particularly apparent in Nethergate Street. This also allows for the formation of small parcels of land which contributes significantly to the character of the historic core. These green spaces are wide enough to allow for some modest urban tree planting. Typically there are only modest areas for front gardens, allowing for a small amount of soft planting. There are occasional gaps in these frontages which allow additional greening of the street from glimpses of garden planting and with some open views beyond.

Town properties are principally two storey in scale with some attic accommodation

with dormers. There are a few three storey properties which are principally located round the Market Square often sitting over shops.

The pattern of development is mainly linear but with narrow accesses from the built up frontages often through archways and narrow cuts which open into spaces behind the principal street frontages. Towards the edge of the town centre individual properties predominate. In the areas of 20th Century development there is no overriding or distinctive character beyond the traditional suburban feel with houses set back behind front gardens. As almost all the properties in the town were developed on an ad hoc basis it is not surprising that the scale and appearance of the buildings are quite individual. This results in no consistent eave heights from house to house and also a variation of fenestration and materials which adds to the town character. This pattern of development produces predominantly terraced forms which consist of linked individual buildings where the roofs vary from gable ends at right angles to the road with other ridges that run parallel to the road. This is a significant characteristic of the town centre.

Materials & Detailing

The materials present within the town are drawn from the traditional Suffolk vernacular pallet. The predominant roofing material is plain tiles on the earliest buildings. A significant number of roofs are slated due either to a later date of construction after the arrival of the railway in 1865, or as a result of the “modernisation” of the earlier building’s roof materials being changed to slates. There are also examples of pantiles within the town but to a lesser extent. The external walling, are principally rendered to reflect the timber frame construction of most of the historic core. There are however plenty of examples of Gault bricks where some re-facing of earlier buildings has been carried out and also the introduction of imported red bricks for Victorian developments and later, where the materials have come in from the railway.

Window styles are also very varied with the predominant style being sliding sash due to the age of the main housing stock. There are simple casement windows throughout the town however. Door cases are often elaborate but are used on almost all properties even on more humble cottages providing emphasis to the front door.

In terms of Street/scape and boundary treatments, as most of the houses

sit on the back edge of the pavements there are only a relatively small proportion of properties with boundary treatments onto the highway. There are however many examples of brick walls around the edge of the main centre. There are also a number of railings enclosing modest front gardens some with hedging or planting behind. Clare has an attractive mixture of cobbles, blocks and projecting steps on to pavement edges which delineate areas of private ownership in addition to the small area of garden which allow for small softening planting against buildings.

Conclusion

Whilst this site in Cavendish Road is at some distance from the historic core and will be seen as a continuation of the rather characterless 20th Century development, we believe that something of the essential character of the historic core should feed into the design and character of this development. We would expect the materials to pick up the variety used in the town centre.



2.5 SITE OPPORTUNITIES AND CONSTRAINTS

Attached at Appendix 2 is a Site Opportunities and Constraints Plan which identifies a number of factors that will influence the ultimate form of development on the site.

This list is not necessarily exhaustive but seeks to give a picture of the key aspects that will need to be taken into account. These include:

- The presence of the school (Stour Valley Community School) to the west of the site and the need to respect their amenity as an immediate neighbour;
- The need to respect and recognise the arrival and departure regime from the school and to limit any interference with this;
- The need to have regard to existing peripheral site planting and to retain this where possible, whilst trying to soften the appearance of new development through landscaping and planting;
- The need to manage surface water drainage having regard to site levels, and the position of off-site drainage channels / ditches;
- The need to respect the amenity of residential occupiers to the east of the site (Clare Hall Farm and 'Grunters');
- The need to manage surface water drainage in a suitable fashion including where possible SUDS and the use of attenuation tanks;
- The need to maximise pedestrian and cycle accessibility to and from the site to the wider town; and to ensure that highway safety for all users is given primary consideration; and
- The need to respect key views into the site in terms of site layout and orientation of dwellings and to ensure that there appropriate screening and buffer zones are provided.

2.6 CONCEPT LAYOUT PLAN

See Concept Layout Plan at Appendix 3.

Principal Development Characteristics

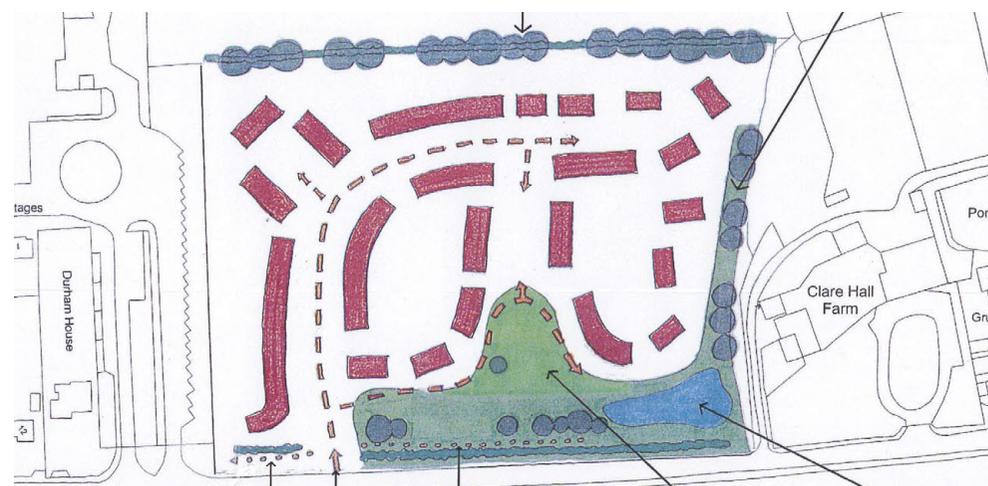
Road Frontage to Cavendish Road
The principal view will be the site through a retained, enhanced hedge with a large landscape buffer. The form of development will be of individual and groups of houses looking onto the central Green with additional tree planting to reinforce the edge of the village rural character.

Spine Road

Denser built up frontage of mainly linked and terraced properties with limited front gardens behind a varied pavement depth with narrow widths of grass and planting. The road will run north to south and then curve east with small squares and courtyards of development opening off.

Eastern Boundary

A lower density of individual properties set along the eastern boundary served by private drives to acknowledge the soft boundary with the adjoining farm.





ROSINA
COTTAGE

16

2.7 HIGHWAYS AND TRANSPORT

VEHICULAR ACCESS

The site has a frontage to the A1092 Class one road that links Long Melford and Sudbury to the East with Sturmer and Haverhill to the West. It has a carriageway width of approximately 6 metres on the site frontage that continues towards the centre of Clare where its width reduces in places to approximately 5.5m on average.

The site frontage has sufficient length for a suitable junction to be provided onto Cavendish Road to accord with the requirements of the 'Suffolk Design Guide' and the current standards recommended by the Government in the 'Manual For Streets 2' (MfS). A single access point is proposed towards the south-western corner of the site, close to the access to the Stour Valley Community School with adequate junction spacing to ensure unobstructed forward visibility and inter-visibility between the proposed new access and the school access. The access position is suggested to be closer to the school than the Eastern boundary to reduce the need for a larger visibility splay in an easterly direction, as traffic speeds are likely to be higher. Visibility splays of 2.4 x 43m (left towards the town) and 2.4 x 120m to the east will be provided, in accordance with standards (MfS). All road users will be able to access the highway network safely. The position of the access further to the west will also reduce the length of footway to be provided on the site frontage. Details are to be agreed.

