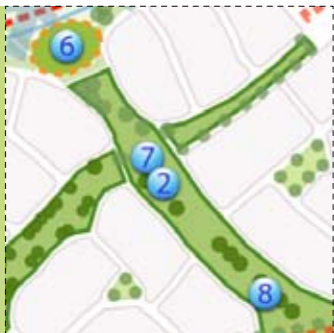


MASTER PLAN DOCUMENT

ADOPTED DECEMBER 2013





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FIGURE 0.1: Regional location plan

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01 VISION

1.1 The vision for the growth area at North West Bury St Edmunds is to deliver a fully integrated new community with a strong sense of local identity, a vibrant local centre, an environment that encourages a healthy lifestyle and a sensitive urban edge that respects the setting of Fornham All Saints.

1.2 The master plan must be designed to become a fully connected new piece of town, promoting sustainable modes of transport and with an emphasis on place making.

1.3 The master plan 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 enabling 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.



A place set within a variety of attractive and accessible green spaces

- Mature trees and tree belts provide the opportunity for linear parks, place making features and movement connections
- Provide a strong network of green corridors that offer access to formal and informal open spaces for both new and existing residents
- Create a variety of habitats to encourage both flora and fauna within the built environment
- a strong drainage strategy intrinsically linked to the landscape network
- Provide a new town-wide resource in the form of a significant area of open access land.



A distinctive place with a clear heart and mix of activities and uses

- Be locally distinctive reflecting the urban form of Bury St Edmunds and the surrounding villages
- Create a place with a clear and distinctive community hub with a mix of uses, including local shops, potential primary school and sports facilities
- Utilise the varying topography to take advantage of both sheltered and elevated areas, countryside views and views to Bury St Edmunds town centre
- Maintain segregation between Bury St Edmunds and Fornham All Saints.



A place with clear and accessible links and connections

- Create multi-modal connections to the existing urban area
- Provide a link road between the A1101 and Tut Hill, utilising the existing ridge line to minimise its visibility in the landscape
- Incorporate and enhance the existing public rights of way, informal walking routes and cycle ways on and adjacent to the site, and create an orbital green route
- Include pedestrian cycle links to Howard and Mildenhall Estates to enhance connectivity and community cohesion
- Improving the environment for residents on Tut Hill by exploring options to downgrade the volume of traffic or road closure
- Within the development, aim to limit traffic speeds to 20mph.



A welcoming place with a good choice of homes

- High quality design and public realm creating an attractive and welcoming neighbourhood
- Provide a range of homes, including affordable housing.



02 OVERVIEW

PURPOSE OF THE DOCUMENT

2.1 This document sets out the vision for the new neighbourhood north west 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 and Fornham All Saints
- Provides a clear set of development parameters
- Explains the movement and access principles both in and around the site
- Describes and illustrates landscape proposals
- Provides an indicative phasing schedule of development.

2.2 The document builds on the Council's concept plan for the site providing greater levels of detail. Further design details and the rationale behind the development proposals will be included as part of an outline planning application and accompanying Design and Access Statement.



FIGURE 2.1: Aerial image with the master plan study area indicated by the red line

POLICY CONTEXT

2.3 To help meet the need for new homes, Policy CS11 of the St Edmundsbury Core Strategy (December 2010) identifies a direction of growth for around 900 homes on the north west side of Bury St Edmunds. The key diagram indicates that direction of growth as lying between Tut Hill (A1101), Mildenhall Road (B1106), and the Howard and Mildenhall estates.

2.4 Policy CS11 sets out that the development should:

- deliver around 900 homes of mixed tenure and size, including affordable homes;
- maintain the identity and segregation of Fornham All Saints;
- provide new high quality strategic public open space and recreation facilities between the development and Fornham All Saints;
- provide traffic relief for Fornham All Saints in the form of a relief road between the A1101 south east of the village and the B1106 to the south;
- provide improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations;
- provide opportunities for B1 use class local employment;
- deliver additional education, community and leisure facilities to meet the needs of this development and that such facilities should be located in a way that can achieve positive integration with the wider area.

2.5 Policy CS11 identifies the direction of growth as delivering homes early in the plan period (from 2011 onwards) and development of the site forms a critical part of the five year housing land supply.

2.6 The Council has adopted a North-west Bury St Edmunds 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.

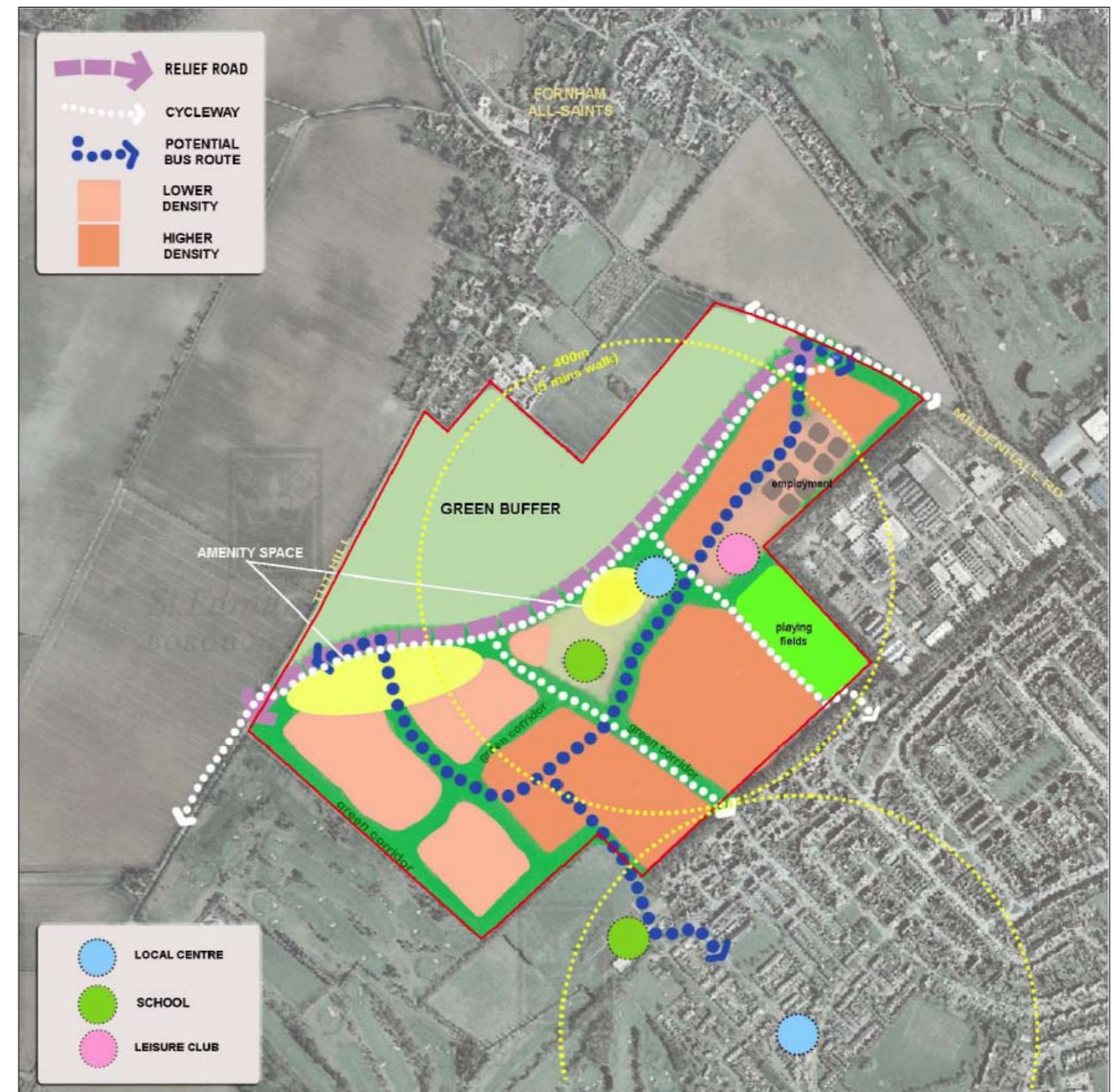


FIGURE 2.2: St Edmundsbury Vision 2031, North West Bury St Edmunds concept plan

03 CONSTRAINTS AND OPPORTUNITIES

3.1 In order to identify the key design considerations a comprehensive analysis of the site has been undertaken. The following section outlines and describes the key features of the site and the issues and opportunities these present for the master plan evolution.

Adjacent land uses

3.2 The northern site boundary sits adjacent to Tut Hill and the fringes of Fornham All Saints village. The setting of this village has been an important consideration in the design process and the creation of a strong defensible boundary to avoid coalescence between the new neighbourhood and the village is a key design principle.

3.3 The north eastern edge of the site is bounded by the Mildenhall Road (A1011). The southern side of the site is bounded in part by the Northern Way Industrial estate, and part by residential housing. A wide tree belt sits between the site and these uses. The south eastern corner of the site is bounded by the Howard Middle School.

These interfaces require different responses in the master plan in order to mitigate or protect the amenity of the adjacent uses.

3.4 The south western site boundary is adjacent to the Bury St Edmunds Golf Club. This semi-rural interface has been reflected through the master plan design.

