

# Land at Bury St Edmunds - Master Plan

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PREPARED ON BEHALF OF TAYLOR WIMPEY





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## 1 VISION

### Land at Moreton Hall, Bury St Edmunds

The vision for the growth area to the east of Moreton Hall, Bury St Edmunds is to provide a place in which people will choose to live that provides attractive well designed houses, employment opportunities, recreation and community facilities, and is set within an attractive environment with open space, trees, landscaping and other green infrastructure, including allotments.

It will provide a modern, high quality, sustainable, energy efficient development which integrates with the existing development to the west and provides an attractive edge to the urban form of Bury St Edmunds.

The scheme is designed to become a fully connected extension of the town, promoting sustainable modes of transport and with an emphasis on place making.

The Masterplan has been landscape led with a strong emphasis on creating an attractive, functional and accessible green infrastructure network. This will link together the substantial areas of green space, woodland, blue corridors, habitat areas and an increase in biodiversity, together with providing formal and informal open spaces to encourage an active and healthy lifestyle for both new and existing residents.

The Council has prepared and adopted a Concept Statement for the site providing guidance on the content of the Masterplan.

The Masterplan will be subject to a period of public consultation. Consideration will be given to comments received before a final version is prepared for submission to the Borough Council. The Masterplan will be a material consideration in determining planning applications for the development of the site in due course.

This document, prepared on the behalf of Taylor Wimpey, sets out the vision of the new neighbourhood east of Bury St Edmunds. It:

- Sets a framework master plan, identifying distinctive character areas
- Explains how the design captures and responds to characteristics of Bury St Edmunds
- Provides a clear set of development parameters
- Explains the movement and access principles, both in and around the site
- Describes and illustrates the landscape proposals
- Provides an indicative phasing schedule for development.

The document builds on the Council's Concept Statement Plan for the site, published as part of the Vision 2031, and provides greater levels of detail. Further design details and the rationale behind the development proposals will be included as part of the planning application and accompanying Design and Access Statement that will be prepared on behalf of Taylor Wimpey.

## 2 POLICY CONTEXT

### St Edmundsbury Core Strategy

The St Edmundsbury Core Strategy was adopted in December 2010. The document identified five broad locations for development around Bury St Edmunds to accommodate new growth. These are to the north-west, east, west, north-east, and south-east of the Town. The land controlled by Taylor Wimpey at Moreton Hall is within the eastern growth area.

The Core Strategy contains other relevant policies that seek to protect the landscape, deliver sustainable development, promote good design, provide affordable housing, encourage walking, cycling and the use of public transport, and to deliver new employment development. These policies will inform and guide the proposed development throughout the process. We are seeking to deliver a development that is in accordance with policy.

**Policy CS11** sets out the over-arching policy context for strategic growth at Bury St Edmunds including:

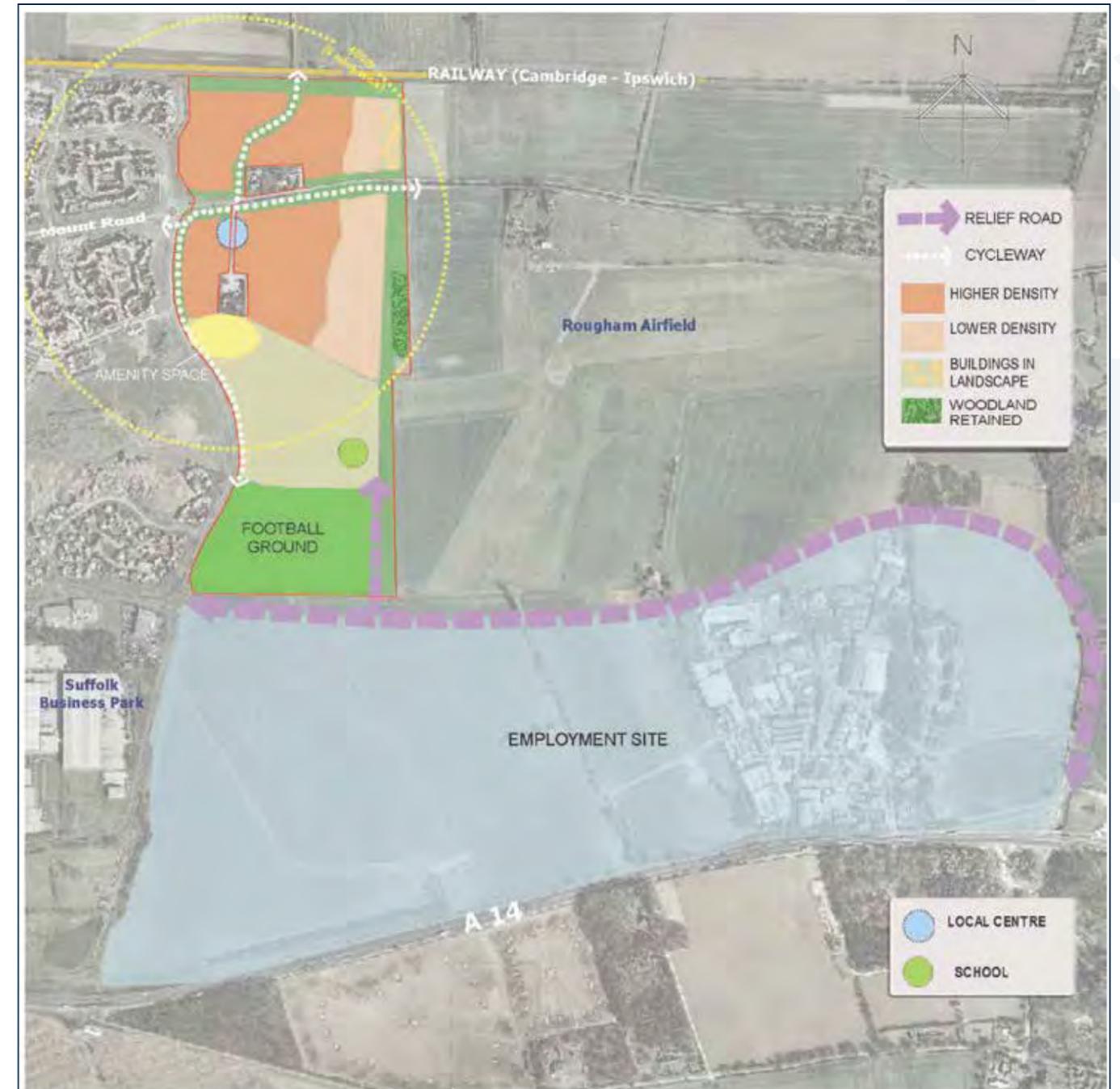
- Making provision for a secondary school;
- Providing additional recreation and community facilities, including the relocation of Bury Town Football Club;
- Delivering around 500 homes of mixed tenure and size, including affordable homes;
- Providing improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations;
- Enabling potential transport links to the north of the railway line;

It also states that the additional housing will not be permitted until the completion of the Eastern Relief Road (ERR) to junction 45 of the A14 (Rookery Crossroads).

### Bury St Edmunds Vision 2031

The Council has adopted a Moreton Hall Concept Statement which provides broad parameters and a framework for the development of the site. The Concept Statement identifies issues to be considered through the development of a master plan for the site and includes an indicative land use plan, which is intended to guide the preparation of the master plan rather than define the location of uses. The issues identified in the Concept Statement have informed the preparation of this master plan.

As part of the wider area, the Vision 2031 Concept Plan shows the indicative location of the ERR and the Suffolk Business Park extension which extends to the Rougham Industrial Estate.



## 3 SITE & SURROUNDING AREA

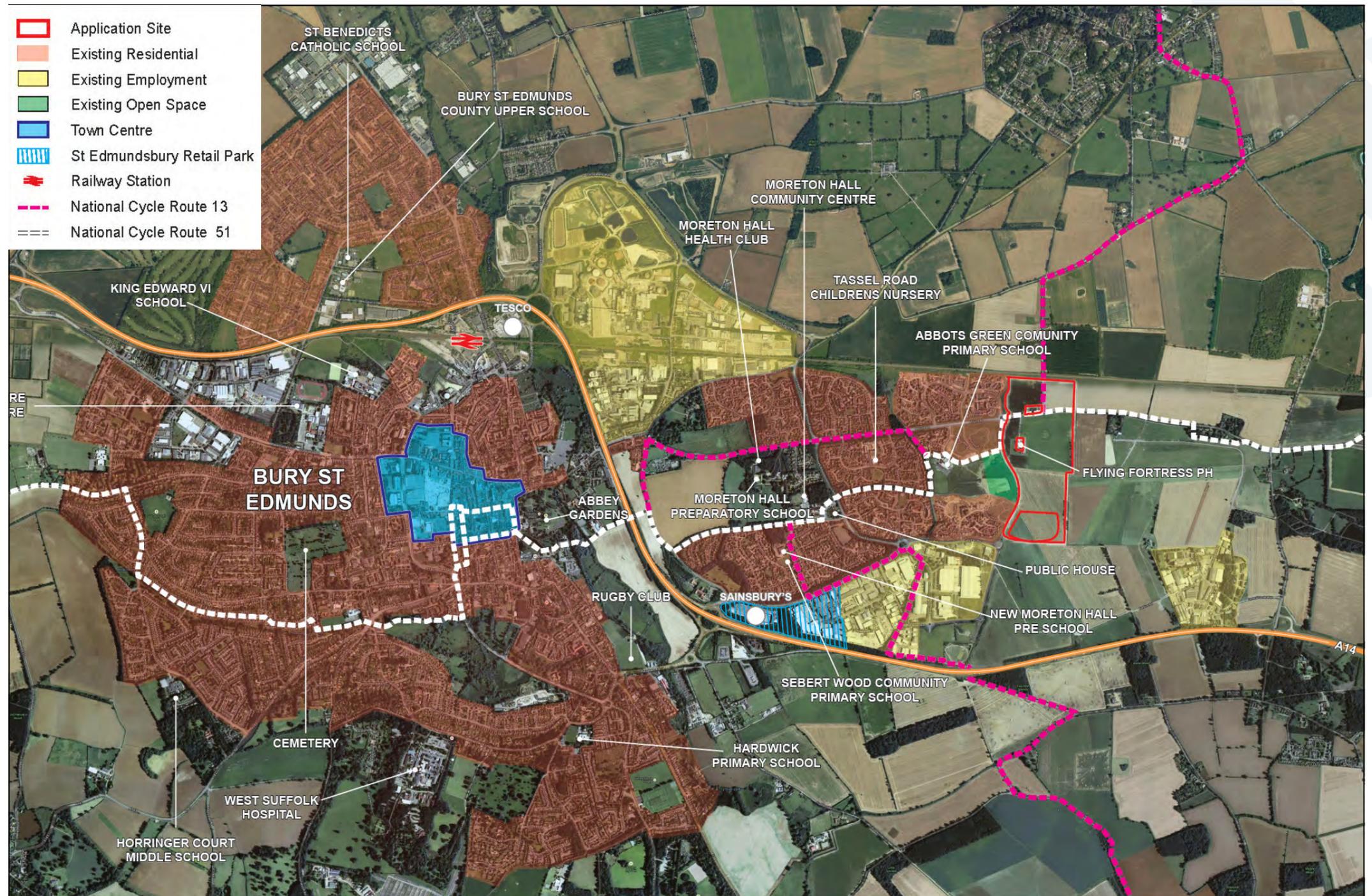
CONTEXT PLAN

### Moreton Hall

Moreton Hall is located to the east of Bury St Edmunds and is an area of mixed use development comprising residential, employment and retail uses. There is a District Centre at Symonds Road, to the west of the overall area, comprising a range of local shops. Adjoining is a large and well used Community Centre which provides a post office counter. There is also a church and surgery. The local centre lies close to Moreton Hall itself, a Grade II\* listed building now used as a preparatory school and which effectively defines the western extent of the district. Towards the east of Moreton Hall as it exists at present is the Abbots Green Community Primary School, located adjacent to an area of strategic open space and land held by Suffolk County Council for the future construction of a Middle School.

Moreton Hall lies to the east of the town centre and is generally bounded by the Felixstowe-Cambridge railway to the north, and to the south by the employment allocation, with the A14 beyond. The proposed development allocation lies to the east of the existing built up area, beyond which is Rougham Airfield.

The A14 acts as a separation to Moreton Hall from the remainder of the town however there is a direct access underneath the A14 to the town centre via Eastgate and also via a pedestrian and cycle bridge across the A14 which leads to the Abbey Gardens and the town centre.



## The Site

The prospective site is wholly controlled by Taylor Wimpey. As part of a greater area, it comprises that part intended to provide the residential development and secondary school site. The area can be considered in two parts, divided by Mount Road which contains the National Cycle Route 51.