As traffic speeds approaching the town from the east are understood to be high, measures will be adopted to warn drivers and motorcyclists to slow down. An improved gateway will be provided to include white picket fencing, buff banding with the words SLOW written into the road surface, dragon's teeth road markings and 30mph painted roundels on the road surface. A small build out on the south side of the road of about 0.4m will not only assist those wishing to cross the road, but will serve as a traffic calming measure in its own right.

Further 'repeat' road markings will be provided to the west of the site as one approaches the bridge by the recreation ground which will further seek to slow traffic down.

Allied to the electronic speed display signs that the town is securing

through other Section 106 contributions, and which will be moveable, this package of measures is considered to offer a good chance of slowing vehicles down and changing the behaviour of drivers.

Pedestrian Access

The position of the proposed vehicular access, located towards the western end of the site frontage, will reduce the length of footway required given that most pedestrian trips will be westbound, towards the Town Centre. It is intended for the existing frontage hedge to remain in place. From the proposed site access a new footway approximately 1.8m wide will guide pedestrians and this will run in front of the hedge to the west, and behind the hedge to the east. This will mean that the roadside watercourse can remain without being culverted except under the access bellmouth to emerge at the point where there is an existing gate beside the bellmouth into the school. Please refer to the **Access and Highways Proposals Plan which is attached at Appendix 4** and which shows the access and highways proposals at this stage, indicatively.

In the immediate vicinity of the site access, two improvements will be proposed. The first will require the support of Stour Valley Community School and relates to an improvement to their access allowing pedestrians to cross the school access in two phases which is not possible presently. The second is that associated with a potential off-road route to the south (see below) there will be a pavement build out which will narrow the road by 0.4m and allow a 2.0m wide footpath to be provided for a short length before joining the potential off-road route.

In terms of pedestrian journeys to the west, towards the Town Centre, it is anticipated that there may be two routes available. The first would be along Cavendish Road at present, It is most likely that pedestrians would choose to use the footway on the northern side of the road. It is therefore proposed to improve the width of the existing footway on the north side between the school access and approximately No. 12 Cavendish Road. To achieve this, a proportion of centre hatching is likely to be removed to maintain a minimum carriageway width of 6.0m enabling the footway to be widened by the width of the removed hatching.

Further to the west, where traffic speeds appear much lower, given parked cars are providing a degree of traffic calming, no footway width

enhancements are considered necessary in relation to this proposed development. It is however proposed to improve the ability for pedestrians to cross Cavendish Road, east of Riverbank Close, through the installation of dropped kerbs.

The second option would be via agricultural land to the south, described more fully below under the heading "Cycle Access". This would be a new route which would be a combined cycle and pedestrian route and which can be delivered subject to the agreement of the landowner. If agreement cannot be reached then the on-line improvements along Cavendish Road will suffice to deal with improved pedestrian connectivity to the town centre although the additional route is clearly desirable.

In response to discussions with and representations received from Clare Town Council and The Clare Society, other improvements are also proposed. Dropped kerbs will be provided in the vicinity of the bridge over the Chilton Stream and further traffic signs and road markings will be deployed to further slow vehicles down, therefore ameliorating the crossing experience for pedestrians.

In addition, the developer will continue to work with Suffolk County Council, the Borough Council, Clare Town Council, The Clare Society and other partners to identify other new links that could be delivered as part of a planning application to make access to the Town Centre and Clare County park easier and more direct. This will include consideration of improvements that might be possible at Bell Corner.

Footpaths within the development

Footpaths will run throughout the development to encourage residents to move about on foot wherever possible. These will lead to a footpath at the south-western corner of the site, alongside the entrance to Stour Valley Community School, where it will link up with footpaths on Cavendish Road. In turn these lead to the town centre and to various other locations in Clare.

Cycle Access

Very little can be done to provide dedicated cycle facilities on the A1092 (Cavendish Road) due to width restrictions. However, given the strong

direction promoted by the Site Allocation Planning Policy, Suffolk County Council Rights Of Way officers are pursuing options to seek a formal Public Right Of Way to the south, linking the proposed development with the railway walk to the Clare Country Park and then on to the town centre. It may then be possible to enter into an agreement to allow cycle use of the footpath to deliver the cycle connectivity improvements. This route is shown indicatively on the plan at Appendix 4, as is an alternative route further east. The former is the preferred route because it is more direct although it would have to negotiate a level change at the disused railway line. The alternative route connects with the disused railway at grade, but is more circuitous as a route.

The Access and Highways Proposals Plan (Appendix 4) identifies a route for the improved cycle and pedestrian route. This route will necessitate agreement with the landowner which cannot be assured, although discussions are ongoing. However, if the preferred cycle and pedestrian route were to be delivered this would commence at the proposed new access with a 3.0m wide surface. The preferred route would include an improved crossing facility of Cavendish Road, between the proposed site access and school access to improve the crossing for cycles and pedestrians choosing this route. This improved crossing is expected to take the form of kerbside buildouts to reduce the crossing width together with widened footway to form the landing area (approximately 2.0m wide). Steps will be necessary to link up with the railway walk due to a level difference. For cyclists, this would require dismounting and pushing the cycle up a bike channel adjacent to the staircase. A suitable surface would need to be provided to enable year round use. The Preferred route would deliver the most direct route available to the town centre.

An alternative route proposed at the Draft Development Brief phase, further east and using the access road to the sewage works has been discounted during the consultation phase as bringing limited benefit.

Bus Access

Clare is served by two key bus services which are in operation from Monday to Saturday, There is no Sunday bus service in Clare. The 374 bus runs from Clare to Bury St Edmunds and operates between three to four services a day (Monday to Saturday). The 236 bus connects the town with Haverhill, Sturmer, Stoke-by-Clare, Cavendish, Glemsford, Long Melford and Sudbury and operates seven return services on weekdays (Monday – Friday) and three services on Saturday. Bus stops are conveniently located within 150 m of the proposed new site access.

Train Access

The nearest train station is at Sudbury which offers services to Colchester and is located approximately 9.4 miles from the Site.

Car Parking

This will be in accordance with Suffolk County Council's 'Suffolk Guidance for Parking'. Parking will be provided in locations well related to individual dwellings with garages generally located so that they do not unduly impact on the streetscene. The sizes of garages will need to be given considerable thought as will other off-street parking.

Traffic Impact

A Transport Statement will be prepared in support of the planning application in accordance with latest guidance.





2.8 PHYSICAL INFRASTRUCTURE AND MAINS SERVICES

Sewerage

A public foul sewer is available to connect to at Cavendish Road (manhole 6401) and there is currently sufficient capacity at Clare Water Recycling Centre to treat foul drainage from the proposed development.

Water

Connection will be made to the mains supply but rainwater harvesting may be adopted in order to reduce consumption.