Key design considerations

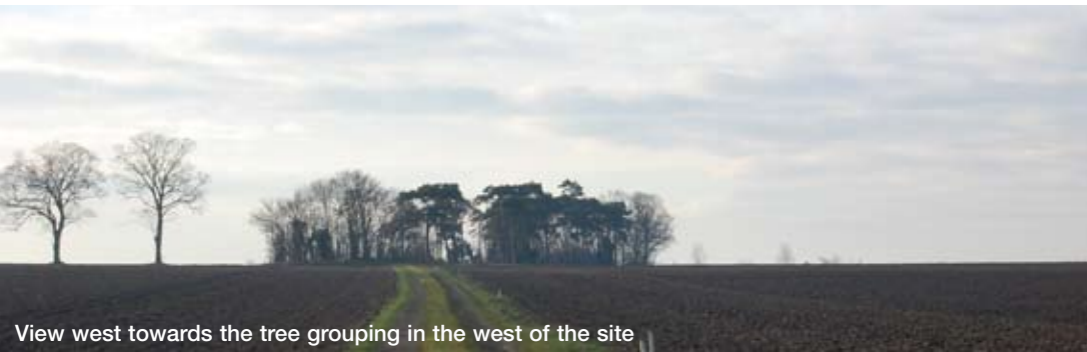
- Protect the setting of designated heritage assets, Fornham All Saints and avoid coalescence
- Mitigate impact of some (and protect amenity of other) adjacent uses
- Respond to the nature and setting of the adjacent land uses
- Integration with existing communities in the Howard and Mildenhall Estates

Contours

3.5 The site has a varying topography, with subtle ridgelines and valleys. However, the site gently falls north eastwards towards the River Lark valley from the high point in the south west of the site.

Key design considerations

- Maximise the efficiency of Sustainable Urban Drainage (SUDs) by utilising the site's natural topography
- Use the topography to enhance townscape features
- Protect long distance views and views to church spires in the town centre from the high points of the site
- Use the subtle ridges and valleys to minimise the impact of major infrastructure



View west towards the tree grouping in the west of the site



View east towards the Mildenhall Road from the tree grouping in the west of the site



Existing trees in north west of the site

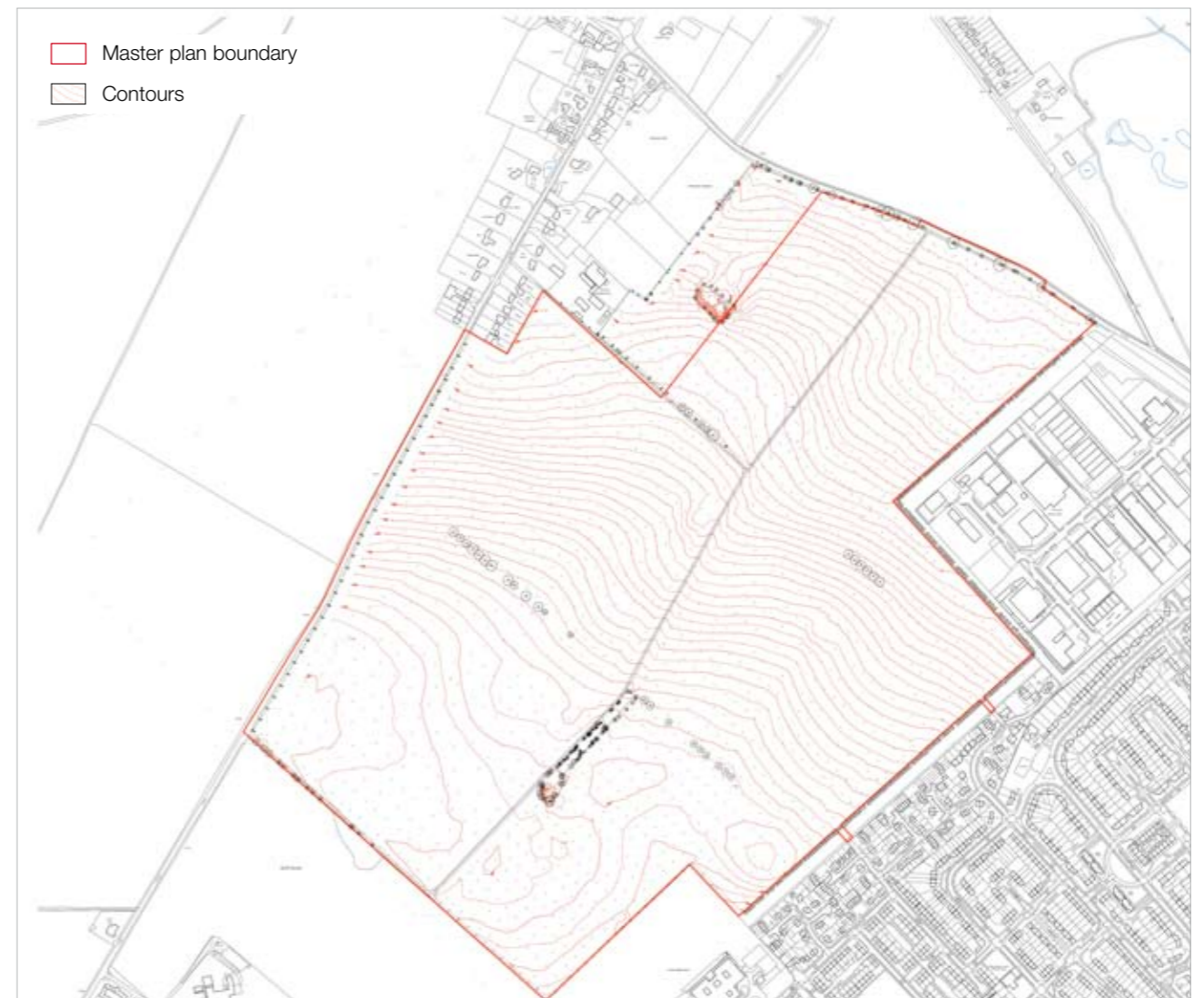


FIGURE 3.1: Contour plan

Landscape

3.6 There are relatively few landscape features on site. Two rows of large trees remain from historic hedgerows and a small grouping of mixed trees are located to the western side of the site. All trees on the site are covered by a group Tree Preservation Order and will be retained where possible. However, it is likely that the provision of the link road will require the loss of some trees.

3.7 A tree belt runs adjacent to the site's eastern boundary, separating the site from the Northern Way Industrial Estate and the Howard and Mildenhall estates. Several mature oaks are located adjacent to

Mildenhall Road. An intermittent hedgerow with some small trees forms the south western boundary with Bury St Edmunds Golf Club.

Key design considerations

- Existing vegetation should be retained where possible
- New planting should complement and enhance the existing planting
- New planting should be used to reduce the visual impact of major infrastructure, such as the link road