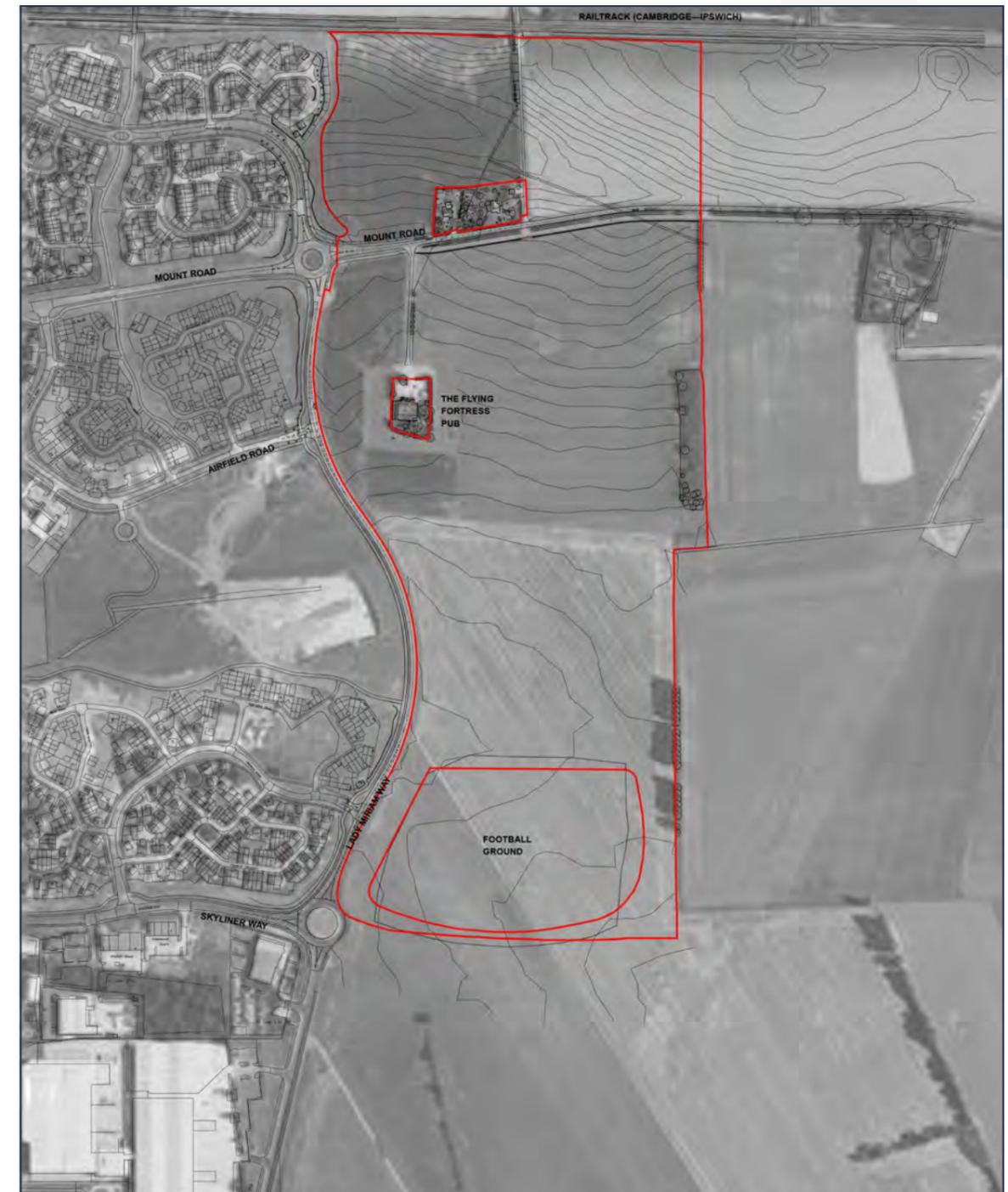
To the north of Mount Road is an area bounded to the west by the existing built up area at Blackbird Drive, the Felixstowe -Cambridge railway and to the east, open countryside. The area is bisected by Cattishall Lane, which is an unclassified county road as well as being part of National Cycle Route 13, but has no vehicular access across the railway. There are two residential dwellings along Mount Road set in extensive and well screened gardens.

To the south of Mount Road and east of Lady Miriam Way is a large area of open land also principally in arable cultivation. There is a mature hedge and a belt of trees forming the northern part of its eastern boundary. The Flying Fortress Public House stands towards the north west of the area, its location marked by a number of mature trees. Access to the Flying Fortress is from Mount Road via a private driveway over land controlled by Taylor Wimpey but across which the owner of the Flying Fortress has rights of access.

The southern part of the area is subject to an aircraft safeguarding restriction in connection with the adjoining Rougham Airfield, which has the effect of limiting the height of built development. To the south east of the restricted area there is further land that is not subject to the height restriction. The southern boundary of the overall area is formed by the site boundary of a Community Football Facility which is not yet built but has planning permission.

There is land surrounding the Community Football Facility that is not a part of the planning permission for that development and which lies between the ERR to the south, Rougham Airfield to the east and Lady Miriam Way to the west. This land has not been included within the definition of Site BV4 as contained in the Bury St Edmunds Vision 2031 Submission Draft. Whilst this land is not suitable for residential development it is capable of being included within a scheme for the secondary school and as part of the overall footpath and cycleway network and is considered integral to the overall development proposed.

## SITE PLAN



## 4 CONSTRAINTS AND OPPORTUNITIES

In order to identify the key design considerations a comprehensive analysis of the site and its surroundings has been undertaken. The following section outlines and describes the key features of the site and its surroundings and the issues and opportunities these present for the Master Plan.

### Adjacent Land Uses

#### Rougham Airfield

Rougham Airfield is located to the east of the site and defines the eastern boundary of the development area south of Mount Road. Rougham Airfield operates as both an open-air event space for vehicle shows, air displays, country shows, music events and farmers' markets and the like, and as an airfield for light aircraft using the two grass runways.

Consequent upon the flying activities, the Civil Aviation Authority defines airfield flight approach paths and there are potential issues of public safety and noise from aircraft associated with the use. The use and scale of development is therefore restricted underneath the formal flight approach paths and the height of development is subject to prescribed limits. Such considerations have had an influence on the masterplanning of Moreton Hall, which includes an area of strategic open space under the extended flight path area to the west of Lady Miriam Way.



#### Railway Line

The railway line defines the northern boundary of the site. The railway has influenced the location and type of residential development, mainly in terms of noise which acts as a constraint to development. Any adverse impacts on residential amenity will need to be avoided in those areas of the proposed development which abut the railway. Mitigation can be achieved through the layout of development and the design of individual properties. Ground borne vibration is also a potential issue in relation to development located within close proximity of the railway and will also need to be taken into account in the design of the scheme.

Whilst the railway acts as a constraint, the level crossing can also act as an opportunity with potential for the cycle route up to the crossing to be improved, which would assist St Edmundsbury's aspiration to deliver a circular pedestrian and cycle route around the town.



#### Existing Residential Areas

Existing recently built residential development is located immediately to the west of Site BV4 and includes a large area of open space adjoining Lady Miriam Way. This open space includes a number of strategic footpath and cycle routes providing connections to established local amenities including the Abbots Green School. As such there is benefit in locating the proposed residential areas adjacent to the existing. This will provide opportunities to increase the use of public transport, walking and cycling facilities; and means that community facilities and open space can be provided within walking distance of more residents. It will also promote community cohesion between existing and new residents if they are not separated and have some shared facilities.

## 4 CONSTRAINTS AND OPPORTUNITIES

### Existing Buildings

There are a number of existing buildings on the site; two dwellings to the north of Mount Road, and the Flying Fortress public house. The Flying Fortress lies within the main body of the application site with an access track running down to the property off Mount Road. The track is not within the ownership of the Flying Fortress owners however rights of access exist across the track. The Flying Fortress has a music licence and this has a potential to act as a constraint to residential development. An appropriate buffer will therefore be required. The public house also acts an opportunity as it can be incorporated into a larger area including a local centre, which would provide a legible hub for the development, as well as providing a focus for existing developed areas adjoining.

### Community Football Facility

The Community Football Facility has planning permission for a new 2,500-capacity stadium which will enable Bury Town FC to relocate from their existing premises. The scheme also provides for a club house, changing rooms and two floodlit pitches including an all-weather pitch. The Community Football Facility is intended to provide for dual use facilities available to the proposed secondary school and the clubhouse includes facilities for clubs in the community including a meeting room. The location and scope of the facility clearly influences the layout of the proposed development and the type of neighbouring uses that are compatible with it.



### Proposed Land Uses

#### Suffolk Business Park (SPB)

The existing SBP is situated to the south west of the site and its proposed extension is the subject of Policy BV13 of the Bury St Edmunds Vision 2031 submission draft. An approved Master Plan has been prepared for the expansion of the SBP which is expected to provide a long term resource for economic growth in the town. It is a prominent and visible location that is accessible to the road network making it attractive for businesses; and noise from the A14 makes the site less suitable for other potential uses. The expansion of SBP has been considered as part of the development of the application site and the distribution of ancillary uses, although it will be subject to a separate application.

Promotion and delivery of the Suffolk Business Park extension will fall to Churchmanor Estates Company plc. Consequently Taylor Wimpey has sought to work co-operatively with Churchmanor Estates to promote the potential of the land. As such they supported the preparation of the Master Plan, which was adopted by the Council in 2010.

#### Eastern Relief Road (ERR)

A proposed route for the Eastern Relief Road was identified in the Suffolk Business Park Master Plan. A planning application has been submitted for the ERR which is regarded as a significant element in the overall provision of local infrastructure – Vision 2031 paragraph 6.12 refers.

The planning application has been prepared by Cannon Consulting on behalf of Churchmanor Estates Company plc and has had regard to traffic data collated on the instruction of Taylor Wimpey for the wider area east of Bury St Edmunds. Such data was collected jointly by three developers with interests east of the town and has been provided to Suffolk County Council and their agents to enable better understanding of the local highway network.

## 4 CONSTRAINTS AND OPPORTUNITIES

### Technical Studies

Preparation of the scheme also has regard to the following general assessments that support consideration that the site is suitable for development and capable of delivery.

#### Topographic Survey

A Topographic Survey was undertaken to provide survey data on all relevant features at the site, including buildings, sewers and site levels. The survey data provides baseline data for all the other technical studies and in particular to inform the drainage strategy and the landscape strategy.

#### Noise & Vibration

A Noise and Vibration Assessment was undertaken to determine the suitability of the site for residential use and other sensitive development. The Noise Assessment showed that the main existing sources of noise are traffic on the A14 and Mount Road and the railway line. The extent of the existing noise was recorded in plan form as shown adjacent. The plan indicates noise levels from the railway could prohibit some forms of development. Other noise sources have been identified, such as the existing airfield and outdoor entertainment events, but these are within acceptable levels as not to prohibit development. The existing public house, the Flying Fortress, however contains an entertainment/music licence until 2am which needs consideration in terms of adjacent uses and buffer zones.

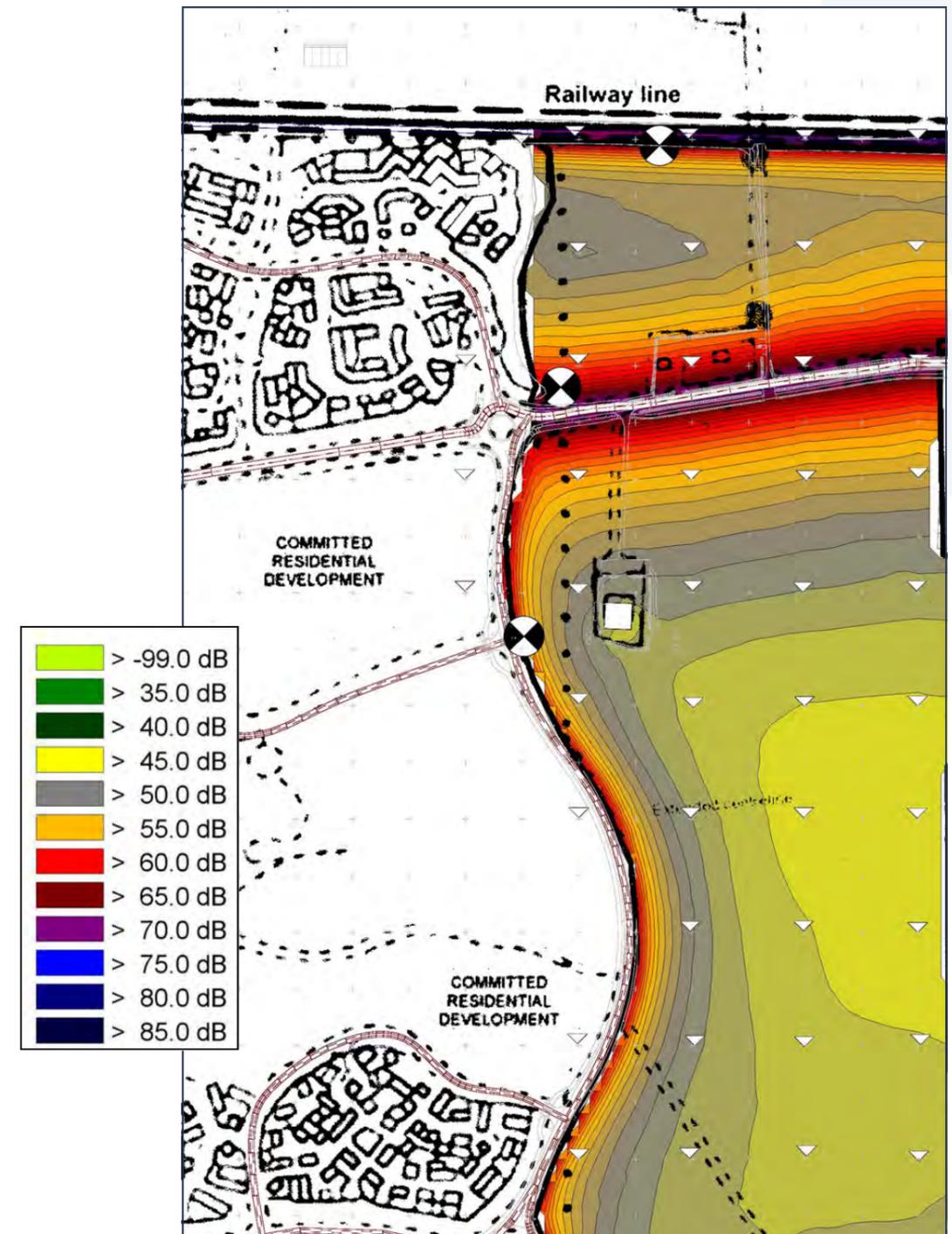
The proposed Eastern Relief Road (ERR) will introduce another potential noise source, which has not been assessed specifically, but is significantly removed from any of the proposed residential development areas. It will not present a barrier to development, as any noise arising from this will need to be mitigated sufficiently to avoid harm to existing residential properties, which are in much closer proximity to the proposed new road.