Electricity

Connection will be made to the mains supply.

Gas

The nearest main with sufficient capacity is located in close proximity to the south western corner of the Site on the opposite side of Cavendish Road from the site boundary and this is a Medium Pressure main. Connection will be made with the mains supply.

2.9 ADDITIONAL MATTERS

Flood Risk Assessment

According to the Environment Agency flood maps, the site is within Flood Zone 1 and therefore not at risk from a fluvial event of 0.1% annual exceedance probability (1 in 1,000 year return period).

The maps also demonstrate there is no significant risk from surface water flooding.

The Environment Agency responded to the consultation on the Draft Development Brief and stated that they have no objection to the proposed development.

They also advised that the site is located above a Principal Aquifer and

within Source Protection Zone (SPZ) 3. They do not however consider the proposal to be high risk. The developer should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.

Surface Water Drainage

The surface water within the site will be utilised SUDS features laterally across the site and then conveyed to a controlled outlet on the southern boundary at a rate no greater than the natural field flow rate. These SUDS features will be combined, where possible, with the landscape corridors and open spaces. **The plan attached at Appendix 5 shows the intended drainage routing.**

Land Contamination and Geotechnical Assessment

Contamination

The historical maps indicate from 1884 until 1987 the site was part of a large field. From 1987 until 2014 the site has been occupied by three fields of varying shape and size (possibly paddock areas). Two small unspecified buildings (assumed to be used as horse stables and storage) have been constructed the eastern part of site from 1987 and 2002 respectively.

A number of trial pits have been advanced and no visual or olfactory evidence of contamination was noted. No elevated concentrations of the determinants tested have been encountered and the risk of encountering contamination during development has been assessed as low. As a result, no therefore work is warranted or recommended.

Geotechnics

The ground investigation has encountered shallow topsoil (to a maximum depth of 0.31m) overlying natural superficial firm medium strength to stiff high strength clay deposits encountered to a maximum depth of 3.00m bgl (depth of hole termination). Made ground deposits or the solid geology of the Holywell Nodular Chalk Formation and New Pit Chalk Formation (undifferentiated) were not encountered during this investigation.

Foundations for the proposed structures could be constructed using strip footings or isolated pad bases bearing upon the natural superficial granular clay soils. These could be deepened when required using mass concrete trench fill where deeper made ground (although unlikely) or poorer natural soils are encountered. Foundations will be required to extend to minimum depths of 0.90m below existing ground level in order to be founded within the competent natural superficial clay soils of a consistent firm undrained shear strength (cu greater than 70).

Public Open Space

The development will incorporate public open space as appropriate to the scale of development. This is most unlikely to involve formal play equipment or marked out sports provision but it is considered that the number of houses proposed is such that informal provision is necessary. Open spaces should be usable and should be subject to natural surveillance from public areas and from adjoining houses. Open space should be of a scale that will enable ball games to be played and should be a focal point within the development.

The Developer behind the scheme is willing to work with Clare Town Council, St Edmundsbury Borough Council and any other relevant bodies or partners to fund potential enhanced facilities within the Town. This would offer wider community benefit for Clare residents.

Archaeology

It is considered that there is a very high potential to encounter archaeological remains on the Site which may be damaged or destroyed as a result of the proposed development. This is due to the proximity of the Site to Clare Castle (ref. CLA 008) and the historic settlement core (ref. CLA 058) to the west and a number of cropmark sites (CLA 004 and 12) to the south and south-east. The Site also represents a favourable topographic position for early occupation, on a south facing slope overlooking the River Stour.

Consequently, the sensitive location of the Site, the lack of previous investigation and the size of the proposed development area, mean that an archaeological field evaluation will be required for which a detailed brief has been obtained (Brief for an Archaeological Evaluation, March 2016, Suffolk County Council).

The brief requires a geophysical survey and a targeted non-ferrous metal detecting survey to be carried out over the entire application Site and a preliminary trenched evaluation to cover 5% by area. Furthermore, that the archaeological evaluation of the Site should be undertaken before a Development Brief is prepared.

The geophysical survey has been carried out and the findings are detailed below.

The survey identified three positive trending linear anomalies which appear to form part of a coaxial field system of unknown date. A further positive anomaly was identified which could represent an in-filled pit type feature or series of features. In the southern portion of the survey and potentially contemporary with the identified boundary ditches, were four fragments of possible ridge and furrow, which may be medieval in date. These survey results will be included in the Suffolk Historic Environment Record under event number ESF 23993.

The next phase of work will now involve trial trenching, the results of which will be available at the planning application stage.

Site Waste Management

Provision will be made for waste bin storage within individual dwellings and groups of dwellings. Care should be taken to ensure that bin storage is integrated into the scheme and designed to a high standard.

Phasing of Development

It is anticipated that in view of the scale of the development it is likely to be constructed in one single or in two successive phases.

Biodiversity Enhancement

The opportunity will be taken to introduce bird boxes within the development to provide nesting and breeding opportunities for birds. Tree and plant species will be mainly indigenous and will be selected with an eye to enhancing the biodiversity of the site.

The Developer behind the scheme is willing to work with Clare Town Council, St Edmundsbury Borough Council and any other relevant bodies or partners to fund potential enhanced facilities within the Town. This would offer wider community benefit for Clare residents.

Developer Contributions

The Strategic Planning team at Suffolk County Council have responded to the draft brief and advised that the scheme should make potential contributions towards a range of pieces of physical or social infrastructure. These include contributions towards primary and secondary education, sixth form education, pre-school provision, public transport, and libraries.

These will be discussed further and negotiated at the planning application stage of the project.



SECTION 03 - STATEMENT OF COMMUNITY INVOLVEMENT

This Development Brief, at its draft stage, was subjected to public consultation and meetings were held with key stakeholders. A meeting was held with the head teacher of the Stour Valley Community School and with Clare Town Council on 3rd May 2016. A further meeting with the Highway Authority and representatives of Clare Town Council and The Clare Society was also held shortly after the expiry of the formal consultation period.

A drop-in event was held in the town at the Town Hall on Wednesday 18th May and this publicised the Draft Development Brief. The display boards used at the Brief are attached at Appendix 6. The exhibition was advertised by way of a leaflet drop to every home in the town and via the Town Council website. A copy of the exhibition flyer is also attached at **Appendix 6**.

Consultation material was also hosted on the Carter Jonas website for ease of access by interested parties. This was clarified on the exhibition flyer so that anyone unable to attend the exhibition was able to view the draft brief. See the web pages at **www.cavendish-road-clare.co.uk**

Comments forms were provided at the exhibition but unfortunately none were completed. Around 35 residents attended the exhibition.

During the consultation period two individual responses were received on the draft Development Brief and separate submissions were received from the Clare Town Council and from The Clare Society. Copies of the representations received are included within **Appendix 7**. As will be seen they have been redacted to preserve the privacy and personal information of individuals. All of the comments received have been taken into account in revising the Development Brief and the Schedule of Comments and Responses also attached at Appendix 7 explains how.