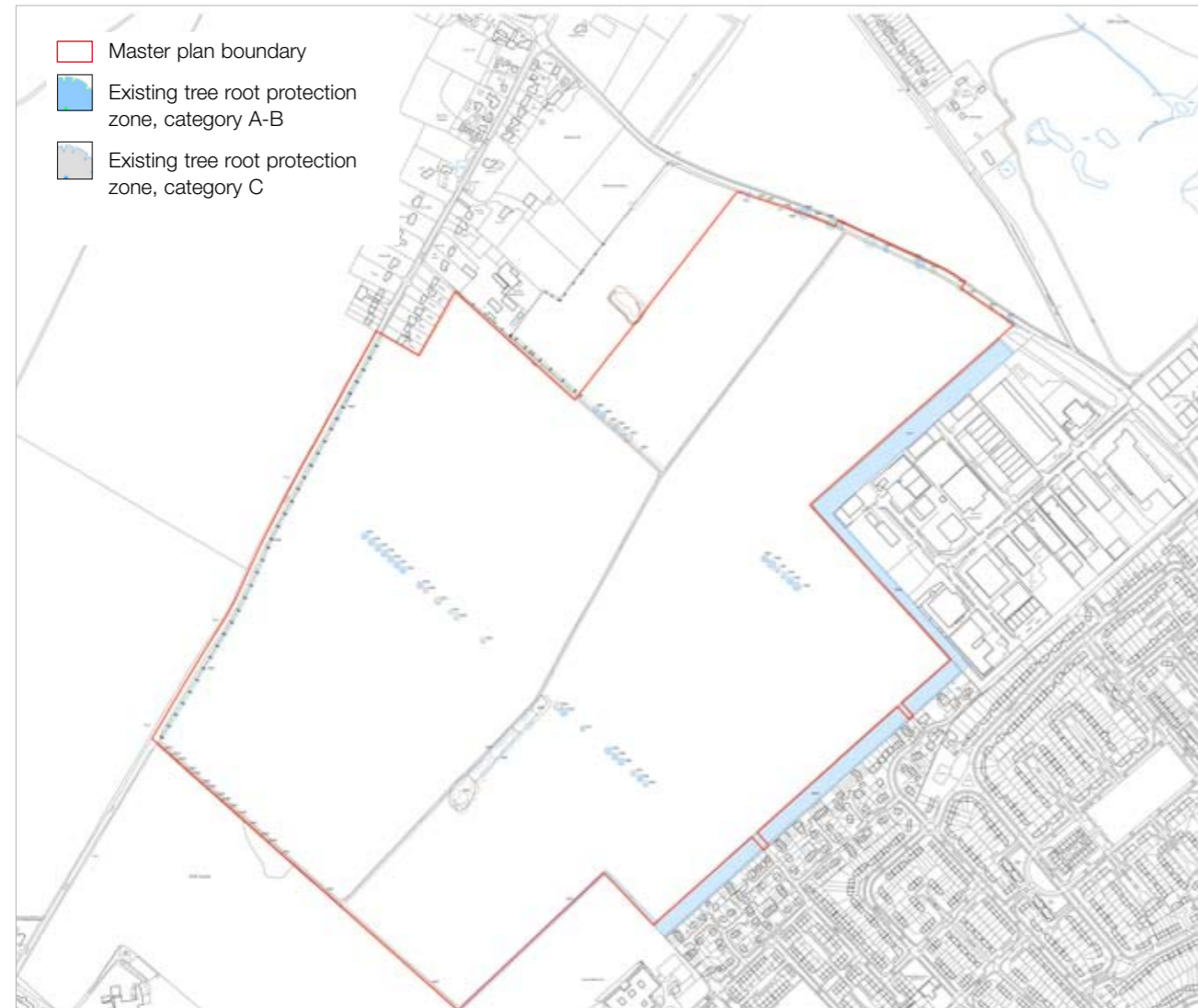


FIGURE 3.2: Site tree survey

Noise contours

3.8 Noise monitoring undertaken on site showed that the main existing sources of noise are traffic on the B1106 Tut Hill and A1101 Mildenhall Road, and activities on the adjacent Northern Way Industrial Estate. The plan indicates noise levels from the industrial estate that could prohibit some forms of development. Other noise sources have been identified but are within acceptable levels as not to prohibit development.

Key design considerations

- Avoid placing sensitive land uses into areas with an unacceptable noise level
- Consider the position of land uses that are acceptable in high noise areas

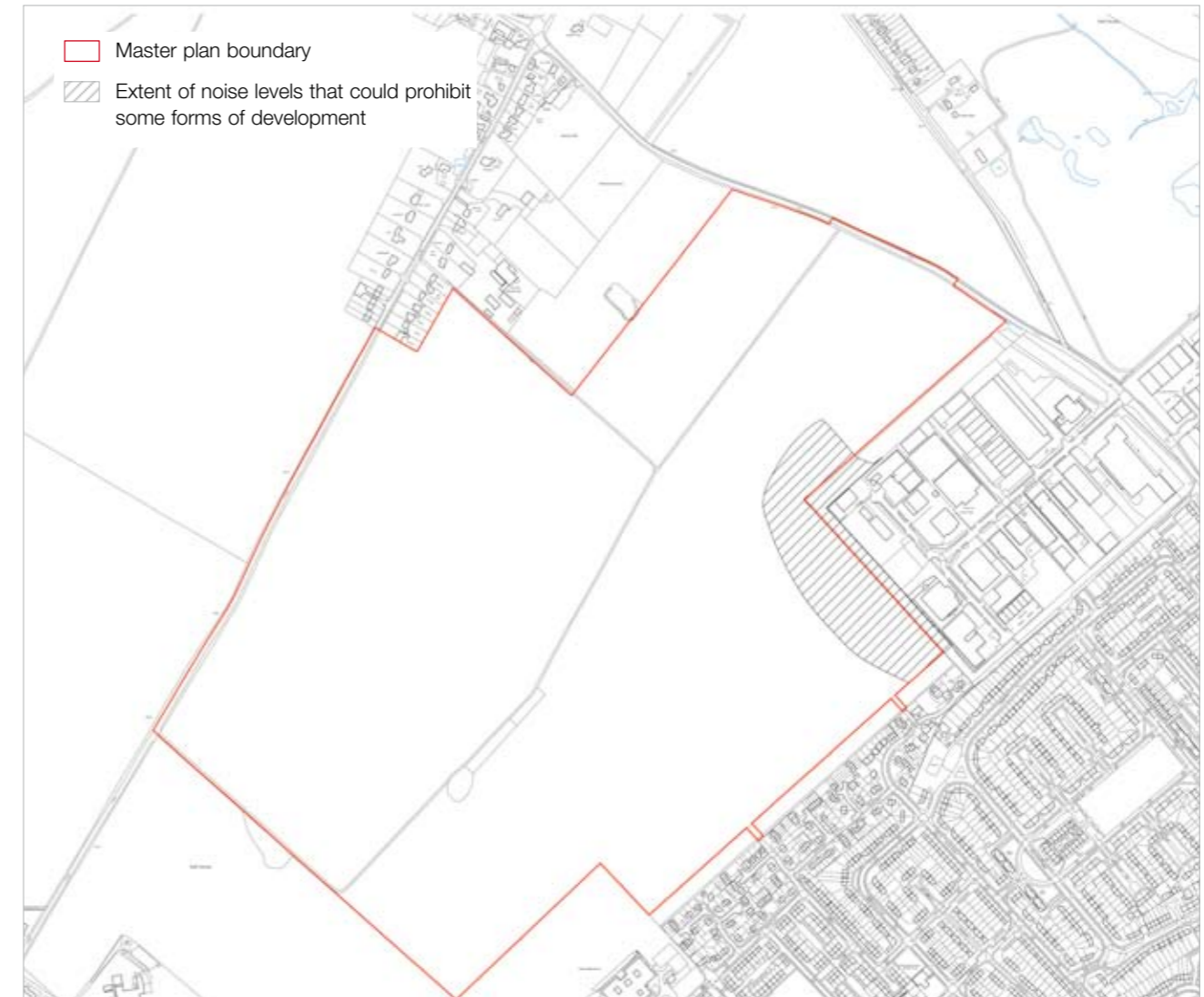


FIGURE 3.3: Site noise contours

Flood risk / drainage

3.9 There are no areas within the site that are at significant risk of flooding. However, the master plan will include blue corridors and a number of swales, which will be intrinsically linked to the landscape and biodiversity strategy to mitigate the impact of the development with a robust and comprehensive SUDs strategy. A full strategy will be submitted as part of the outline planning application.

Archaeology and heritage

3.10 There are scheduled monuments on either side of Fornham All Saints, approximately 70m north and 750m north west of the site. They are major Neolithic monuments, comprising cropmarks of causewayed enclosures, a cursus (processional way) and other elements including henge monuments and rectangular enclosures.

3.11 A desk-based assessment was undertaken to review the Historic Environment Record within 500m of the site. Aerial photography interpretation undertaken as part of this study concludes that the prehistoric monuments to the north (part of the scheduled monument) do not extend into the site. Additional non-intrusive archaeological surveys were undertaken in 2012, in line with a brief and scope endorsed by Suffolk County Council Archaeology. The artefact densities recorded in the fieldwalking survey across the entire survey area were extremely low, but some flint objects of early prehistoric date were found. However, these present no obvious pattern or indication of settlement activity. A geophysical survey revealed the possibility of a rectilinear feature in the north eastern portion of the site that may be of a contemporary prehistoric date. An extensive part of the site has already been the subject of trial trenching. While archaeology was uncovered, to date none has been deemed of significance to warrant preservation in situ. Further archaeological investigation is programmed and will be available to inform decisions on a planning application.

3.12 A large part of Fornham All Saints village to the north of the site is designated as a conservation area, which includes a number of listed buildings.

Key design considerations

- Protect any historic features and their setting that are identified on site where possible and appropriate
- Consider and respect the setting of the conservation area
- Utilise the historic features of the village as a design-cue for the master plan

Existing footpath and connections

3.13 A public right of way runs adjacent to the Tut Hill boundary, Bury St Edmunds Golf Club boundary and the Howard Middle School boundary, terminating at the existing tree belt. This is the only designated route across the site. There are a number of informal routes that cross the site. These routes follow the line of trees and the existing farm access track.

Key design considerations

- Retain the existing alignment of the public right of way
- Where possible retain the informal walking routes and desire lines
- Improve pedestrian and cycle connections to the Mildenhall and Howard estates

Transport and access

3.14 The link road connecting Tut Hill to Mildenhall Road is an important part of the design. Following public and stakeholder consultation, the alignment of the road has been set and provides a fixed design parameter. The alignment was selected through a combination of principles including, being slightly below the ridge line, for the majority of its length to minimise impact on Fornham All Saints. However, at the Mildenhall Road end (northern), the road is not below the ridge line. The main reason for this is to avoid the loss of more important trees and vegetation where a junction is required for the link road junction and Mildenhall Road, to ensure that the junction and road designs meet acceptable highway design standards and to allow drainage connections to pass underneath it as part of the site wide drainage

strategy. Noise associated with the link road will generate an additional constraint and will need to be addressed in the design of the scheme - see p23 onwards.

3.15 There are currently no official access points onto the site along the eastern boundary, providing a significant barrier to movement between the Mildenhall and Howard estates and Fornham All Saints. There is currently a farm track that has an access point to Mildenhall Road. The northern edge of the site can be accessed by a public right of way, which runs adjacent to Tut Hill.

Key design considerations

- Design and treatment of the landscape strip adjacent to the link road
- Design treatment of the access points from the link road
- Improve north south access across the site

Utilities / foul water / odour

3.16 A utility survey has been undertaken showing that there are no major utility constraints. A sewer connection will be required to the pumping station at Pigeon Lane and surface water outfall to the River Lark.

3.17 An odour assessment on site has indicated that there are some sources of odour from the Northern Way Industrial estate.