The Vibration Assessment was undertaken because the northern part of the site is close to the railway line and it is typical for ground borne vibration levels to be assessed in such circumstances.

Given the assessed levels of noise and vibration along the railway line, the survey concluded that any development should provide a no-build buffer of at least 25m between the railway line and residential properties, to ensure adequate living conditions.

The Assessment concluded that, based on the measured and predicted noise levels at the site, it is considered that acceptable noise environments could be provided for future residents with the design and provision of appropriate noise

NOISE ASSESSMENT PLAN



## 4 CONSTRAINTS AND OPPORTUNITIES

mitigation measures. These measures would be straightforward to implement in the design of the development following the grant of outline planning permission. This could be secured through the imposition of suitable planning conditions.

### Flood Risk/Drainage

There are no areas within the site that are at significant risk of surface water flooding. However, the development will include a number of balancing ponds, retention basins and swales, which will be intrinsically linked to the landscape and biodiversity strategy providing linked blue and green corridors as part of a comprehensive Sustainable Urban Drainage (SUDs) Strategy.

With regard to the risk of flooding arising from foul drainage, the development of the site will require suitable measures to be put in place ensure that sufficient capacity exists within the foul network to accommodate the potential additional output from the proposals.

A Drainage Strategy will be submitted as part of the planning application, to address foul and surface water drainage implications and deliver the aspirations for the site. The Strategy will also address the need to ensure that sufficient capacity exists, or will be provided, within the water supply network for the development, with all detailed options being presently considered for incorporation.

### Ground Conditions

A Phase 1 Preliminary Contamination Assessment has been undertaken to provide information on ground conditions, and to determine whether contamination affects the proposed development or represents a potential risk to human health or the environment. The Assessment has considered the current and historic uses of the site, the geology, hydrogeology and hydrology of the site, any environmental consents and licences for the site, and potential contamination issues and environmental risks. It concludes that contamination risks at the site are *Very Low - Moderate* with only contamination sources associated with the former military airfield use that are the potentially significant. However, the greater part of the airfield has been inactive for over 50 years and the land has been used for agricultural purposes during this period, which has included ploughing, sowing and harvesting of crops using heavy machinery. It is likely that if significant contamination was present, there would have been evidence of it by now - through damage to crops, impact to the chalk aquifer, reported pollution incidents, etc. No evidence of contamination has been identified during the Assessment.

A Phase 2 Intrusive Investigation has also been undertaken which established that arsenic and benzo(a)pyrene are present in concentrations above published guideline values with respect to human health for residential development. PAH compounds exceed UKWIR guidelines on water supply pipes. Nickel and zinc in topsoil exceed BS3882:2007 requirements for use as topsoil. In terms of Gas/Vapour Contamination, no potential sources of gas were identified and as such no gas protection measures are required.

As a result of these assessments remediation requirements are set out which include clean topsoil, upgraded water supply pipes, installation of services in corridors of clean soil and health and safety requirements when working in potentially contaminated ground.

These steps will have a bearing upon the cost of development which will have to be accounted for when considering overall viability.

### Archaeology

An Archaeological Assessment of the site was undertaken which identified that in summary, the archaeological potential of the site is as follows:

- Prehistoric – **High Potential**: A previous evaluation on the centre of the site has demonstrated the survival of a shallow archaeological horizon of early to middle Iron Age date; however this has been truncated where it was cross by the runway of the Second World War airfield. Sparse archaeological features dating from the Neolithic to the Iron Age have been recorded in close vicinity of the site, and flint scatters have been recorded in the surrounding fields;
- Roman – **Low Potential**: Two Roman pits were recorded adjacent to the west of the site which were probably associated with peripheral agricultural activity;
- Medieval – **Moderate Potential**: Medieval field systems have been recorded in close vicinity of the site, as well as an isolated Anglo-Saxon burial; and,
- Post-Medieval/Modern – **High Potential**: The site covers a significant part of the former Rougham Airbase land, including parts of the former runways and the perimeter track.

The Assessment concludes that the site has probably only been subject to a limited degree of truncation, primarily through post-medieval and modern agricultural processes; and the establishment of the Second World War runways and perimeter track of Rougham Airfield. The salvaging of the hard standing materials from

## 4 CONSTRAINTS AND OPPORTUNITIES

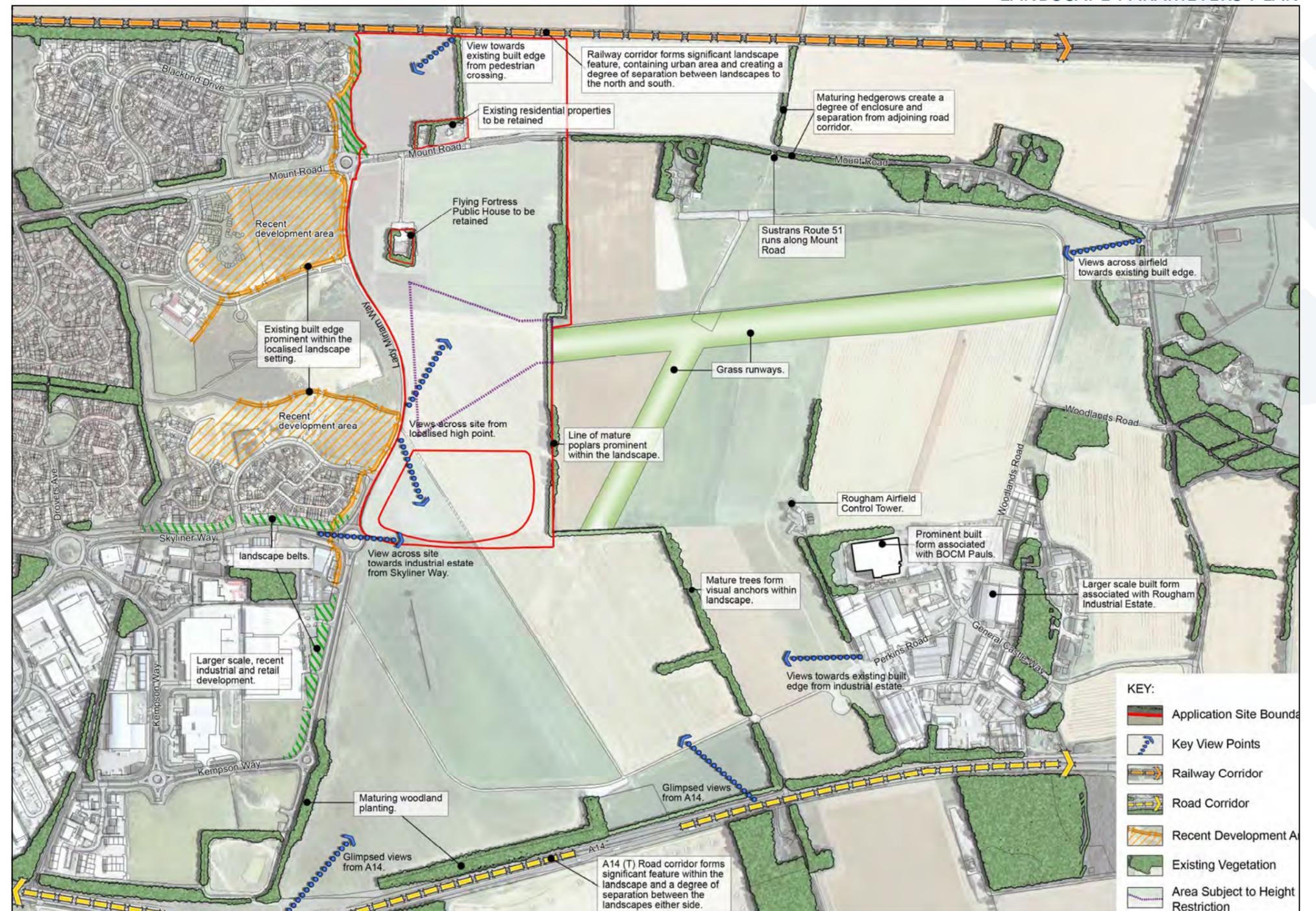
the runways and airbase in the 1950s may also have had an impact on the archaeology at the site. The previous archaeological excavations on the adjacent areas of Moreton Hall have demonstrated that areas of archaeological features could be identified through evaluation trenches and preserved by record through archaeological excavation. We would expect similar mitigation measures to be put in place for the proposed development of the site, to be secured through an outline planning application.

### Ecology

An Ecological Appraisal of the site has been carried out to inform the layout of the proposed development, the summary of which was as follows:

- **Ecological Designations.** The site itself is not subject to any statutory nature conservation designations.
- **Habitats.** The site are largely comprised of arable land, of low ecological value. Habitats of elevated value, such as mature trees and hedgerows are present along the margins of the site.
- **Faunal Species.** The arable areas which form the majority of the site are of relatively low value for wildlife species. Potential opportunities for roosting bats will be retained under the proposals. Mammals are present within adjacent woodland which will be retained under the proposals. Hedgehog and Brown Hare were recorded within the site. Potential reptile habitat is limited to undisturbed marginal habitats. The site is not

### LANDSCAPE PARAMETERS PLAN



## 4 CONSTRAINTS AND OPPORTUNITIES

considered to be of any importance for amphibian, bird or invertebrate populations.

The Ecology Strategy has been developed from these findings, to create suitable opportunities for ecological enhancement within and at the edge of the site. The Ecological Appraisal and the Landscape Strategy are strongly connected to one another to provide an integrated approach to landscape and ecological enhancement providing significant benefits for the site.

### Landscape

A Landscape & Visual Assessment was undertaken to analyse the landscape character and visual environment of the area and to assess the ability of the landscape and visual environment to accommodate development at the site.

The relevant landscape constraints and opportunities were identified on the adjacent plans. In summary, the key findings of the Assessment are:

- The site lies within the urban fringe characterised by the built form of Moreton Hall, the railway corridor, the airfield, the industrial estate, and the A14. The transport corridors and airfield form significant man-made elements within the immediate setting of the site, with the railway corridor and the A14 forming robust, physical barriers to the site. Furthermore, the planting arrangements along Lady Miriam Way are subject to change, depending upon the eventual arrangements of the Community Football Facility.
- The views of the site are highly localised as a result of the existing vegetation structure and the built environment. The open nature of the eastern urban edge and large built form associated with Rougham Industrial Estate form urbanising elements which characterise the urban fringe landscape.
- Longer distance views are contained by the mature vegetation structure which provides the landscape setting and built form to Moreton Hall and the Rougham Industrial Estate, areas of which are illustrated on the enclosed plan.
- The development of the site can be integrated without detriment to the localised landscape character or visual environment. It is considered that the development of the site provides opportunities to create an attractive edge to the urban area of Bury St Edmunds.
- The incorporation of a comprehensive landscape strategy presents the opportunity to enhance the approaches to Bury St Edmunds and the setting of Moreton Hall.

- The proposals are fully in line with landscape policy objectives to preserve and enhance natural environment assets as set out in the Bury St Edmunds Vision 2031 and can be readily accommodated within the localised landscape setting which forms the context of the site.

The Assessment also concludes that there are several opportunities to link to the existing areas of open space to the west and to the runways associated with the airfield to the east providing continuity of green space. These opportunities will ensure that the proposals sit comfortably within the localised setting and reflect key features, such as existing landscape corridors along the railway, Mount Road and eastern site perimeter, all of which characterise the landscape context of the site.