Whilst the number of individual representations received was very low, it must be noted that responses were received from the Clare Town Council (who represent the entire town) and from The Clare Society who have a number of members.

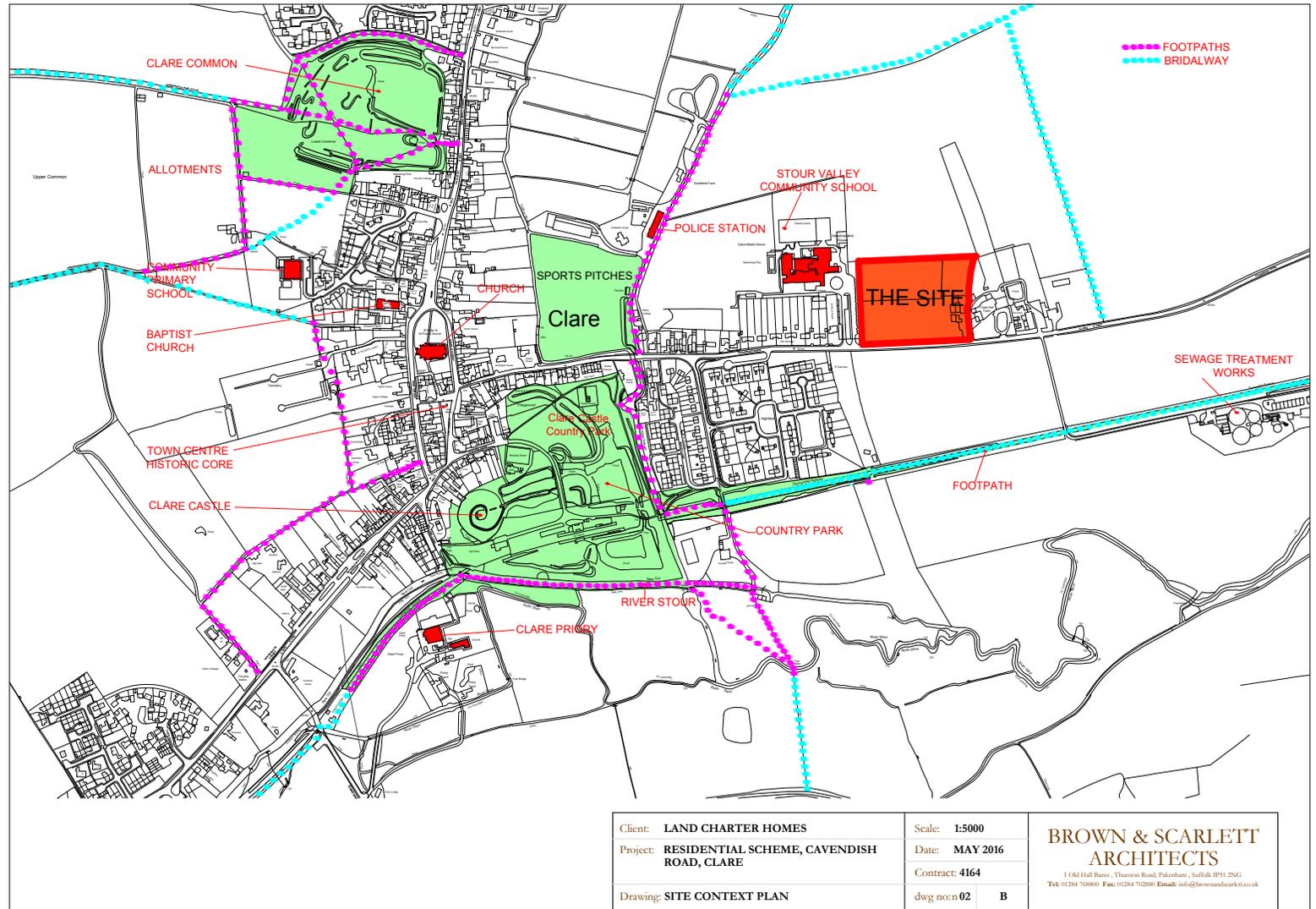
In addition to the residents of Clare, the following organisations were also contacted and consulted in respect of the consultation draft brief:

- Clare Town Council
- The Clare Society
- Suffolk County Council Drainage Team
- Suffolk County Council Planning Policy Officer
- Suffolk County Council Highway Officer
- Suffolk County Council Rights of Way Officer
- St Edmundsbury Borough Council Leisure and Parks Officer
- St Edmundsbury Borough Council Ecology and Landscape Officer
- St Edmundsbury Borough Council Housing Officer
- Anglian Water
- Environment Agency
- Stour Valley Community School
- Borough Councillor Alaric Pugh (Member for Clare)
- County Councillor Mary Evans (Member for Clare)

Whilst a number of the mentioned parties did not formally respond to the consultation in writing, they were involved in meetings and contributed to the production of the final version of the brief being submitted for adoption.