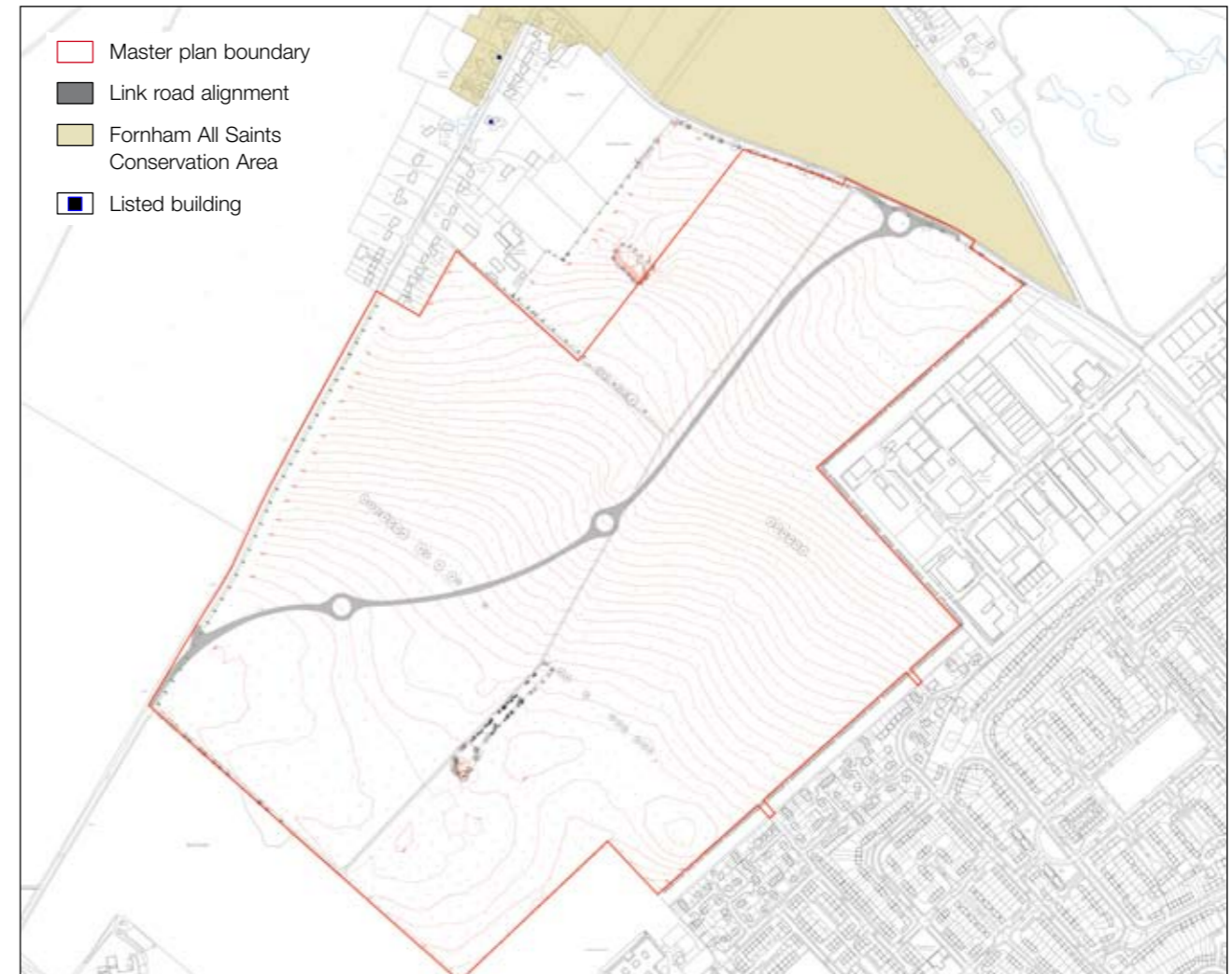













FIGURE 3.4: Link road alignment and local heritage assets

Combined constraints

3.18 The plan shows a summary of all the known site constraints.

-  Master plan boundary
-  Link road alignment
-  30m noise buffer from link road
-  Extent of noise levels from the industrial estate that could prohibit some forms of development
-  Contours
-  Public right of way
-  ① Indicative location of preferred bus connection
-  ② Indicative alternative location for bus connection and pedestrian/cycle connection
-  ③ Indicative location of pedestrian connection
-  Existing tree root protection zone, category A-B
-  Existing tree root protection zone, category C

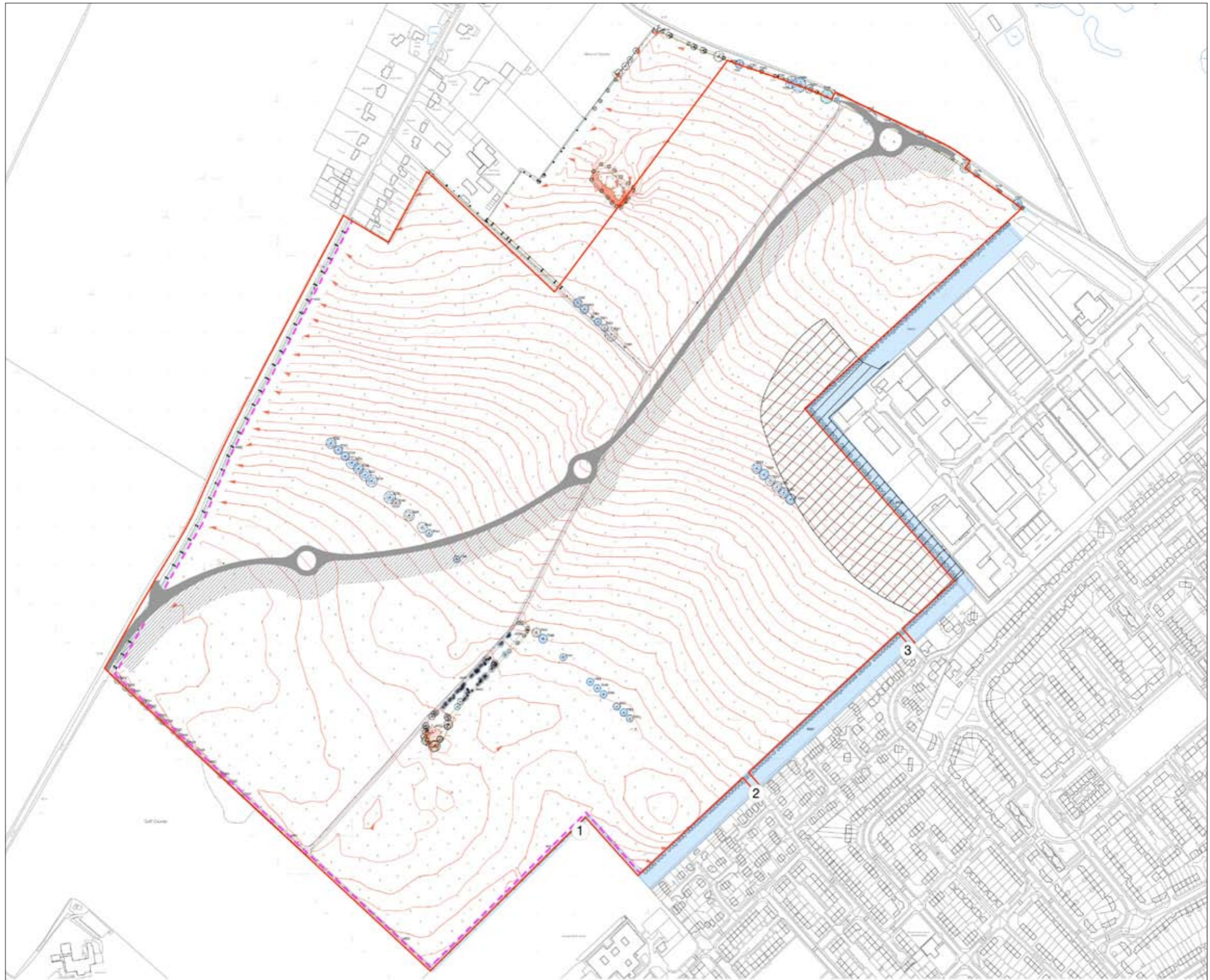


FIGURE 3.5: Combined site constraints

04 FRAMEWORK PLAN

4.1 The framework plan outlines the townscape principles that should be carried through the design stages, and progresses the master plan process on from the concept plan. The framework sets out the key development areas and green infrastructure, and defines key character areas.

Character areas

4.2 At this stage of the development process the character areas are principally involved in shaping the fundamental form of the development in its immediate context. These principles should be further expressed at the detailed design stage through the use of architectural details and materials.

4.3 The framework plan divides the site into four character areas. These four areas are intrinsically linked to the landscape structure and in particular the green corridors. Subtle changes to the frontage and landscape treatment to the three green corridors will create distinctive place-making spines running through the site.

4.4 The final character area focuses on the approaches to, and the local centre itself. This area will reflect the importance of the space as a gateway and the main focus of the new neighbourhood.

- 4.5** The four character areas are:
- Community heart (including local centre)
 - Formal character
 - Semi-formal character
 - Informal green character

4.6 In addition to (and to complement) the character areas, the primary street will have an altering character along its length. This will further enhance the character changes through the site. This is discussed further in chapter 6.



FIGURE 4.1: Framework plan

Community heart:

4.7 This character area will define the heart of the new neighbourhood. Incorporating the mixed use local centre and the approaches, this part of the neighbourhood will act as the focal point and gateway point of the new community.