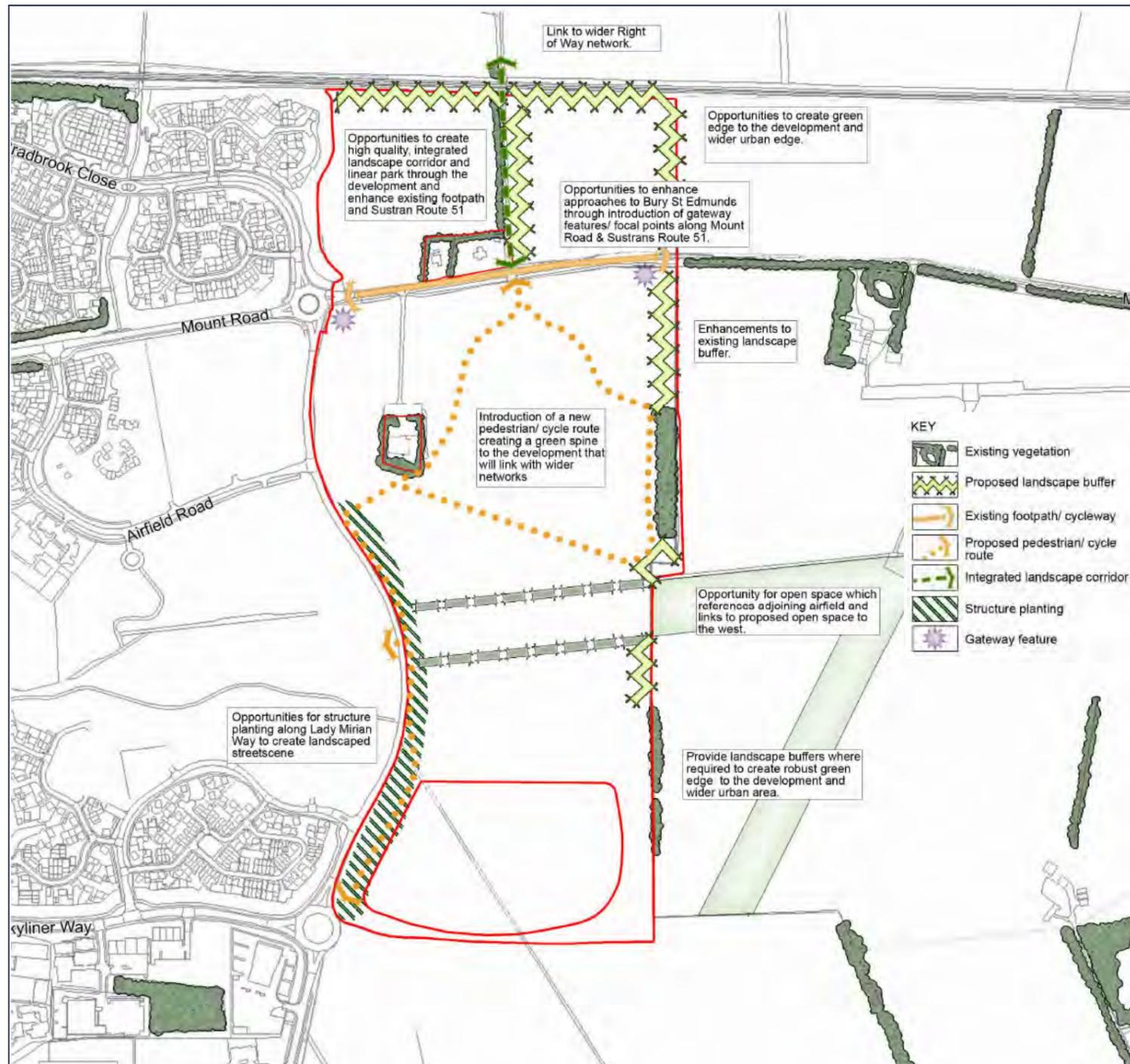
The development also creates opportunities to provide pedestrian and cycle links to the existing residential areas to the west, the potential new residential development to the north, with links utilising the established wider footpath and cycle networks and a potential link to the existing and proposed employment areas to the south.

The Landscape Opportunities Plan (see over page) illustrates potential enhancements to the site including the creation of a route to Cattishall Crossing/national cycle route 13, new pedestrians routes, new structural planting and landscape buffers.

The landscape strategy will ensure that the edges of the site create a robust and defensible green buffer and that the proposed development will be integrated without detriment to the localised or wider visual environment.

## 4 CONSTRAINTS AND OPPORTUNITIES

### LANDSCAPE OPPORTUNITIES PLAN

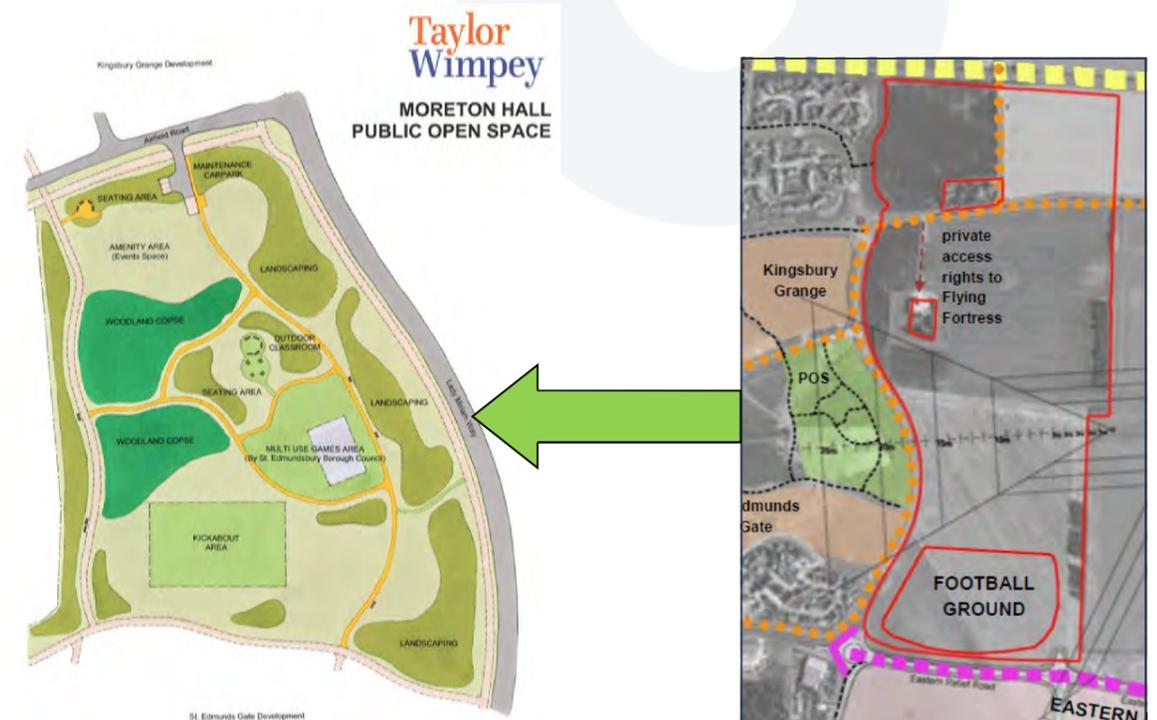


#### Adjacent Existing Open Space

The recently constructed Moreton Hall development immediately west of the site includes a large area of open space as part of the residential scheme. The open space, approximately 10.9 acres in size, will include a 'kickabout' area, an outdoor classroom, seating area with picnic tables and a space to hold outdoor events, as well as a woodland copse, an ornamental sensory garden, cycle racks and a comprehensive footpath network. Within this open space Taylor Wimpey is funding a multi-use games area (MUGA) suitable for basketball and small-sided games of football.

More than 300 feature trees and 8,900 younger trees will be planted in the landscaped beds and coppice, with the site also comprising 200 metres of hedging and five acres of wildflower meadows.

The large site lies immediately west of Lady Miriam Way, benefits from strong community involvement presently and would also act as a valuable space for residents of the Masterplan site, offering opportunities for social interaction as well as typical recreational use of the space. As such, linkages to this open space are to be incorporated into the Masterplan along with allotment space which provides further opportunity for interaction between new and existing residents.



EXISTING MORETON HALL PUBLIC OPEN SPACE

## 4 CONSTRAINTS AND OPPORTUNITIES

### Transport and Access

A relief road is required between Moreton Hall (Skyliner Way) and junction 45 of the A14 trunk road (Rookery Crossroads), which will provide access to the Community Football Facility and secondary school. The provision of this road will also provide relief for existing traffic which currently uses junction 44 of the A14 and Mount Road. The ERR will also provide access to the eastward extension to Suffolk Business Park, enabling the creation of significant employment opportunities.

Residential development in the Eastern Growth Area, will secure delivery of the proposed Eastern Relief Road (ERR). The highway improvements could not be funded solely by employment development whose implementation may extend over many years. As such the residential development is the driver for funding the infrastructure cost of the ERR. The ERR will benefit the surrounding area and provide improved access to Moreton Hall. It will also improve access to existing and planned employment areas, making them more attractive to businesses. Taylor Wimpey will seek to deliver the ERR in a timely fashion.

The site itself is well connected in terms of a movement framework. The national cycle way Route 51 runs along Mount Road which connects Colchester and Harwich to Oxford via Bury St Edmunds and Cambridge. More locally the route connects the site with Bury St Edmunds town centre to the west, with a cycle/footbridge across the A14, and Thurston to the east. In addition Route 13 connects Mount Road with Cattishall and Great Barton to the north, through the northern section of the site and across the railway level crossing.

A further cycleway runs along Lady Miriam Way to the west of the site, within the recent residential development and west along Skyliner Way into the town centre. A number of additional footway links are provided throughout the adjacent residential development which also connect into the town centre.

Further south lies the A14. Whilst Moreton Hall is principally served via junction 44, completion of the ERR will allow direct access to junction 45 to the east. This will provide a much easier route to the site from the A14, displacing some of the traffic movements towards the town centre.

To the north of the site lies the Cambridge to Ipswich railway line, with stations at Bury St Edmunds just north of the town centre and at Thurston to the east of the site.

An access to the Flying Fortress public house exists from Mount Road. The access is within the control of Taylor Wimpey, although the public house owner has access rights across the route.

The existing Moreton Hall residential area to the west of the Masterplan site, acts as an exemplar for the proposed development, given its successful network of dedicated off-road pedestrian and cycle links within the development linking it to the town centre. The character of the existing development enables its residents to move around the wider estate without the need to travel by car. It is this successful approach to design that shall be promoted within the Masterplan development, providing enhanced opportunities to walk and cycle within the area and the wider surroundings without the need to travel by car.

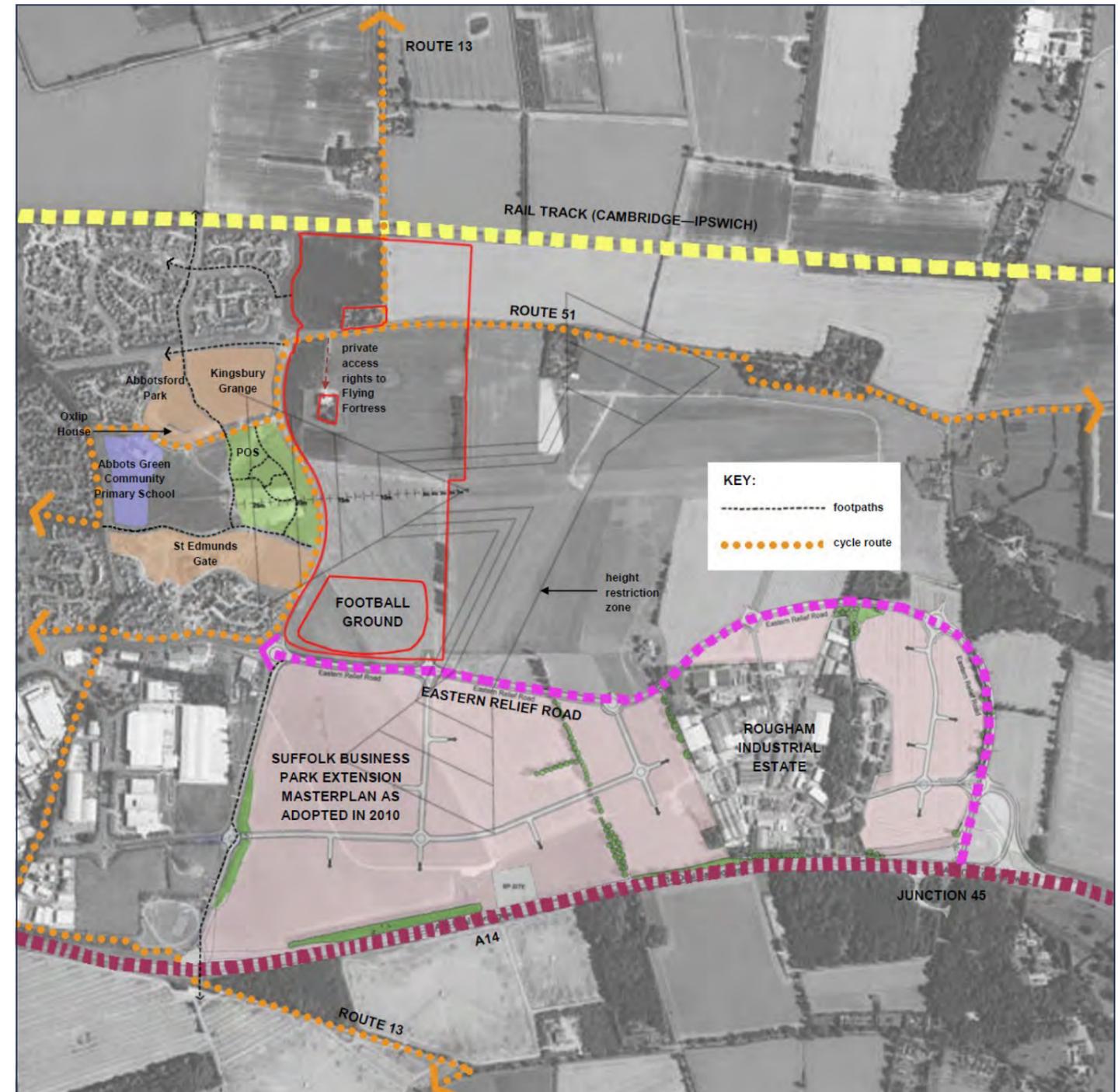
Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. As stated, movement through the site will be facilitated by a network of footpaths and cycleways, which will connect with the existing system which provides access to the town centre.

Links should also be made to development proposed to the north of the railway line and land will be made available to accommodate any future infrastructure provision to facilitate this. The proposed Secondary School to the south of the site will also reduce the need for upper school pupils to travel across town to the County Upper, King Edwards and St Benedict's schools, thereby alleviating pressure on the local roads and junction 44 of A14. Whilst vehicular access to the Secondary School will be provided from the Eastern Relief Road to the east of the Community Football Facility, footpath and cycle access will also be provided from Lady Miriam Way to maximise the number of pupils travelling by non-car modes. Links will be provided to connect the development site to the proposed Suffolk Business Park Extension to the south, the Masterplan for which was adopted in 2010.