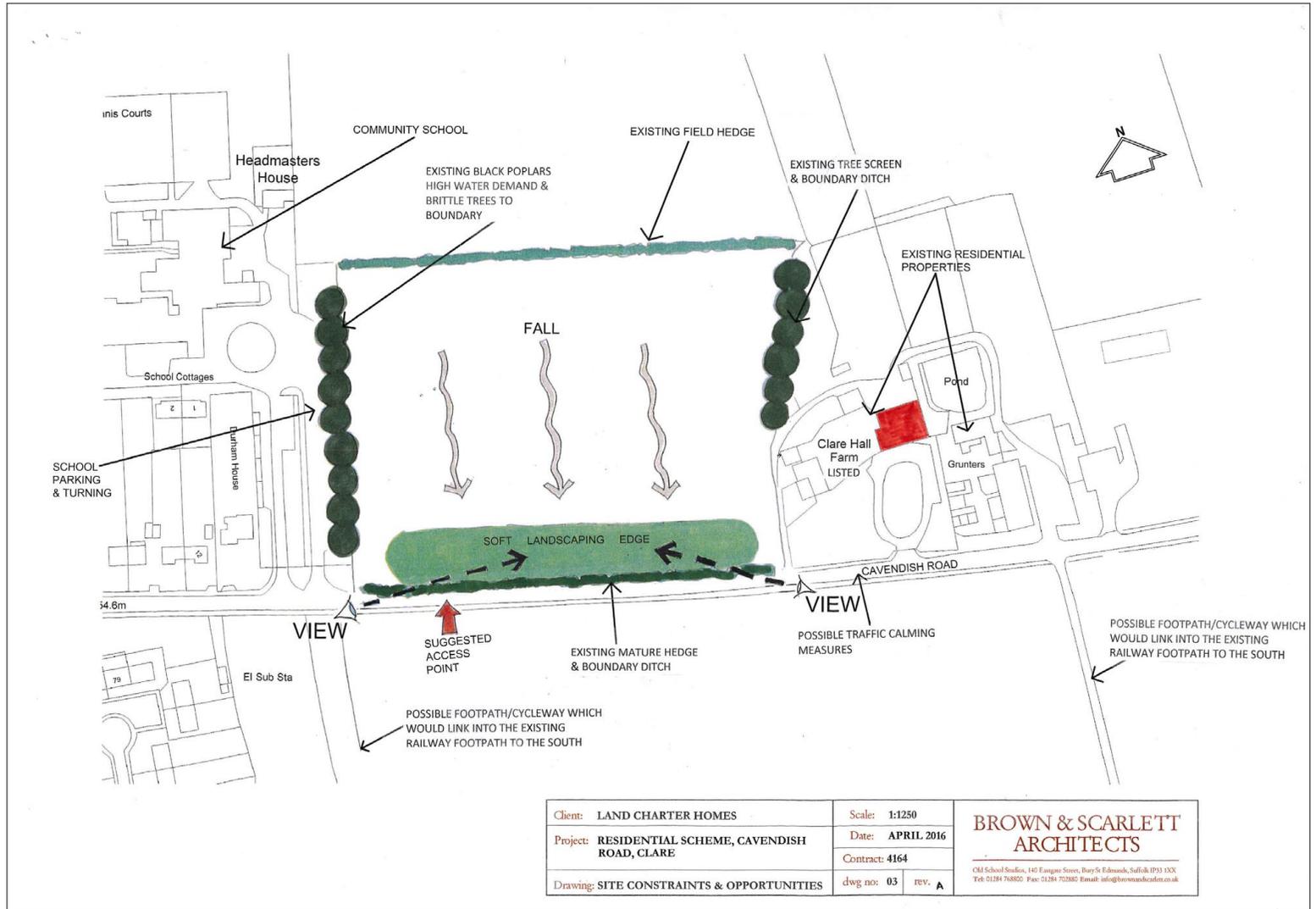
APPENDIX 1

SITE CONTEXT PLAN



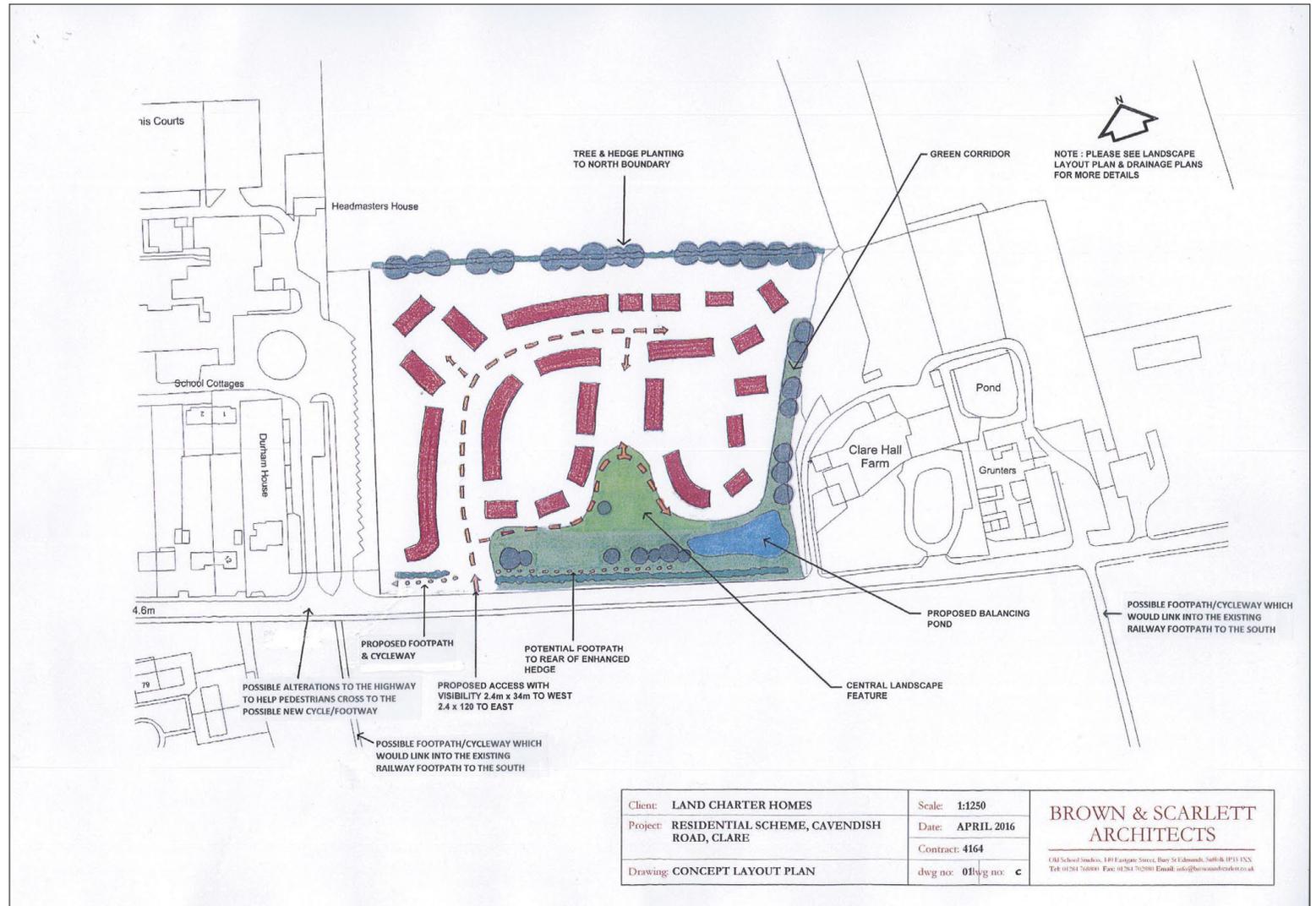
APPENDIX 2

OPPORTUNITIES AND CONSTRAINTS PLAN



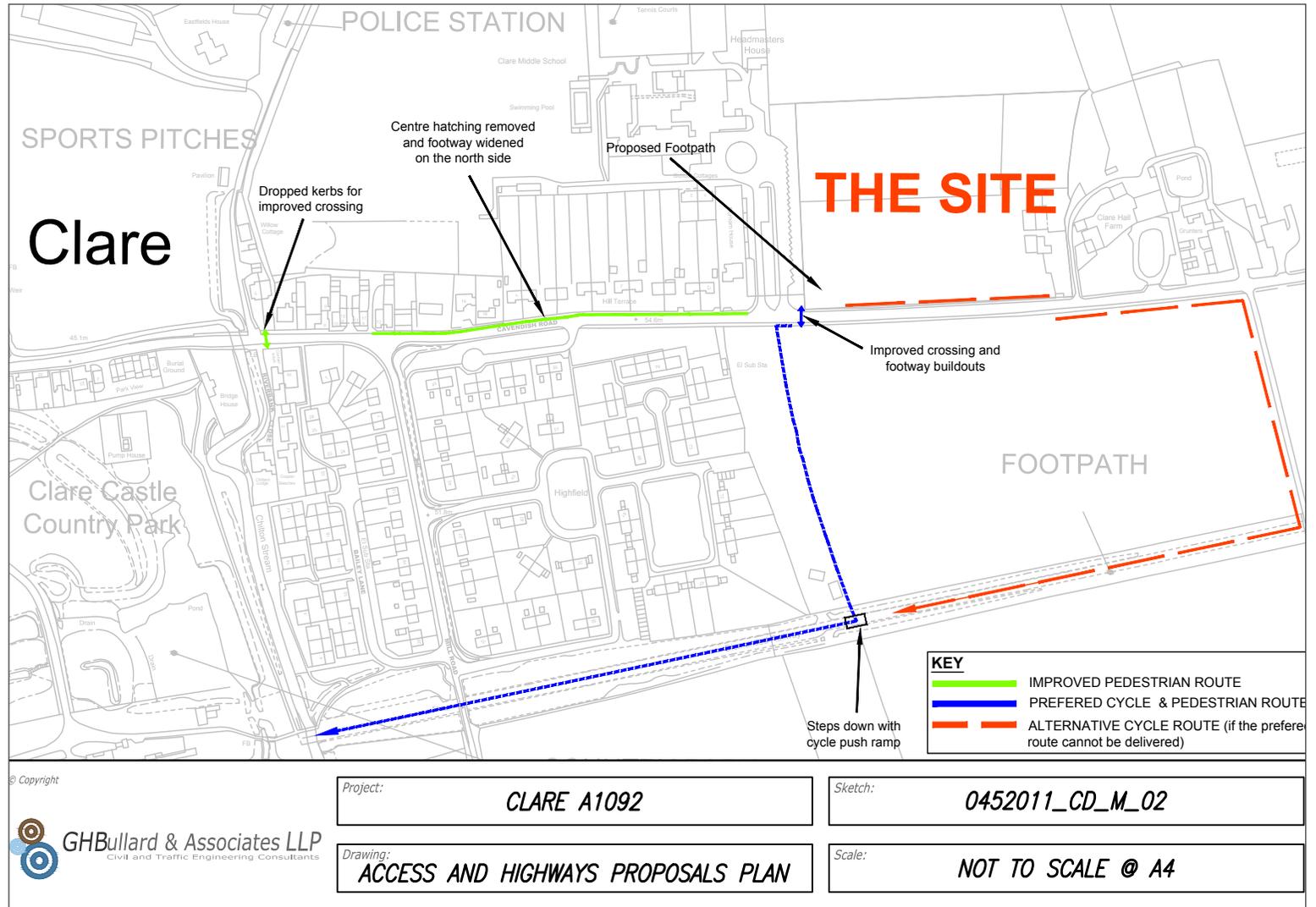
APPENDIX 3

CONCEPT LAYOUT PLAN



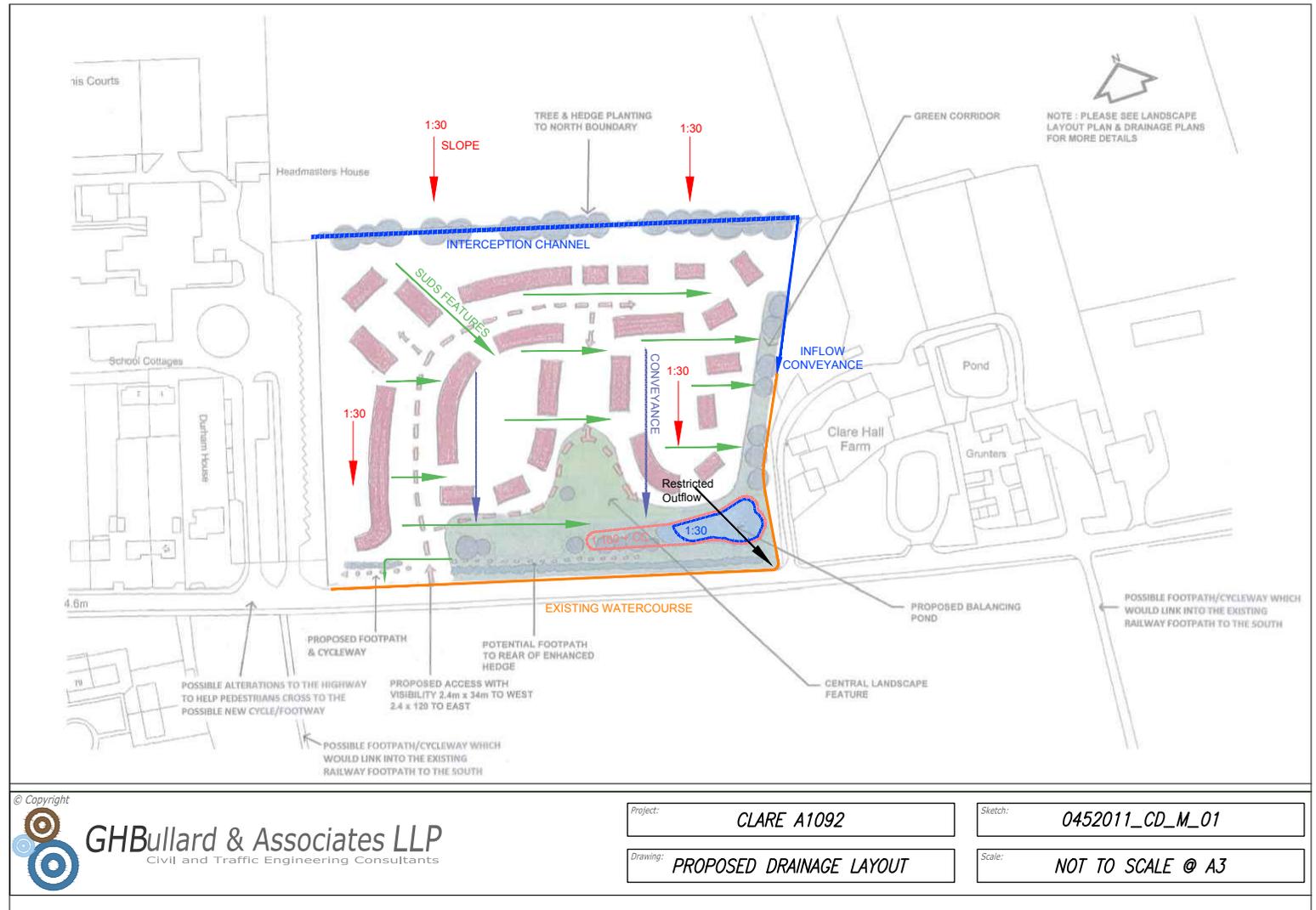
APPENDIX 4

ACCESS AND HIGHWAYS PROPOSAL PLAN



APPENDIX 5

PROPOSED DRAINAGE LAYOUT



© Copyright

GHBullard & Associates LLP
 Civil and Traffic Engineering Consultants

Project: **CLARE A1092**

Sketch: **0452011_CD_M_01**

Drawing: **PROPOSED DRAINAGE LAYOUT**

Scale: **NOT TO SCALE @ A3**

APPENDIX 6

EXHIBITION BOARD & EXHIBITION FLYER

LAND AT CAVENDISH ROAD, CLARE, SUFFOLK PUBLIC EXHIBITION

Wednesday 18th May

Carter Jonas

1. PURPOSE OF CONSULTATION



This consultation follows the allocation of the land at Cavendish Road, Clare for residential development under Policy RV11 of the St Edmundsbury Borough Council Rural Vision 2031.