4.8 The character of this area and the primary street approaches towards it will reflect a more formal character. Characteristics will include:

- Consistent building line
- Higher level of continuous frontage
- Narrower threshold space

4.9 The tighter urban grain and form in this area and approaches to it will reinforce the important function that the area has as the community heart.

4.10 The character area draws on influences from Bury St Edmunds town centre, although the scale and density is much lower due to the new neighbourhood being an edge of town location and not a regional hub. However, the town centre does offer some design cues, such as the use of squares and tighter urban form.

4.11 This is also reflected in the streets approaching Bury St Edmunds town centre, which begin to tighten in form and exhibit a higher degree of continuous frontage as you draw closer to the town centre.



FIGURE 4.2: Sketch illustration of the local centre

Formal corridor:



4.12 This character area will be dominated by the formal recreation use within the eastern green corridor. Landscaping will be formally arranged and there is potential for avenue lined footpaths. This will be further accentuated through a formal urban form and structure.

4.13 The key characteristics for this area are:

- Consistent building rhythm
- Consistent building spacing
- Consistent building line

The existing tree belt is retained as an attractive backdrop for the recreation grounds

Footpath connects directly into the Mildenhall Estate providing convenient pedestrian and cycle links between the two neighbourhoods

Consistent building line and rhythm, together with a consistent boundary treatment will help create formal arrangement



Formal recreation pitches will be an important resource for both the new and existing residents

The tree lined footpath forms a formal avenue arrangement at the edge of the formal recreation grounds, reinforcing the consistent boundary and building rhythm

FIGURE 4.3: Sketch illustration of the formal green corridor

Semi-formal corridor:



FIGURE 4.4: Sketch illustration of the semi-formal green corridor

4.15 This character area will exhibit some degree of formality but the urban form will start to break down to reflect a more suburban nature and have reference to garden city ideas.

4.16 The key characteristics of this area are:

- Consistent boundary line
- Low level of continuous frontage
- Varied building spacing
- Landscaping including trim trails

4.17 The landscaping along this central green corridor will be defined by the existing mature trees and new complementary planting. Pedestrian and cycle paths will run along the length of the green corridor providing safe, attractive and direct links towards the local centre and primary school.

4.18 There is potential to create a trim trail that will weave between the landscaping and help encourage a healthy and active lifestyle.



Informal corridor:

4.19 This character area will have a less formal and more traditional urban form reflecting the style of the nearby village of Fornham All Saints. A broken perimeter block structure will be used with significant gaps for landscaping to penetrate the urban form. A mix of housing typology will further accentuate the informal nature adjacent to the green corridor.

4.20 The key characteristics of the area are:

- Varied building arrangement
- Low level of continuous frontage
- Varied building style
- Varied building line
- Consistent boundary line

4.21 To retain legibility and a degree of enclosure, a strong and consistent boundary treatment, which could include low boundary walls and landscape planting such as low hedgerows, will define the edge of the green corridor, again taking a design reference from Fornham All Saints village. Where appropriate this character area could include swales.

4.22 The defining feature of this open green corridor will be the long distance views towards the town centre spire of the parish Church of Saint John the Evangelist and St Edmundsbury Cathedral tower.



FIGURE 4.5: Sketch illustration of the informal green corridor



Landscape:

Local greens

4.23 Complementing the neighbourhood wide green corridors are small local greens. These spaces are strategically placed within each housing development block and will exhibit a range of characters appropriate to the wider character area.

4.24 The small spaces will aid place making and way finding by providing minor nodal points away from the major structural elements of the neighbourhood, such as the green corridors and local centre.

4.25 The spaces should be imaginatively designed and will include both softscapes and hardscapes and will be carefully positioned to ensure that they are well enclosed and overlooked to benefit from natural surveillance. The green areas will be further complemented by imaginative street design that encourages play and places the requirements of the pedestrian in front of the car. This will reduce traffic speeds and aid social interaction creating a sense of community ownership over these important spaces.

Landscape features and nodal points

4.26 The green corridors provide the opportunity to create a landscape feature, particularly at the transition point into the open access land. Creating a feature to act as a nodal point will complement the townscape strategy to aid legibility, increase the visual richness and provide natural amenity value.

4.27 These areas could also include some degree of hardscape, ornamental planting and seating that utilises the long distance views and views over the open access land.

4.28 There are further potential benefits including:

- The creation of an exciting and attractive public realm
- The potential to use construction spoil, thereby reducing construction traffic and off-site disposal
- Any landscape bunding and mounds will aid noise mitigation from the proposed link road



FIGURE 4.6: Sketch illustration of the local greens



05 LAND USE

5.1 The proposed land uses have been carefully considered throughout the design process. The full and detailed analysis and understanding of the constraints, opportunities and local context will enable an attractive and sustainable neighbourhood to be developed that is truly responsive to its setting. The proposed land uses are summarised below:

New homes and affordable housing

5.2 The majority 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 plus a lesser amount of low rise flats/apartments.

5.3 To complement the typology mix there will also be a range of tenures. Affordable housing will be distributed across the site located in clusters. The identified need for affordable housing is for smaller properties, in the form of one and two bed homes. Therefore a higher proportion of affordable housing will be delivered in the higher density areas. These

homes will be indistinguishable from the market housing.

Local centre and commercial

5.4 The local centre could provide a mix of uses, including retail, potentially health services, education, office space and residential, built around a public square.

5.5 The centre is centrally located close to the gateway to the site on the convergence of the primary streets. The mix of uses and location on the attractive primary streets 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 both Fornham All Saints and the Mildenhall and Howard estates providing a focus for both the new and existing communities.

5.6 The proximity of the local centre to the link road will help the retail unit benefit from passing trade, ensuring its long term viability.

Primary school

5.7 This key civic building will anchor the local centre. The school is strategically positioned to be within easy walking distance of the majority of new and existing residents within the Mildenhall and Howard estates. The school site is 2.3 hectares, which is easily able to accommodate a two form entry primary school. The future structure of the education system in Bury St Edmunds is currently under review and alternative approaches for primary school provision may arise. Accordingly, the site has been carefully designed to allow residential development as an alternative, which will retain a strong level of enclosure to the public square.

Employment

5.8 The Concept Statement indicates an area for potential B1 uses adjoining the Northern Way Industrial Estate. Given the focus of the Vision 2031 on the Suffolk Business Park and the proximity of the existing employment areas, this master plan

incorporates provision for small scale B1, potentially office space, within the local centre rather than as a stand-alone area. This approach enables land on the west side of the industrial estate to accommodate a sports and leisure facility.

5.9 Consequently employment will be created within the local centre, including local shop, school, and small scale offices as well as via any sports and leisure use that may be delivered on site.

Leisure use

5.10 An area designated for leisure use is provided adjacent to the formal playing pitches creating a hub of activity in this area. This area could potentially accommodate a squash/tennis and bowls club which would complement the existing recreation and sports facilities offered.

5.11 Should the squash/tennis and bowls club not be delivered alternative sports/leisure uses will be explored.

Public open space

5.12 The uses discussed will sit within a landscape framework (see section seven) which will include significant areas of informal open space, formal open space including playing pitches and an extensive open access area situated to the north of the link road.