A Transport Assessment is being prepared to inform development at the site. This will draw upon the comprehensive traffic surveys carried out for the wider area east of Bury St Edmunds and this data will be used to assess the capacity of the local highway network with the proposed development in place, to the satisfaction of the local highway authority and the Highways Agency. Detailed consideration will also be given to access by non-car modes to the site and the requirement to fully integrate and facilitate these modes within the design of the site and the wider area.

## 4 CONSTRAINTS AND OPPORTUNITIES

### MOVEMENT FRAMEWORK



## 5 DESIGN STRATEGY

### Design Concept & Strategy

The design strategy has been informed by the adopted concept plan and is intended to build upon the themes that have underpinned the character of the existing Moreton Hall district – valued by residents for its quiet neighbourhoods and the quality of local facilities.

The overall design strategy is a key part of establishing the principles to create an attractive place with its own identity which informs the Masterplan process. The design strategy was informed by the following:

- the mix of uses and the amount of land required for each use on site;
- the committed land uses;
- the constraints and opportunities of the site and surroundings e.g. the airfield and safeguarded flight paths;
- the location of compatible uses adjacent to one another; and
- the findings of the technical studies.

The design strategy was also based on good urban design principles and the overall vision for the proposed development. In terms of the location of compatible uses adjacent to one another an initial strategy plan was created which set out the following:

- ◇ The proposed residential development is to be located close to existing residential areas because it provides opportunities to increase the provision of public transport, walking and cycling facilities; and means that community facilities and open space can be provided within walking distance of more residents. It will also promote community cohesion between existing and new residents if they are not separated and have some shared facilities;
- ◇ The local facilities will be provided close to the existing Flying Fortress Public House because it provides an opportunity to create a legible local focus for the development area;
- ◇ The proposed area of open space is located adjacent to the existing open space because together they could deliver a larger town park facility, easily accessible to existing and proposed residential areas. The green infrastructure link to the countryside would also be maintained;
- ◇ The proposed secondary school and the community football facility are located together because they could potentially share common facilities, such as parking, buildings, and sports pitches. These facilities are accessible to the proposed Eastern Relief Road, which will be beneficial in terms of accessibility from other parts of the town. The location of these uses in the middle of the site also provides further separation between the proposed residential and employment uses; and,

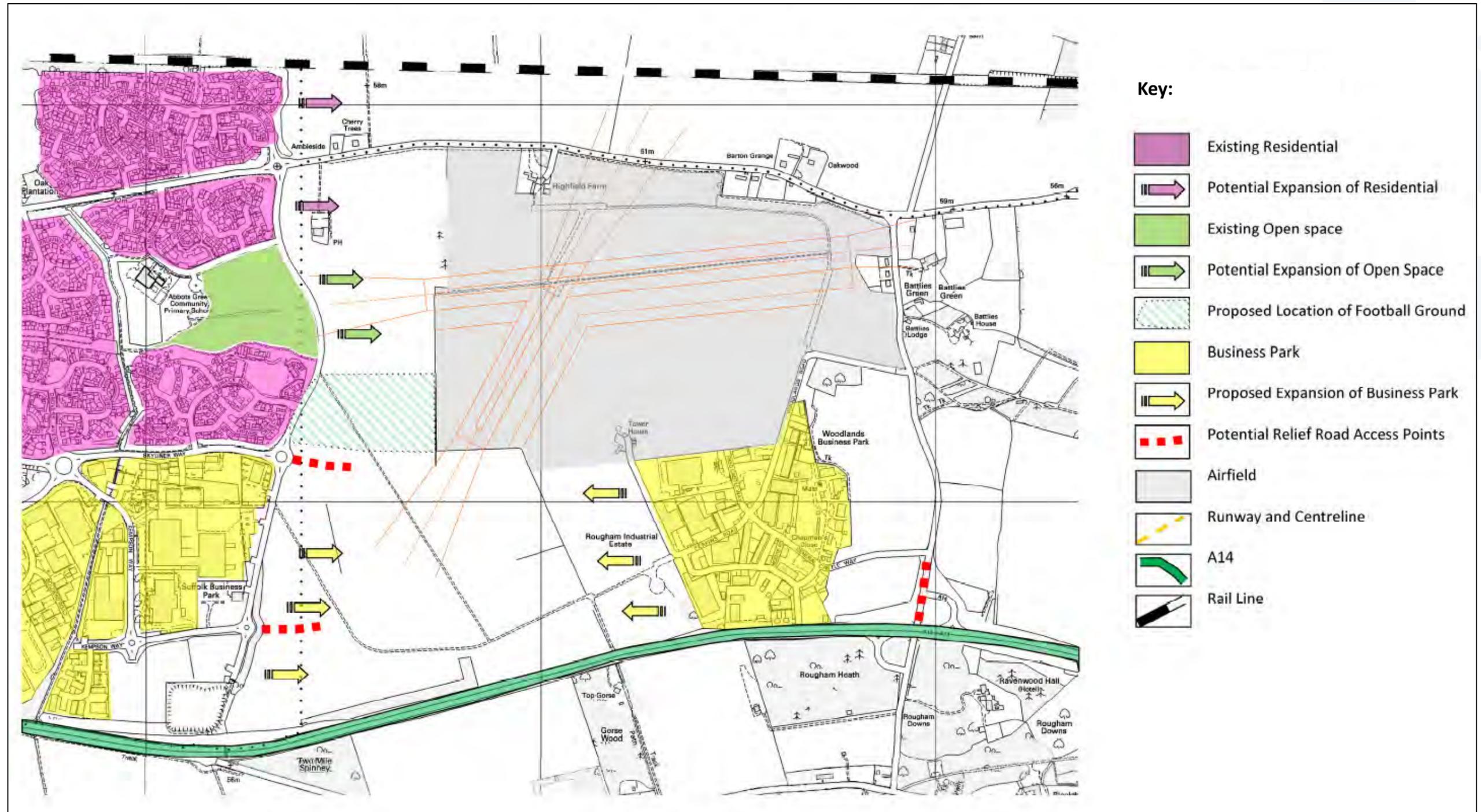
- ◇ Rougham Airfield is an operational airfield and is also used as an outdoor entertainment venue for vehicle shows, air displays, country shows, music events, and farmers markets, all of which are permitted uses. The Airfield has an influence on what land uses are appropriate below the flight approach paths and also the height of any buildings. As such, uses that do not require buildings are concentrated in the flight path zone to avoid potential conflicts e.g. school playing and open space. For other parts of the site, the Airfield does not restrict the potential use of adjacent land because the events that take place are limited by temporary licences and noise is controlled.

The strategy also takes account of the following considerations:

- i. The provision of a range of densities of residential development, with noticeably lower densities along the eastern fringes of the area, including 'Buildings in Landscape' (buildings set in larger landscaped plots to create a looser grain of development and facilitate the transition between the main development area and the landscape fringe). The fringe areas can be expected to form the long term limit to the growth of Bury St Edmunds in this direction on account of the established uses of the adjoining Rougham Airfield.
- ii. Provision of sufficient land to enable construction of a Secondary School. The school buildings can be constructed on land that is not subject to the flight path safeguarding and is proposed to be accessed from a roundabout junction on the ERR which will also provide access to the Community Football Facility and to a District Centre.
- iii. The desirability of providing a contiguous extension of the area of strategic open space located to the west of Lady Miriam Way to meet the needs of the prospective increased population.
- iv. Incorporation of children's playspace including a Local Equipped Area of Play (LEAP) to meet St Edmundsbury's requirements.
- v. Complementary local retailing will be used to create a strong sense of place through the opportunity to develop a corner shop or shops subject to market demand and commercial viability which will not detract from the existing Moreton Hall Centre.
- vi. Structural landscaping and internal roads that reflect the character of the existing developed areas of Moreton Hall and which retain and incorporate existing key features which are defined as:
  - Cattishall Lane
  - Mount Road
  - The existing tree belt to the eastern boundary south of Mount Road
  - The setting of the Flying Fortress
- viii. Surface and foul water drainage infrastructure including balancing ponds and swales in order to provide a Sustainable Urban Drainage System and meet the Environment Agency's requirements to limit runoff to greenfield rates.

## 5 DESIGN STRATEGY

### DESIGN STRATEGY PLAN



## 6 LAND USE

### Land Use

Following preparation of a design strategy, a Land Use Framework Plan was prepared, shown overleaf, to determine where the main features of the development should be located including site access and the movement framework.

In line with the Adopted Concept Plan the Masterplan has been governed by the desire to locate the new residential development adjacent to the existing housing, aligned with the desire to locate the open space and school/school grounds to the south of the proposed residential development and adjacent to the existing open space to the west. The location of the proposed ERR and the Community Football Facility are shown but will not be part of the application site, as they fall within other planning applications.

### **New Homes and Affordable Housing**

A large proportion of the site will be made up of new homes. The site will focus on delivering family housing but will provide a range of housing types, styles and sizes; terraces, semi-detached and detached homes, with the possibility of a lesser amount of low rise flats/apartments.

To complement the typology mix there will also be a range of tenures. Affordable housing will be distributed across the site located in clusters. These homes should be indistinguishable from the market housing.

### **Local Centre and Commercial**

The provision of local facilities is an important consideration and, in this regard, the level and nature of existing provision, the relationship of the residential development with the school, the Community Football Facility, and the gravity which will arise from the extensive area of business and employment expansion, all influence the scale and location of potential provision.

Arising from this the Local Centre would be conveniently located within the development and could provide a mix of uses, including retail, potentially health services or a nursery, built adjacent to the existing Flying Fortress public house to create a community hub.

The mix of uses and location, visible from Lady Miriam Way, ensures ease of access, helping to reduce journey numbers, and encourages alternative movement choices to the car. The Centre is within walking and cycling distance of the existing Moreton Hall development providing a focus for both the new and existing communities. The proximity of the Local Centre to the ERR will help the retail unit benefit from passing trade, ensuring its long term viability.

### **Secondary School**

Core Strategy Policy CS11 identifies a need for a new school to be provided at Moreton Hall. There were two initial reasons behind the need for a new school. Firstly, the existing schools are near capacity and could not accommodate the additional pupils generated by growth at Bury St Edmunds. Secondly, the existing secondary schools are located to the west of the town, which means that pupils from the east must travel across town and this in turn contributes to traffic congestion at peak times. As such this is a significant factor in the need for a suitable school facility to serve the eastern part of the town.

Potential locations for the secondary school were considered based upon accessibility and compatibility with neighbouring uses. Discussions have taken place regarding the location of the school with the County Council, as the Local Education Authority. However, there is potential for the football ground and the school to work in conjunction with each other to deliver both facilities.

### **Football Ground**

The Concept Statement indicates a football ground to the north of the employment area. In conformity with the adopted Concept Plan a football ground has been identified in this area. Planning permission for this facility has now been granted which includes a club house, changing rooms and two floodlit pitches including an all-weather pitch, and thereby influences the layout of the proposed development and the type of neighbouring uses that are compatible with it. As stated above, there is potential for the football ground and the school to work in conjunction with each other to deliver both facilities.

### **Employment**

The Concept Statement indicates an employment site area along the northern boundary of the A14, spanning from the existing Suffolk Business Park and the Rougham Industrial Estate.

### **Public Open Space**

The uses discussed will sit within a landscape framework which shall include significant areas of informal open space, formal open space, amenity space, which will include allotments, along with structural planting and green corridors. An equipped area of play shall also be incorporated into the development.

## 7 PROPOSED SCHEME

### Layout

Following analysis of the site constraints and opportunities, a Masterplan was prepared initially to determine where the main features of the development will be located including site access and the movement framework, with other important aspects of the design such as its green spaces and drainage methods.

In line with the preferred layout for the site, as within the Vision 2031 document, the Masterplan has been governed by the desire to locate the new residential development adjacent to the existing housing, aligned with the desire to locate the amenity space and school/school grounds to the south of the proposed residential development and adjacent to the existing open space to the west.