Policy RV11 of the Rural Vision 2031 and Policy DM4 of the Forest Heath and St Edmundsbury Joint Development Management Policies Document stipulate that a Development Brief should be prepared for the site and approved prior to the determination of any planning application.

The purpose of this Development Brief is to provide a detailed framework for the development of the site including information on its physical constraints and an indication of how it is intended to be developed. Once adopted the brief will be a material consideration in the determination of any future planning application, therefore, it is being subjected to public and stakeholder consultation so that interested parties are able to influence the form and type of development to be advanced.

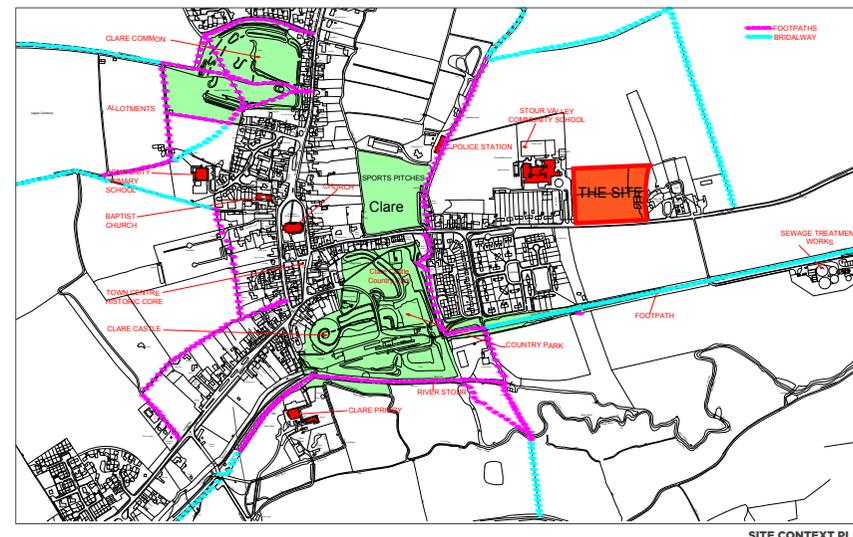
Your views are sought on the proposals in this exhibition so that they may be taken into account in the preparation of the final version of the Development Brief.

All views expressed will be analysed and summarised in a Report on Consultation which will be submitted to the Borough for consideration prior to the adoption of the Development Brief.

You may either:

- Complete a Consultation Response Form before leaving the exhibition; or
- Complete a form online at www.cavendish-road-clare.co.uk where you may also inspect a full draft of the Development Brief.

The website is available from Monday 9th May until Sunday 5th June 2016. Comments received after the closing date of 5th June may not be taken into account.



SITE CONTEXT PLAN

APPENDIX 6

EXHIBITION BOARD & EXHIBITION FLYER

PUBLIC CONSULTATION

Clare Town Hall
18th May 2016
4pm - 8pm

Land Charter Homes is promoting a site for residential development at Cavendish Road, Clare, adjacent to the Stour Valley Community School. The site is allocated for residential development in the St Edmundsbury Rural Vision 2031 document. It is a 2.2 hectare site with an expected capacity of around 64 dwellings.

As a first step that will lead to an eventual planning application, Land Charter Homes has prepared a draft Development Brief upon which it will be consulting with the local community and other stakeholders from Monday 9th May until Sunday 5th June.

A public consultation drop-in event will take place at Clare Town Hall where members of the Land Charter Homes team will be available to explain the emerging proposals and to answer any questions.

A planning application for the site's development will be lodged in due course.

Land Charter Homes would invite you to view the consultation documentation at the dedicated website www.cavendish-road-clare.co.uk

A comments form is available online and can be submitted electronically via the website or by email to cavendish-road-clare@carterjonas.co.uk

Please also use the above email address if you have any queries.



Carter Jonas

APPENDIX 7

LETTER FROM CLARE TOWN COUNCIL & SUMMARY OF COMMENTS AND RESPONSES



CLARE TOWN COUNCIL

The Old School
Callis Street
Clare
Suffolk
CO10 8PX

Tel: (01787) 277559
E-mail: clerk@clare-uk.com
www.clare-uk.com

Colin Brown, Carter Jonas
Peter White, Principle Planning Officer, SEBC

13 June 2016

Dear Colin and Peter

Re: Proposed Development at Cavendish Road, Clare

Clare Town Council has studied the draft Development Brief for the Land off Cavendish Road. In principle we do not object to the development of this site, providing that the requirement laid down by Roger Clews (Chief Inspector of Planning) relating to footpaths and cycleway access to the town centre is implemented in full. Additionally, we believe that it is essential that the route of any proposed footpath or cycleway recognises the preferred route of the people who will live in the development. Local knowledge indicates that this will be the most direct route from the development to the town centre i.e. down the Cavendish Road towards the Bell Corner.

Cavendish Road is highly dangerous for pedestrians and vehicles. Pavements to the town centre are narrow or non-existent. Traffic flow is very heavy and will be exacerbated by the building of 1500 homes at Chilton Wood and the new industry centres at Haverhill. Additionally, drivers increase speed as they move up the hill towards the proposed site and do not decelerate as they travel towards the site from Cavendish village. Articulated HGVs use this road as a short cut from the docks on the east coast. Negotiating Bell Corner leads to HGVs mounting pavements and striking buildings and bollards.

Therefore, the support of Clare Town Council is conditional on the following primary points –

1. The 30 mph limit is pushed out beyond Clare Hall.
2. A traffic light controlled crossing is established on Cavendish Road.
3. Appropriate traffic calming measures are added to slow vehicles approaching the crossing, including a second VAS sign for the town.
4. Pavements are widened along Cavendish Road from the development down the hill.
5. The pathway to the east of the old Quaker burial ground is improved and extended through the Country Park towards the outer bailey, thus providing access to the town centre that does not involve crossing at The Bell corner
6. Access to the development to be sited away from the entrance to Stour Valley Community School

APPENDIX 7

LETTER FROM CLARE TOWN COUNCIL & SUMMARY OF COMMENTS AND RESPONSES

SUMMARY OF COMMENTS RECEIVED DURING CONSULTATION PERIOD ON DRAFT DEVELOPMENT BRIEF FOR LAND AT CAVENDISH ROAD, CLARE

Comment No.	Name	Comment	Response	Change to Brief (Y/N) and reasons
1	Clare Town Council	Do not object to the development of the site so long as enhancements to local footpaths and cycleways are made as required by the Planning Inspector considering the Local Plan Review	Noted and welcomed. The scheme will deliver the requested enhancements	Yes – the final brief being submitted to the Council for approval recognises the importance of this and sets out a series of measures to be adopted
2	Clare Town Council	Most direct route from the site to the town centre will be via Cavendish Road and towards the Bell Corner	Noted and agreed	No – this was accepted in the draft brief.
3	Clare Town Council	Due to traffic flows /speeds and the nature of traffic on Cavendish Road (e.g.HGV's), a number of measures will be required to ensure that the development is acceptable (see below)	Noted and agreed	Yes – the final brief includes a number of measures that have been discussed closely with the Town Council and with the Highway Authority. These are detailed in Appendix 4 of the brief
4	Clare Town Council	The 30mph speed limit should be pushed out beyond Clare Hall	Not agreed	No - The Highway Authority has advised that it would not