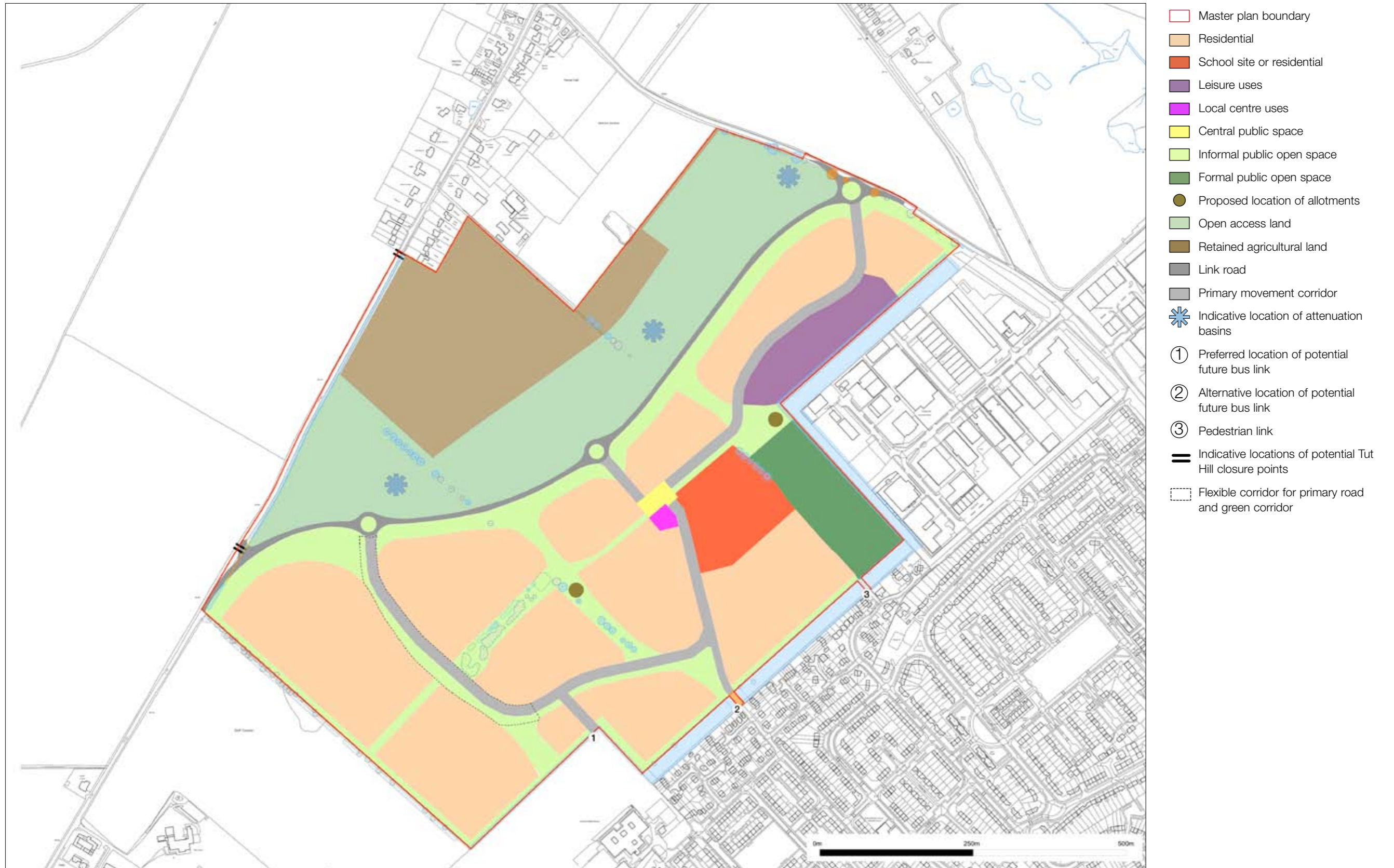


FIGURE 5.1: Land use plan

06 BUILDING HEIGHTS AND DENSITY

Building heights

6.1 The building heights shown in the plan indicate the maximum heights within the development zone. For the most part building heights will be two to two and half storeys, with buildings only exceeding this in key locations to perform important townscape functions. All buildings will be of an appropriate scale and mass for the location and townscape function and will take the wider visual impact into consideration. To maintain a strong townscape and roofscape within these areas, there should be a variation in the eaves heights, roof pitch and internal storey heights.

6.2 The retail and community elements of the scheme include buildings up to four storeys. This allows for a feature to mark these important place-making uses and also allows for residential to be placed above them.

6.3 The design of the primary school will be established at the detailed design stage. Provision has been made for a three storey school building which will help anchor the public square and also allows flexibility for the provision of a high quality school building.

- Master plan boundary
- Up to 4 storey (18m)
- Up to 3 storeys (15m)
- Up to 2.5 storey (14m)
- Primary school building zone up to 3 storeys (15m) Max height for residential will be 15m
- Leisure use: up to 3 storeys (15m)
- Local centre use: up to 4 storeys (18m)
- Link road (carriageway corridor)
- Primary movement corridor
- Flexible corridor for primary road and green corridor

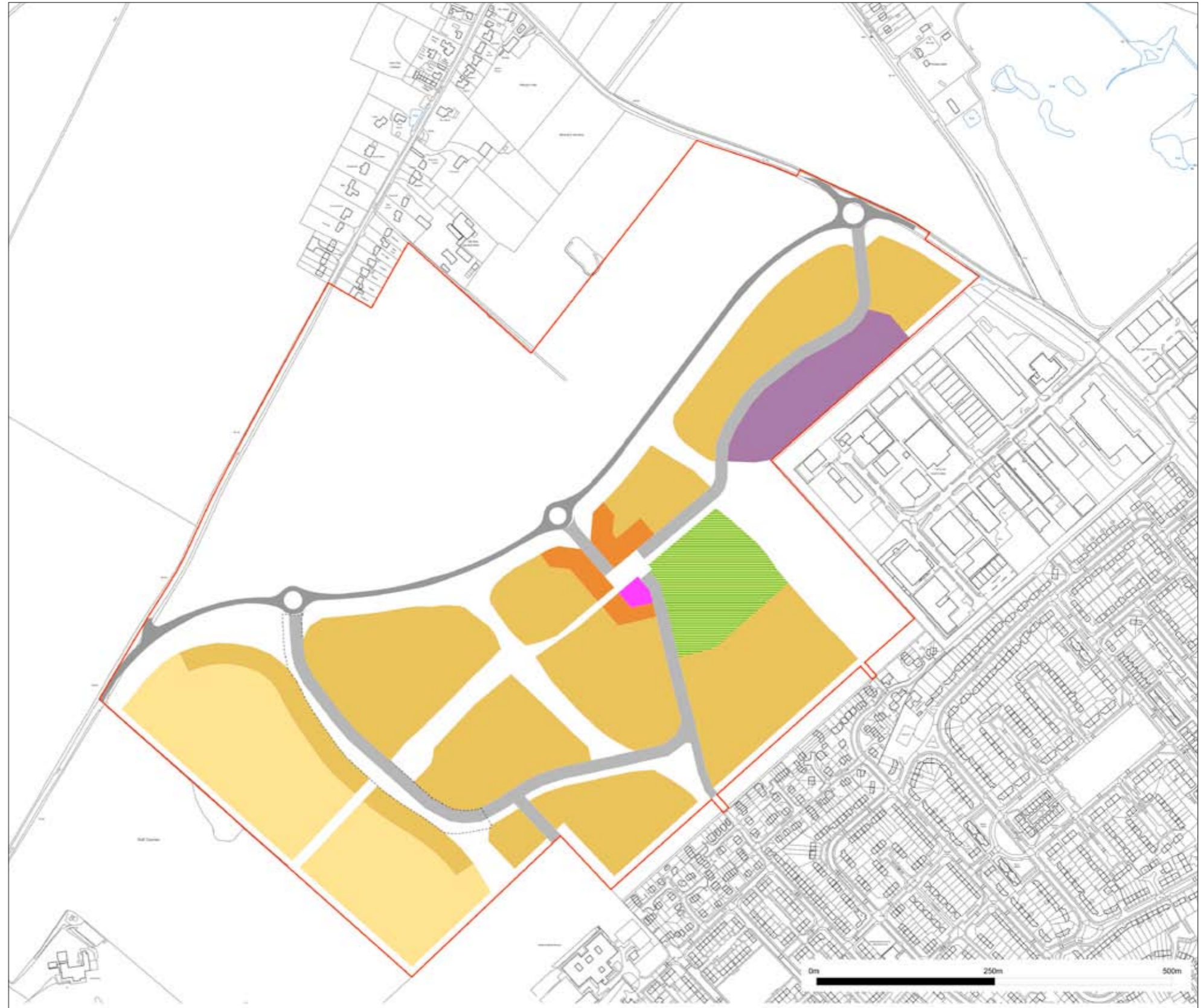


FIGURE 6.1: Building heights plan

Density

6.4 Densities are focused to be the greatest within the community heart. This will mark this area as an important focal point and gateway to the new neighbourhood.

6.5 Lower density housing is located towards the south western edge of the development, responding to the countryside setting of this boundary.

6.6 This varying of densities across zones will result in a range of total homes on the site. If all parcels were delivered at the maximum residential density this would achieve 991 homes across the site with 813 homes achieved at the minimum density range. This is an overall density range of between 27 dwellings per hectare and 32.5 dwellings per hectare.

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

6.8 Additional housing would be achieved should the school site not be required.

- Master plan boundary
- 32.5-37.5 dph
- 27.5-34 dph
- 22.5-27.5 dph
- Potential school site or residential 0-34 dph
- Link road
- Primary movement corridor
- Flexible corridor for primary road and green corridor