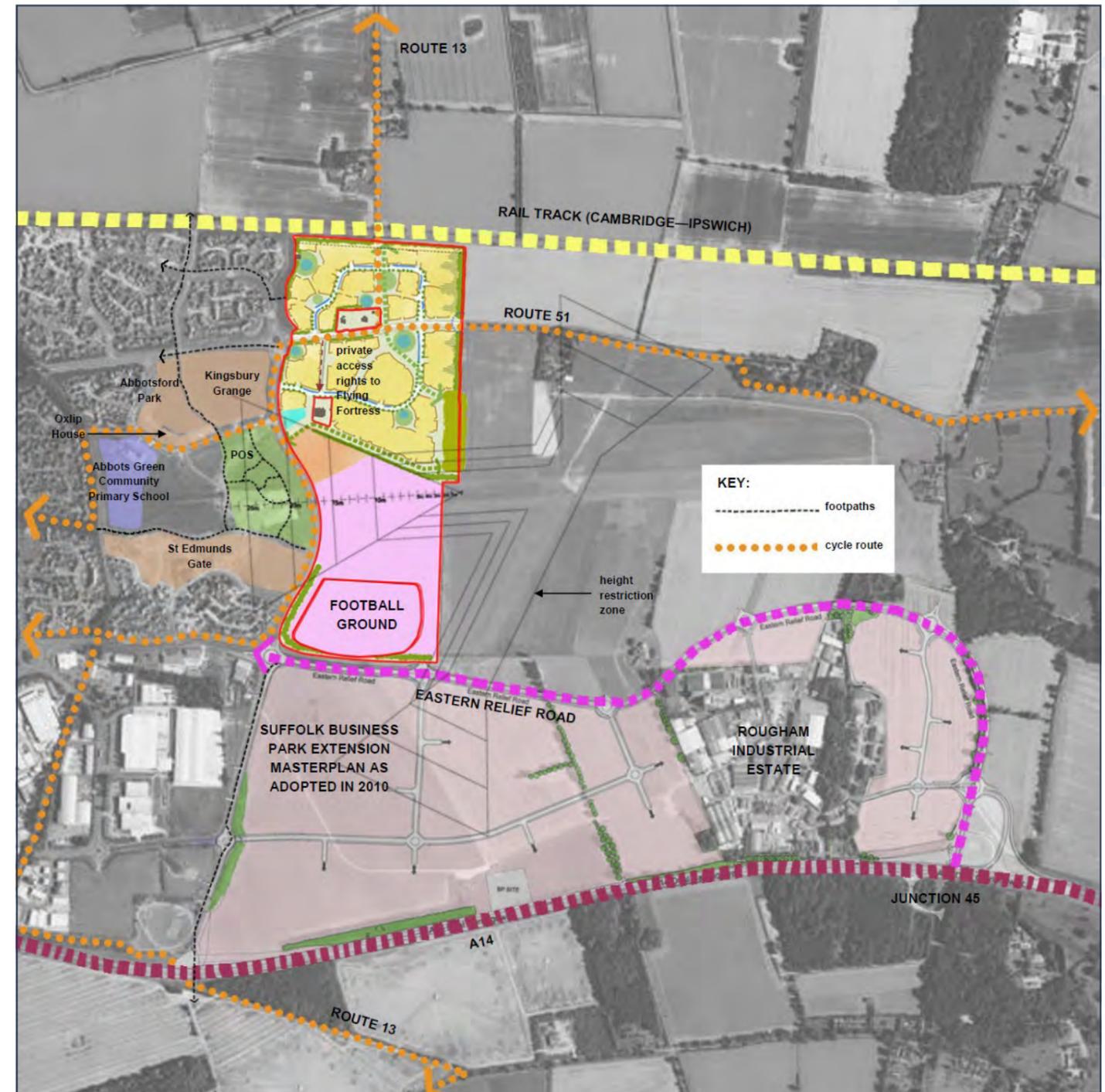
On the southern side of the school, but north of the ERR, the Community Football Facility is shown, however there remains scope for the school and football provisions to be delivered together, and as such those elements are only shown in indicative forms.

Within the site there are two further areas that lie outside of the site boundary, including the public house (Flying Fortress) and the existing dwellings to the north of Mount Road. The proposed development has taken those 'constraints' into account and ensured that they will not be adversely affected by the scheme. An additional car park adjacent to the pub has been illustrated, to cater for the loss of informal parking on land outside of its ownership. Access to the public house for the owner shall be along a private drive, whilst visitors to the premises shall use an estate road, with access off Lady Miriam Way, which serves the parking areas for the pub. A buffer area with landscaping shall be provided to the rear of the existing cottages along Mount Road to minimise any impact to the residents. A significant buffer also exists at the Mount Road and Lady Miriam Way roundabout, where existing landscaping is reinforced around the site corner.

The National Cycleway Sustrans Route 51 runs along Mount Road which connects Colchester and Harwich to Oxford via Bury St Edmunds and Cambridge. National Cycleway Sustrans Route 13 runs in a north easterly direction from Mount Road along Cattishall Lane and across the railway line to Cattishall and Great Barton. In addition, a cycleway runs along Lady Miriam Way to the west of the site, within the adjacent Taylor Wimpey residential site. This has been taken into account and linked to a number of new pedestrians and cycle routes which are designed with dwellings facing onto them thereby providing natural surveillance.

To the north of the site a 25m noise buffer (no-build zone) has been provided due to the adjacent railway line. Aside from protecting future residents from the associated impact of the use of the railway line, the space is

PROPOSED SCHEME WITH CONTEXT



## 7 PROPOSED SCHEME

sufficiently large to allow the future provision of an elevated pedestrian/cycle crossing over the line, whilst also providing a valuable wildlife corridor. As such, development will not form part of this buffer. In addition, development has been set back from the Flying Fortress public house to avoid risk of conflict with the licenced activities of the premises.

Following preparation of the drainage strategy the size and location of the necessary retention basins and swales were established, including a pumping station to the north west of the site. The retention basins shall all contain a low level wet feature channel enabling water to drain in and out, with reed planting and habitat creation. In the event of a flooding event the retention basins will fill and the water shall be discharged at an agreed rate.

The eastern edge of the application site will comprise of a generous landscape buffer with meandering paths and swales offering ecological value, explorative play opportunities and which reinforces the green edge to the development. Landscape areas permeate the scheme throughout the development, illustrated with indicative areas on the Masterplan.

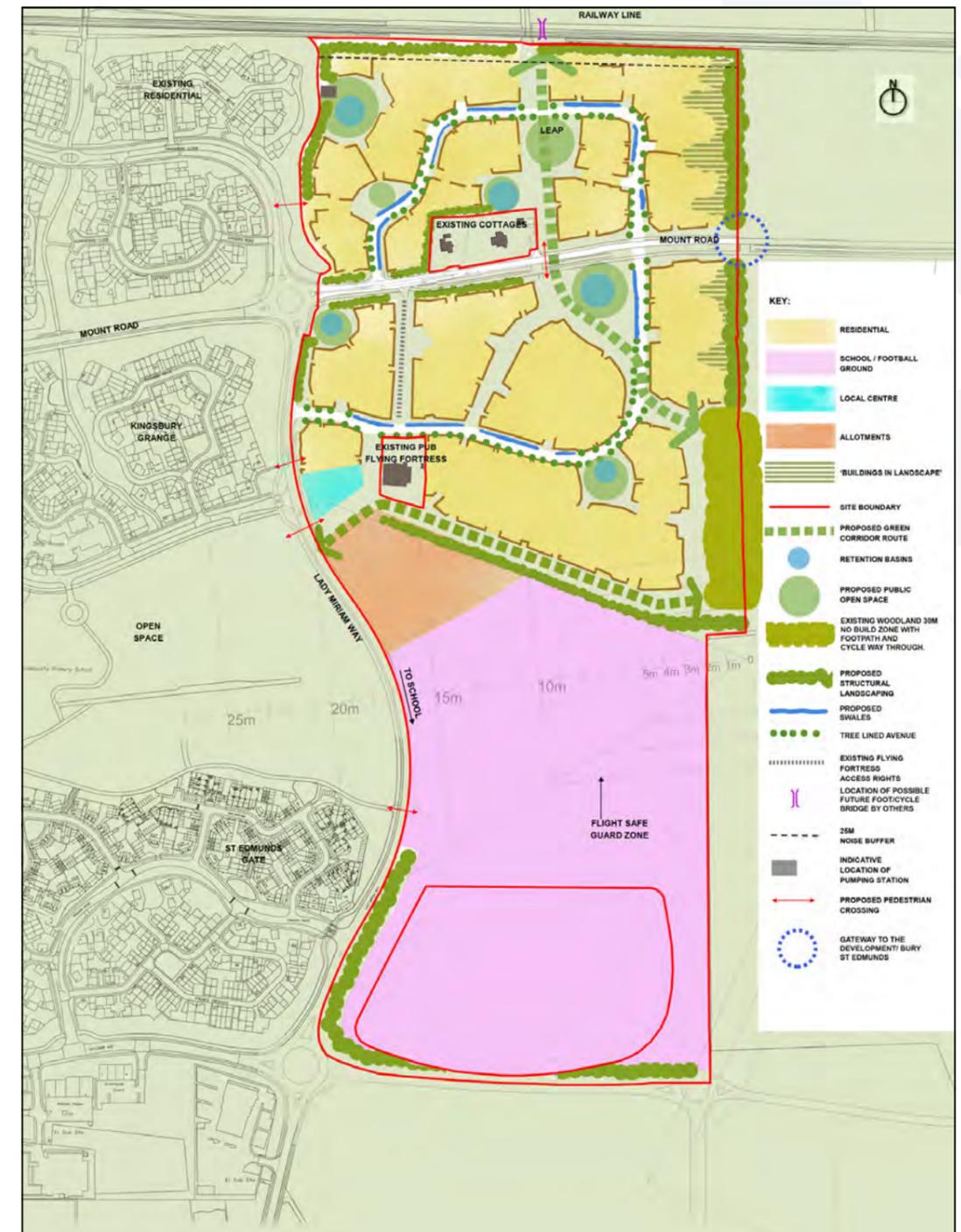
The general layout of individual buildings on site will be designed to capitalise on solar gains, in so far as is reasonably practicable, working with the various constraints that affect the site and the need to provide an engaging urban environment.

An equipped Local Area of Play (LEAP) is proposed within the land north of Mount Road. The play area will be incorporated into a linear park along Cattishall Lane which extends down across Mount Road. It is considered that the existing well equipped play facility within the public open space west of Lady Miriam Way would serve residents south of Mount Road within the proposed development. Good links, with safe crossings, at Lady Miriam Way will integrate this into the new development. Dwellings will face all the retention basins and areas of open space, providing natural surveillance and attractive frontages to those spaces.

The main estate roads are tree lined providing a main route through the site providing legibility within the development. To support the principles of the Lifetime concept, as well as providing an interesting and hierarchical streetscape, wayfinding will be assisted through the creation of landmarks, such as focal buildings and variations in scale, at key prominent locations.

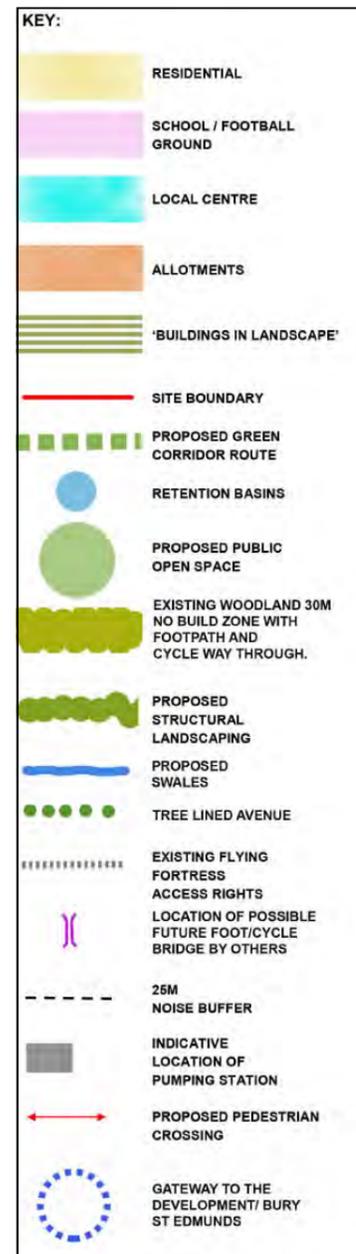
The Local Centre and an area which would be suitable to be laid out as allotments are located to the south west of the residential development, but within easy walking and cycling distance of the development. Together with the public house and the open space to the west of Lady Miriam Way they offer scope to create a focal hub which is accessible to new and existing residents alike.

MASTERPLAN



## 7 PROPOSED SCHEME

MASTERPLAN (RESIDENTIAL AND LOCAL CENTRE)



## 8 DENSITY

### Density

Site context is important as it is considered that a graduation in densities with a progressive reduction to the eastern boundary of the town and a substantial landscaped urban edge will be a key factor in establishing the character of the development.

Since 2011 and the Government's withdrawal of minimum density requirements, the overall density of residential proposals has begun to fall. This is encouraged by advice on good design which is appropriate to its location and endorsed by the Government's National Planning Policy Framework (NPPF).

Core Strategy Policy CS3 emphasises consideration of density as one of the major components of good design - as well as protection of the landscape and historic views and an understanding of the local context.

Core Strategy Policy CS11 refers to the delivery of around 500 homes, neither prescribing that as the minimum or as a limit. The Policy predates the (NPPF) and its intention to boost significantly the supply of housing. Moreover, it is desirable to ensure that the maximum reasonable delivery of homes is achieved to enable physical and community infrastructure to be afforded.

The Density Plan, which formed part of the masterplanning exercise, shows the potential to provide approximately 500 homes in a form that addresses the requirements of NPPF. Densities are focused to be greatest where the site lies adjacent to the existing residential development, within the western part of the site, mainly to the south of Mount Road, around the Flying Fortress Public House, and also just south of the railway line.

Lower density housing is located at the eastern edges of the development, responding to the countryside setting of this boundary, with medium densities provided in between providing a transition across the site. Each of the development parcels shall deliver a density range, which vary from between 20 dwellings per hectare and 53 dwellings per hectare. The average density per hectare provides 500 dwellings across the 14.2 hectares.

Providing a minimum and maximum density range allows the master plan to respond to market changes over the build out period whilst ensuring the overall principles are maintained.

### DENSITY PLAN



## 9 MOVEMENT AND ACCESS

### **Movement and Access**

The aim of the Masterplan is to create a place which has clearly defined links and connections both internally and with the wider community and network of Rights of Way. The site location benefits from excellent pedestrian and cycle links in relation to the wider Moreton Hall area. The site will integrate fully with the wider network including footway/cycleway provision on Mount Road and Lady Miriam Way. The site will also be designed to fully connect with future development sites, which include the Berkeley Homes development to the north and the proposed expansion of the employment area to the south.