				<p>be possible to extend the speed limit where only one side of the road is going to be built up, and in any event, with an area of open space to the front of the site, therefore not giving drivers the impression they have entered the town. There are other ways to slow traffic down which should be pursued. These are reflected in the final version of the brief being submitted for approval. These are detailed in Appendix 4 of the brief</p>
5	Clare Town Council	A traffic light controlled crossing needs to be established on Cavendish Road	Not agreed	<p>No - The Highway Authority does not consider such a controlled crossing to be warranted and there are other ways to slow traffic down so that pedestrians can cross the road safely. These are detailed in Appendix 4 of the brief</p>
6	Clare Town Council	Traffic calming measures need to be added to slow vehicles approaching crossing points	Noted and agreed	<p>Yes – these will be included within the scheme and are detailed in Appendix 4 of the brief. Use of white picket fencing, dragon’s teeth road markings, SLOW / buff banding and 30mph painted</p>

				roundels will be used
7	Clare Town Council	Pavements along Cavendish Road should be widened from the development down the hill	Noted and agreed	Yes – it has been agreed with the Highway Authority that the central hatching in the middle of the road can be narrowed from an average of 1.0m to 0.5m therefore leaving some central hatching but allowing the footpath on the north side of Cavendish Road to be built out by 0.5m therefore ensuring this is extended to a minimum width of 1.8m. The draft development brief proposed that the entire hatching (1.0m) be removed but this has been reduced in scope
8	Clare Town Council	The pathway to the east of the old burial ground should be improved and extended through the country park towards the outer bailey, therefore avoiding the need to cross at the Bell Corner	Noted and will be considered further	Yes – reference is made in the brief to the potential to carry out this improvement. It will however be dependent on third party land (burial ground and country park) and therefore the brief proposes to investigate the potential for this further rather than guarantee it
9	Clare Town Council	Access to the development should be sited away from the entrance to the Stour Valley Community	Noted and agreed	Yes – at the planning application stage, the junction spacing will be

		School		agreed and implemented. The brief for adoption does however emphasise the need for appropriate junction separation and details the required visibility splays based on speed surveys carried out
10	Clare Town Council	The scheme should include an appropriate mix of housing	Noted and agreed	No – the draft brief already emphasised this so no change needed
11	Clare Town Council	The quality of architecture needs to be in keeping with the town	Noted and agreed	No – the draft brief already emphasised this so no change needed
12	Clare Town Council	Consultation should be carried out with Clare Town Council regarding affordable housing	Noted and agreed	Yes – the brief for adoption will confirm that Clare Town Council should be consulted over this important issue
13	Clare Town Council	There should be appropriate arrangements for sizing of garages, off-street parking, bin storage and cycle storage	Noted and agreed	Yes – the brief has been extended to reflect the need to ensure these aspects are properly addressed at the planning application stage
14	Clare Town Council	SUDS and attenuation tanks should be used	Noted and agreed	No – the draft brief already emphasised this so no change needed
15	Clare Town Council	Landscaping should support local wildlife	Noted and agreed	No – the draft brief already emphasised this so no change needed

16	Clare Town Council	There should be appropriate screening and buffer zones	Noted and agreed	Yes – the final brief for adoption will be extended to make this point clearer
17	The Clare Society	Support is offered, conditionally, based on a number of considerations	Noted and welcome	No
18	The Clare Society	The number of units has to be reasonable and not excessive	Noted and agreed	No – the draft brief made it clear that whilst the allocation is for 64 dwellings, the final number applied for will have to be justified at the planning application stage
19	The Clare Society	The design of the houses must be of high quality; this will need to be shown at the planning application stage	Noted and agreed	No – the draft brief already emphasised this so no change needed
20	The Clare Society	High traffic speeds and narrow pavements makes Cavendish Road dangerous for pedestrians and vehicles, especially at Bell Corner. Various measures are therefore needed to mitigate this.	Noted and agreed	Yes – the final brief includes a number of measures that have been discussed closely with the Town Council and with the Highway Authority. These are detailed in Appendix 4 of the brief
21	The Clare Society	Traffic calming measures will be required	Noted and agreed	Yes – these will be included within the scheme and are detailed in Appendix 4 of the brief. Use of white picket

				fencing, dragon's teeth road markings, SLOW / buff banding and 30mph painted roundels will be used
22	The Clare Society	The developer will need to build a safe pathway for pedestrians and cyclists into the centre of Clare	Noted and agreed	Yes – it has been agreed with the Highway Authority that the central hatching in the middle of the road can be narrowed from an average of 1.0m to 0.5m therefore leaving some central hatching but allowing the footpath on the north side of Cavendish Road to be built out by 0.5m therefore ensuring this is extended to a minimum width of 1.8m. The draft development brief proposed that the entire hatching (1.0m) be removed but this has been reduced in scope
23	██████████	How will another 120 cars make no difference to the local community I live in (assuming 2 cars per family)?	Noted	No – it will be for the planning application to justify the level of development applied for but it must be noted that the site is allocated for development of up to 64 dwellings so the principle of this has been agreed already
24	██████████	There will be a strain on schools,	Noted	No – the planning

		doctors and other facilities		application will enable the development to be assessed in relation to social infrastructure of this type. There is scope to promote mitigation measures through financial contributions if shortfalls are found to exist
25	██████████	Bell Corner is dangerous and there is too much traffic on the road	Noted	Yes – a range of measures will be included within the scheme and are detailed in Appendix 4 of the brief. Use of white picket fencing, dragon’s teeth road markings, SLOW / buff banding and 30mph painted roundels will be used. Options to improve the Bell corner can be the subject of further assessment
26	██████████	Feel the development is good for the town	Noted and welcomed	No
27	██████████	Removal of central hatching may prove to be dangerous given HGV traffic and vehicle speeds	Noted and agreed	Yes – only part of the hatching (about 50%) is now proposed to be removed to enable pavements to be widened
28	██████████	Sewage is at capacity and pipes below the road are often overflowing	Noted	No – the service provider has indicated that there is spare capacity in the system

29	Environment Agency	<p>We have no objection to the proposed development.</p> <p>The site lies in Flood Zone 1 (low risk).</p> <p>The site is located above a Principal Aquifer and within Source Protection Zone (SPZ) 3. We do not consider this proposal to be high risk. The developer should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination</p>	Noted	Yes – brief for adoption updated to reflect these detailed comments
30	Suffolk County Council, Strategic Development Team	To mitigate the effects of the development we would expect to secure contributions towards primary and secondary education, sixth form education, pre-school provision, public transport, and libraries	Noted	Yes – reference is now made in the brief to planning obligations. These will be delivered at the detailed planning application stage.

A VISION FOR
LAND AT CAVENDISH
ROAD, CLARE, SUFFOLK

Carter Jonas