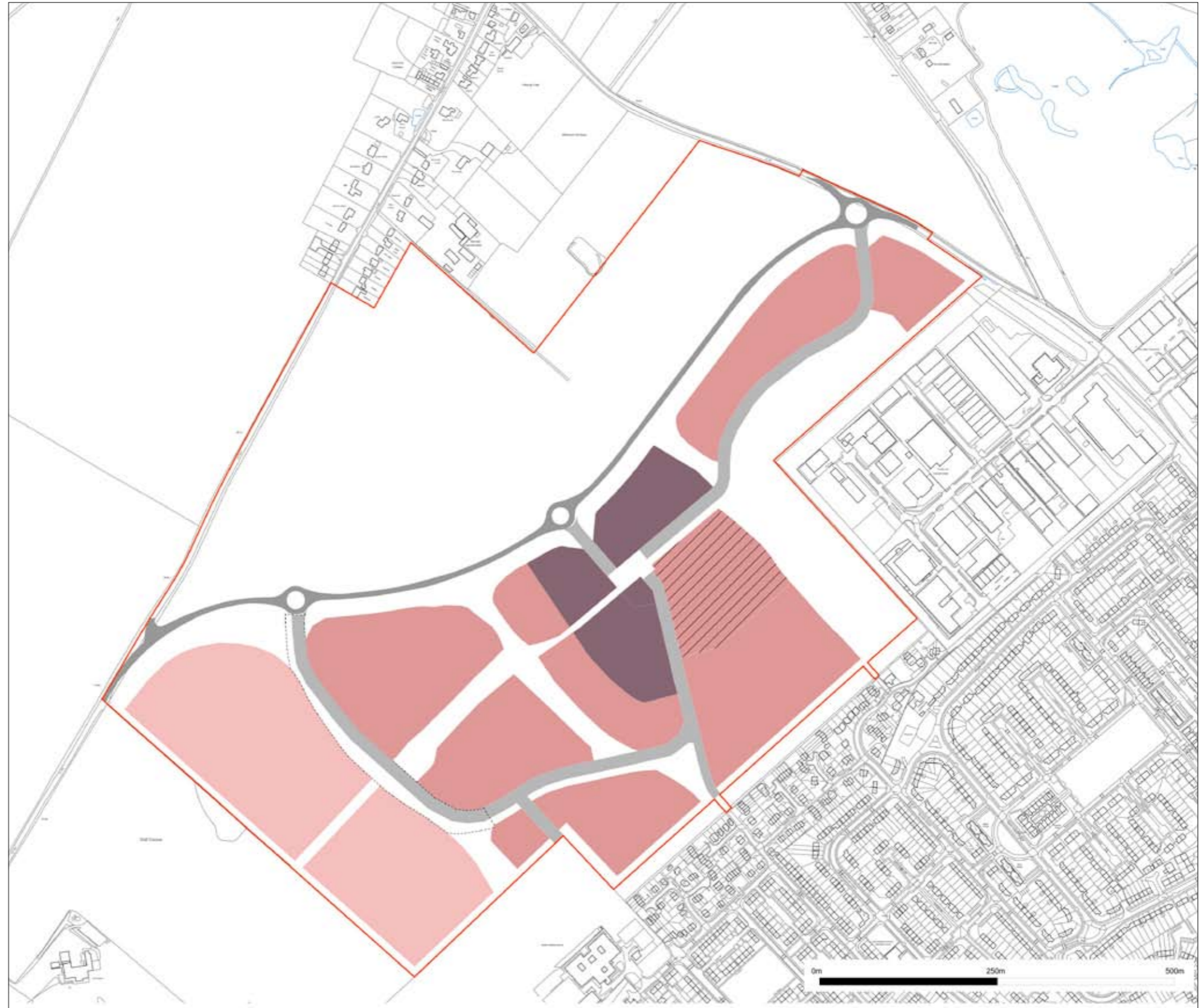


FIGURE 6.2: Density plan

07 MOVEMENT AND ACCESS

7.1 It is acknowledged that there will be a wider traffic impact resulting from this development and planning applications will need to be accompanied by a Traffic Assessment that addresses how and when these wider impacts will be addressed to the satisfaction of the highways authority and the Highway Agency.

7.2 The layout aims to create a permeable movement framework based on walkable neighbourhood principles that encourage trips by non-car means by placing the needs of the pedestrian and cyclist above that of the car.

7.3 The movement framework strategy aims to create a place with clear and accessible links and connections, both within the scheme and to the adjacent urban areas and the wider countryside.

7.4 Figure 7.1 is an illustrative street layout. However, the broad alignment of the primary street (the corridor which it sits within) is broadly fixed.

Pedestrian and cycle routes

7.5 Complementing, retaining and enhancing the existing public rights of way with informal walking routes and circular walking and cycle routes will be a key feature of the new neighbourhood. Important desire lines and routes to key features, including to the Howard Middle School and local centre, will be a key focus for these connections.

7.6 The green corridors will be the focus of the walking routes enhanced by routes running perpendicular to these and further complemented by routes through the open access land and adjacent to the link road.

7.7 As part of the link road a strategic cycle route will be provided facilitating delivery of part of the Council's aspirations for a circular route around Bury St Edmunds. Connections would also be provided into the Howard and Mildenhall Estates, enabling existing communities to access this element of the strategic network.

Public transport

7.8 It is proposed that a bus service will operate along all or part of the primary route. There is potential for this to link into the existing bus routes within the Mildenhall and Howard estates from two possible locations. The preferred location for this link is to connect along the eastern boundary of the Howard Middle School into Hunter Road. Should this link not be achievable, there is potential to connect into Clay Road. Both these options are still being explored.

The street hierarchy

7.9 The street hierarchy of the new neighbourhood aims to create a legible movement network. To achieve this a series of primary, secondary, tertiary, mews and private drives have been incorporated.

7.10 Where appropriate the street design will have the aim of limiting traffic speeds to 20mph.

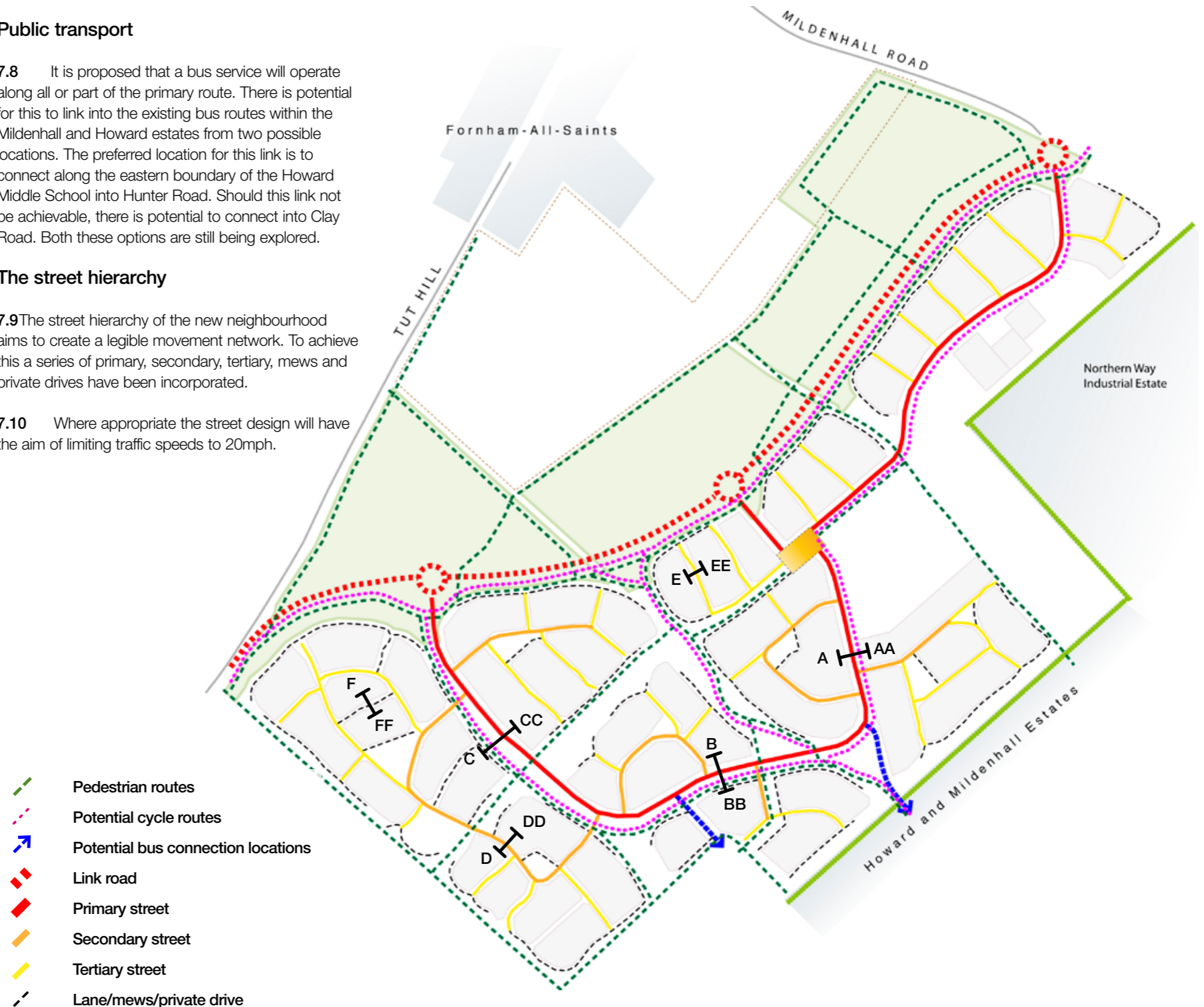
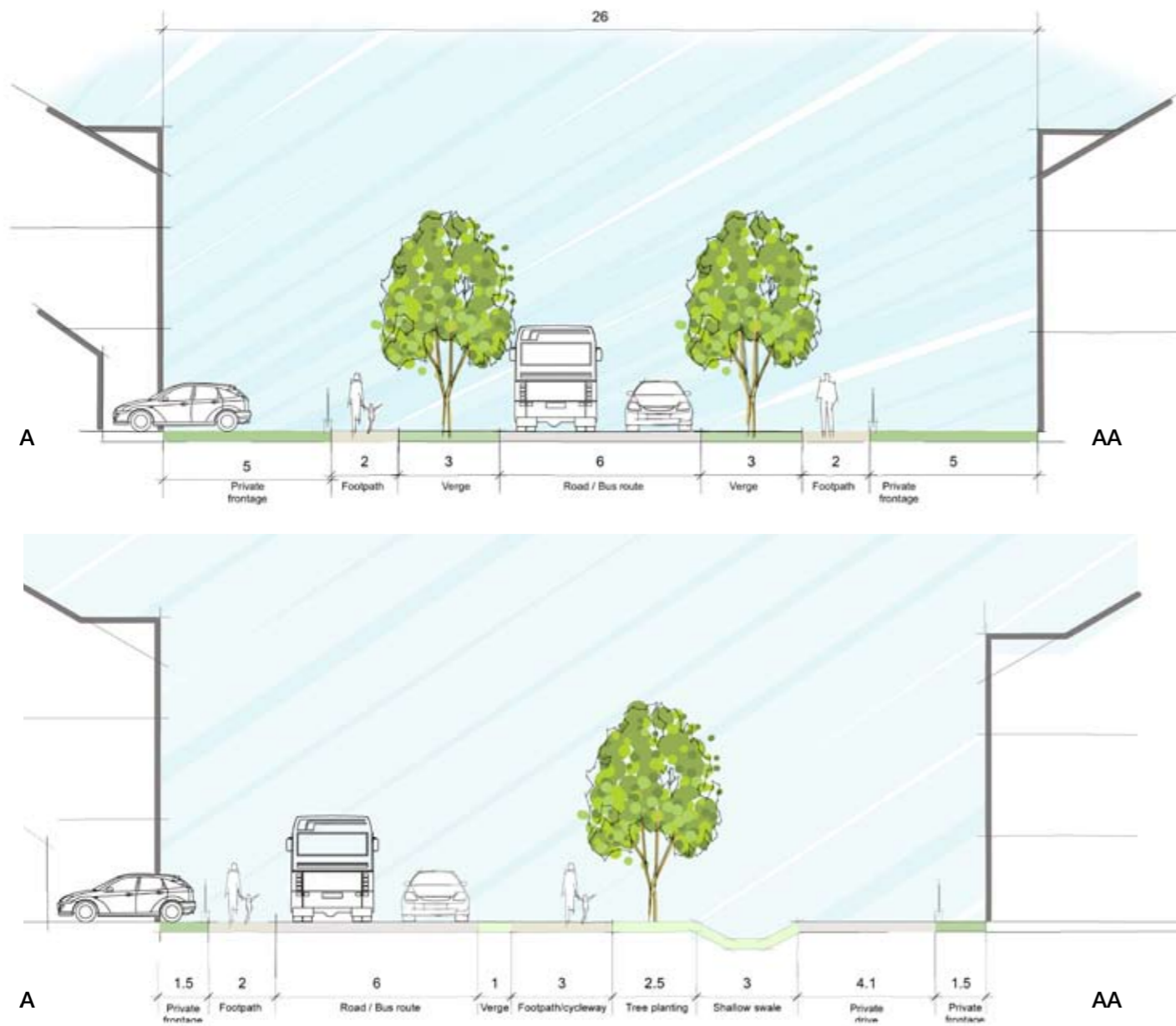