### **Pedestrian Links**

The layout of the site creates permeability that will encourage trips by non car modes. Internally there will be a network of pedestrian greenways through the site, ensuring permeability for both pedestrians and cyclists. The movement framework shown overleaf demonstrates the network of pedestrian and cycle routes throughout the site, linking to the wider network of routes. The proposed development will include the creation of a linear park between the level crossing and Mount Road, along Cattishall Lane, that will assist in the integration of the proposals, softening the proposed built edge and creating a high quality environment for pedestrians, cyclists and horse riders. Vehicular access will be prohibited along this route north of the existing single dwelling access. Vehicles will cross over Cattishall Lane at two points, which will be subject to raised crossovers to reduce speeds.

The northern landscape buffer includes sufficient space to enable Network Rail to provide a new foot/cycle bridge over the railway to improve the safety of utilising the existing Right of Way and provide linkages to the proposed new residential development adjoining. The linear park route splits in two on crossing Mount Road into the southern section of the site to provide permeability throughout the site and beyond to key destinations. The most easterly pedestrian/cycle route passes through a large and informal area of open space alongside the retention basin, reaching a woodland area along the eastern site boundary. At the southern site boundary with the proposed school grounds the path splits to provide a connected network southwards along the eastern site boundary to the school, football ground and business park beyond, which promotes the possibility of combining trips and reducing the need for car use. The other route returns along the southern boundary through a green corridor to the Local Centre and public house where pedestrians and cyclists can take a number of other routes, including the route along Lady Miriam Way to the school and football ground, or across to the large Public Open Space. The westerly main desire line from the north of the southern section of the site runs along an estate road to the public house and Local Centre beyond.

### **Public Transport**

Careful consideration has been given to ensure that the layout is designed to accommodate buses along the primary road network, and enable bus penetration throughout the site. As a result of this ease of access by bus it is anticipated that the existing bus service that serves Moreton Hall will divert into the site. This bus service will be aided by the design of the primary road layout which provides a loop arrangement both north and south of Mount Road.

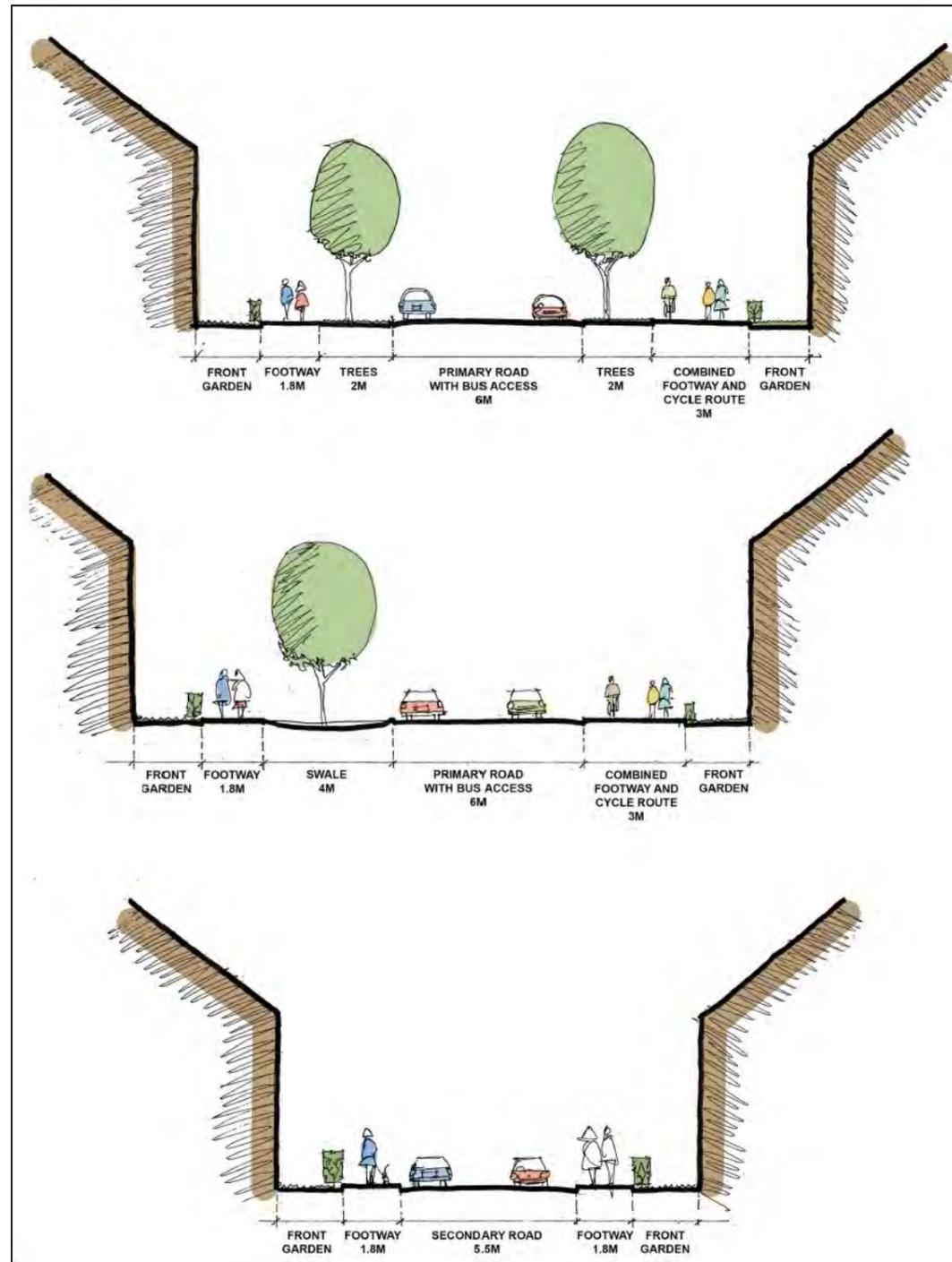
### **The Street Hierarchy**

The street hierarchy will create a clear and legible movement framework and where appropriate the street design will have the aim of limiting traffic speed to 20mph. Careful consideration has been given to reducing vehicle speeds on the approaches to the linear park vehicle crossovers in the northern section of the site. This is an existing key pedestrian/cycle route that will not only facilitate movement from the site, but will be a key pedestrian/cycle corridor for the Berkeley Homes site north of the railway line. The Primary Road has been designed with radii which aim to slow vehicle speeds down on the approaches to the vehicle crossovers of the linear park. The Primary Road is likely to be defined by avenue tree planting, with wide shared public foot/cycleways and grass verges separating the carriageway from built form. The cross sections overleaf illustrate how the primary and secondary streets will be arranged to respect the various areas across the site and deliver the overall vision of an attractive, safe and inclusive environment for pedestrians and cyclists.

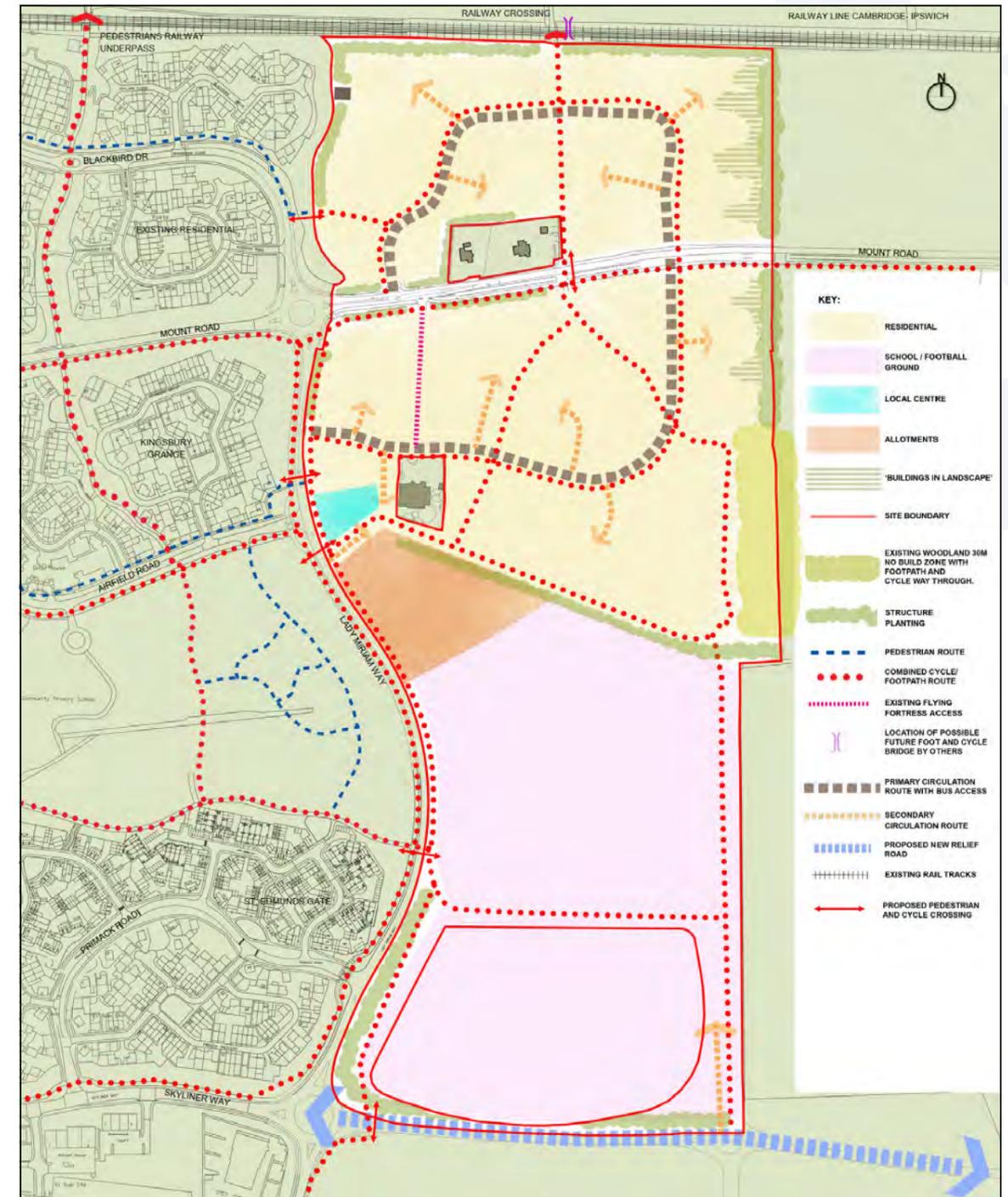
### **Eastern Relief Road**

Mitigation of the impacts arising from traffic associated with the development will be through the construction of the Eastern Relief Road (ERR). The cost to construct this is significant, estimated to be £14m plus £4m for services. The ERR will provide access for the extension of the Suffolk Business Park and the proposed Secondary School. The route of the ERR links the eastern edge of Moreton Hall, at the roundabout of Skyliner Way/Lady Miriam Way, to the A14 at Junction 45.

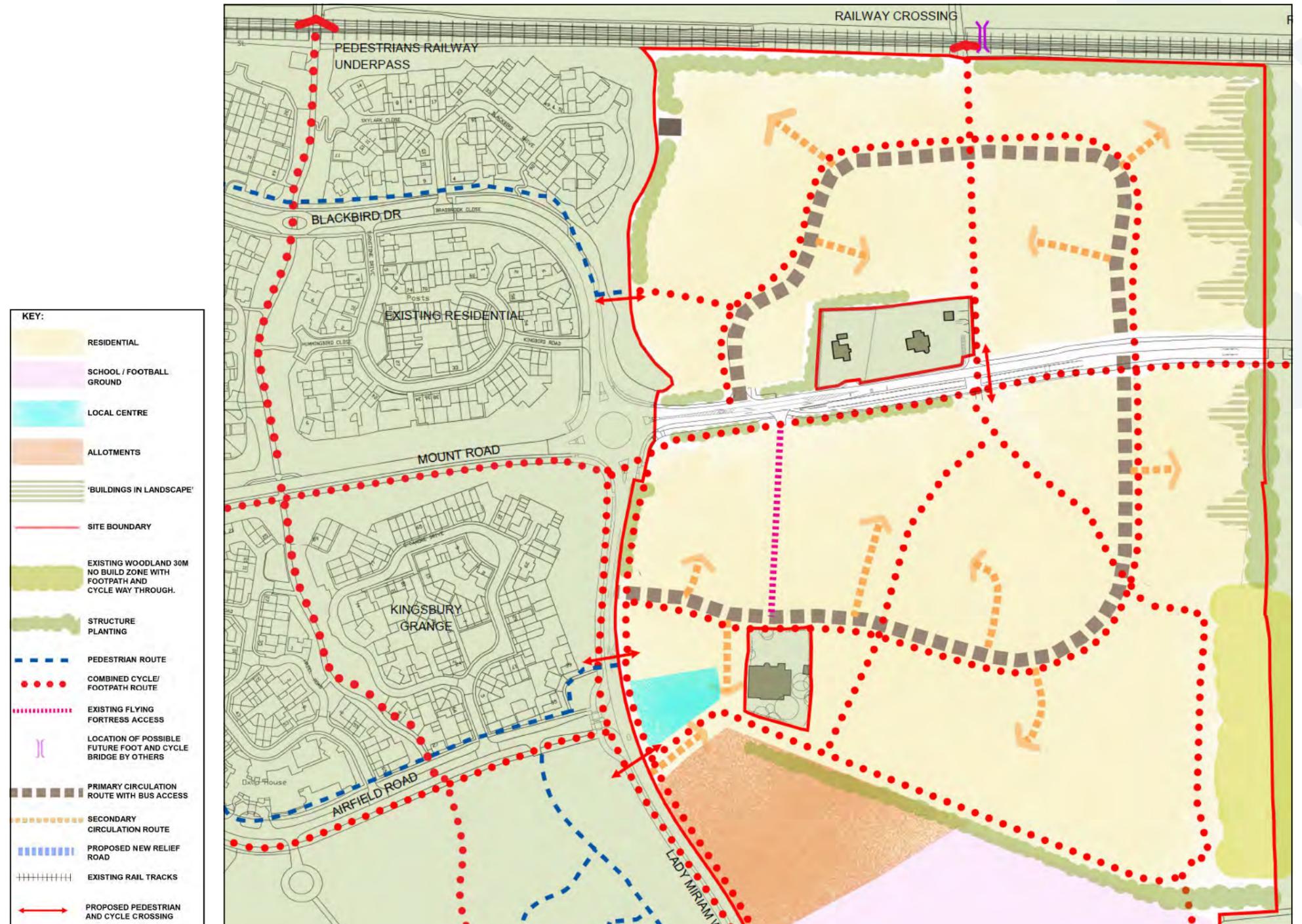
INDICATIVE STREET SECTIONS



MASTERPLAN MOVEMENT FRAMEWORK



## MASTERPLAN MOVEMENT FRAMEWORK (RESIDENTIAL AND LOCAL CENTRE)



## 10 LANDSCAPE AND ECOLOGY STRATEGY

### LANDSCAPE STRATEGY PLAN

#### Strategic Landscape Objectives

The overriding landscape objective of the Masterplan is create a development intrinsically linked to elements of the natural environment, which both respects the setting of the existing settlement, and provides a high quality environment for people to live.

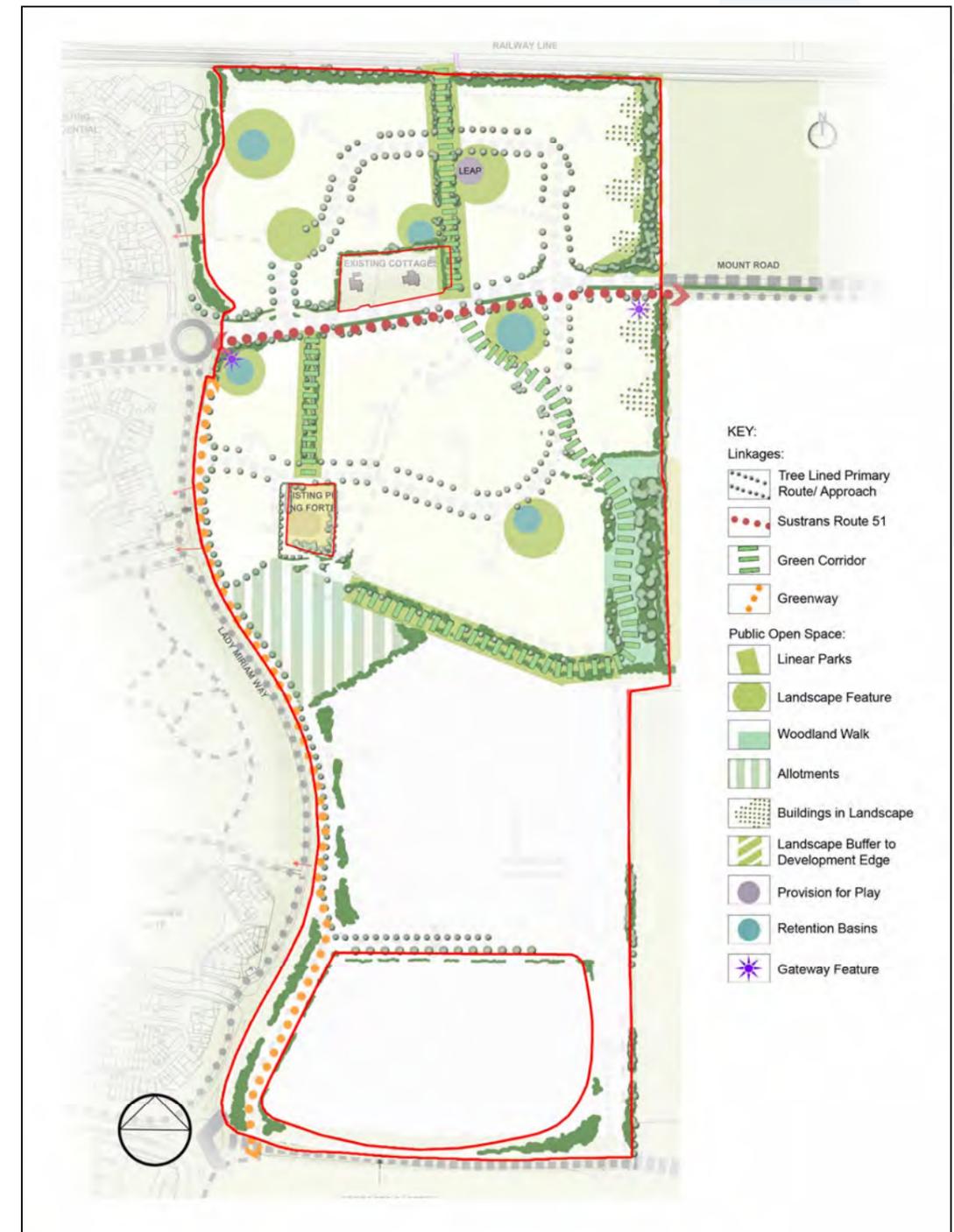
To achieve this aim the proposals will deliver the following:

- Create a high quality network of green corridors and interlinked green spaces which will enhance the residential environment, creating breathing spaces within the built form, and create links through the development for wildlife .
- Identify and integrate existing landscape features on the site perimeter.
- Utilise existing features to define the extent of the urban area.
- Reinforce existing landscape features with native tree and shrub planting to strengthen the ability of those features to soften the visual appearance of the site from external approaches.
- Create an appropriate transition between the site perimeter and the more densely developed parts of the site by introducing 'Buildings in Landscape' along the eastern edge of the developed area.
- Introduce a network of connected green spaces within the developed area to connect the landscape perimeter with the internal public realm.
- Establish a coordinated scheme of tree and shrub planting to establish a common language for the public realm utilising landscape features to assist in the creation of a high quality environment in which to live, work and play.
- Integrate Sustainable Urban Drainage features, such as swales and retention basins, into areas of public realm, such as street corridors and open space, so that they can add to the visual amenity and quality of the development. Specific details of the SUDs methodology will be determined through the formation of a drainage strategy to accompany the planning application.

#### Open Space

Play space will be incorporated across the development with a Locally Equipped Area for Play (LEAP) being strategically located to ensure an appropriate level of play provision is achieved. There are opportunities to link the existing open space provision to the west with the Masterplan area, as well as providing a comprehensive network of green corridors in a north-south direction.

There are also clear opportunities to provide pedestrian and cycle links to the existing residential and employment areas to the west, to the wider footpath and cycle path networks to the north and south and a potential link to the Rougham Industrial Estate to the east.



## 10 LANDSCAPE AND ECOLOGY STRATEGY

### Linear Park

A linear park is to be created along the current Sustrans Route 13, to create an attractive pedestrian and cycle route and landscape space which will be central in defining the character of the area. Reinforcing a north – south link between Cattishall and Mount Road, it will form part of the wider pedestrian and cycle movement network around and through the site. The route, part of the existing network of Rights of Way, will also enable connections between the Masterplan area and the adjoining countryside to the north, including connectivity with the proposed residential development beyond the railway line.

The existing lane will be retained for access with new, wide verges incorporated. A mix of native and ornamental planting, including areas of wildflower grassland, will be introduced to assist in the creation of varied spaces along this route, without impeding the flow of cyclists. The design of the linear park will be informed by green corridors within the existing development to the west, to provide a sense of place and integration with the existing community. Crossings with estate roads will be designed to reduce vehicular speeds and, more importantly, give priority to pedestrians and cyclists.

### Landscaped Routes

The primary roads through the development will incorporate an avenue of trees to assist in place making and reinforcing the presence of a consistent approach to landscaping within the proposed scheme. Further planting along Mount Road and Lady Miriam Way will seek to reinforce the presence of soft landscaping within the built environment and assist in creating a degree of separation between the pedestrian / cycle routes and the road network.

### Woodland Walk

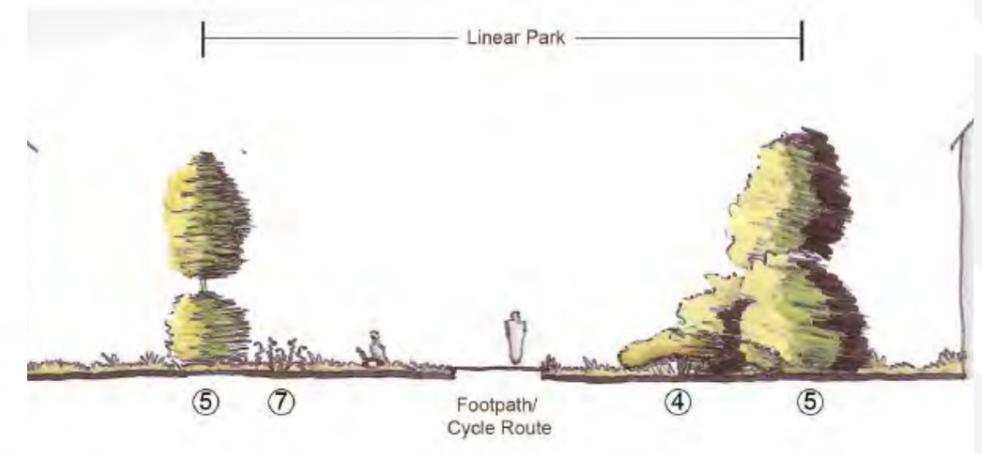
The existing area of woodland on the eastern edge of the site will be retained and enhanced through new planting to create a high quality habitat and enhance the biodiversity of the development. A woodland walk will be established which will allow visitors to experience an alternative landscape component and also discourage informal trails developing to the detriment of the existing flora and fauna.

### Allotments

Allotments will be provided adjacent to Lady Miriam Way to the south of the Local Centre. The location, in combination with new crossing points over Lady Miriam Way, will ensure easy accessibility for all residents to encourage walking and cycling. A central communal seating area could also be incorporated to encourage social interaction and create a focal point.



### LINEAR PARK ILLUSTRATIONS



- ① Native organic character
- ② More formalised character
- ③ Feature trees
- ④ Ornamental shrub
- ⑤ Native shrub
- ⑥ Swathes of spring bulbs
- ⑦ Wildflower meadow
- ⑧ Retention basin
- ⑨ LEAP - 400m<sup>2</sup>

## Proposed Ecology Strategy

The Survey conducted to inform the development of the Masterplan determined that the majority of the site affords relatively low value for floral and faunal species at present. The strategy for the site, therefore, seeks to retain existing habitats of significant value and create opportunities within the proposed development for those existing species to flourish, alongside creating the opportunity for increased diversity going forward. Notwithstanding, the site will be monitored as required to ensure that the site design and management objectives are achieved. Where necessary further follow up surveys will be carried out to understand the implications of the findings, and incorporate into the development strategies going forward.

The proposed layout for the site, therefore, includes planting of trees and shrubs along access roads and site margins, the creation of structural amenity space and a number of retention ponds, surrounded by meadows and grassland areas. The proposals will considerably enhance the ecological value of habitats within the site, by reinforcing existing habitats, such as retained boundary vegetation, alongside creating new habitat opportunities for wildlife within the site.



It is proposed that new planting incorporates native species, providing benefits for wildlife, whilst features such as bat boxes, bird boxes and habitat piles will be incorporated to create new roosting and nesting opportunities for wildlife. Creation of new habitat areas and strengthening of existing vegetation will also improve the network of wildlife habitat through and around the site, in addition to enhancing the foraging resource for species such as bats, birds and invertebrates.

Whilst details of the management regime for the existing and proposed landscaped areas will be dealt with through detailed reserved matters applications, the proposals will seek to ensure that an appropriate management and maintenance regime is established in the early stages of the development. The management plan will set out the long term management and maintenance objectives which will ensure that biodiversity is enhanced and the key design principles set out within the Masterplan document are successfully established and managed.

## 11 IMPLEMENTATION STRATEGY

### Implementation Strategy

The new neighbourhood will be developed over a number of years. The phasing diagram opposite provides an indication of the current anticipated sequential delivery of the residential element of the overall development.

The development will commence in the north western part of the site (Phase 1) with the intention to continue on the remaining phases in their respective order with the Local Centre and allotments falling within Phase 3 of the scheme.

The timetabling of the associated infrastructure works, including the Eastern Relief Road (a planning application for which is currently under consideration by the Local Planning Authority) and the school, shall be agreed with St Edmundsbury Borough Council.

The opening of the new Secondary School is subject to the outcome of the School Organisation Review (SOR). Suffolk County Council is undertaking a consultation exercise across the town on the SOR from the 7<sup>th</sup> October 2013 to the 13<sup>th</sup> December 2013. This will run concurrently with the consultation regarding this document. A decision on the SOR is expected by spring 2014. Should the SOR proposals be approved it is the County Council's intention to open the new school in September 2016. Should the SOR be rejected a new upper school will still be required at this location in order to accommodate pupils from future strategic housing growth in and around the town. The timing of delivery under this scenario would be determined by the County Council following a review of the SOR process.

PHASING DIAGRAM



# Land at Bury St Edmunds - Master Plan

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ADOPTED FEBRUARY 2014

PREPARED ON BEHALF OF TAYLOR WIMPEY

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