FIGURE 7.1: Street hierarchy

Primary street

7.11 The primary street is a key component of the new neighbourhood and will exhibit a number of different attributes as it passes different character areas. The indicative sections below demonstrate a number of different treatments that the primary route could exhibit, these include potentially incorporating swales as part of the wider drainage and green infrastructure strategy.



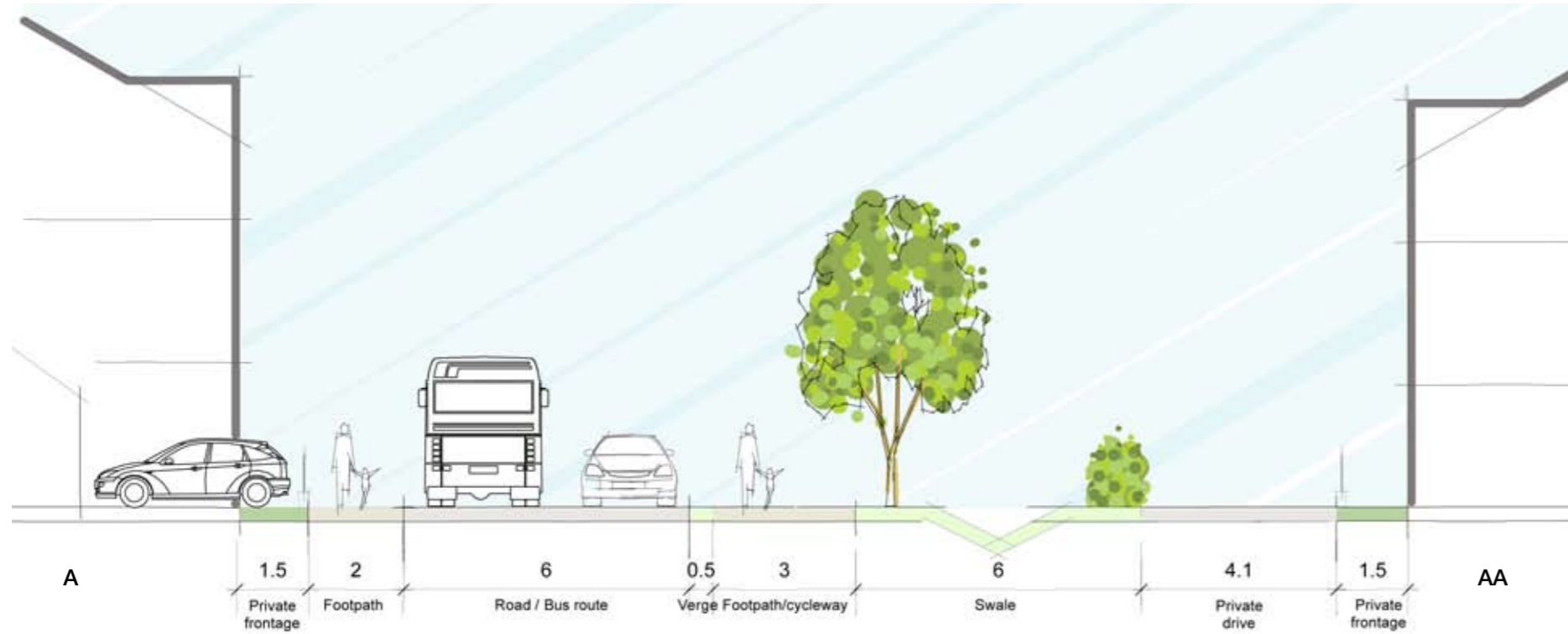
Primary street - community heart character

7.12 The primary street close to the local centre will tighten in form and be tree lined creating an avenue up towards the local centre from all directions.

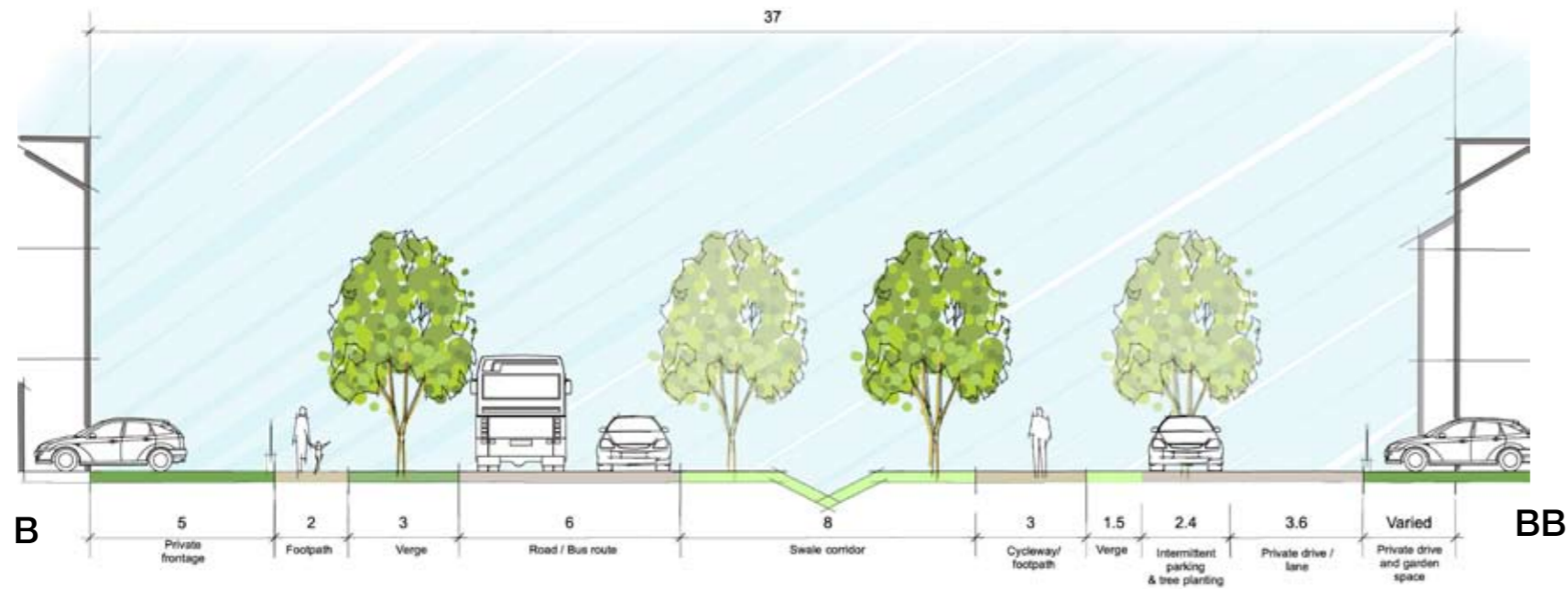
Primary street - potential shallow swale section

7.13 As part of the wider drainage strategy, several points along the length of the primary street could incorporate swales running adjacent to it, complementing the swales that will run through the green corridors. This could be in the form of a shallow swale, which will allow tree planting and retain a tighter streetscape. This arrangement would be more suitable close to the local centre to reflect the principles of community heart character area and provide an alternative option to the avenue section shown above.

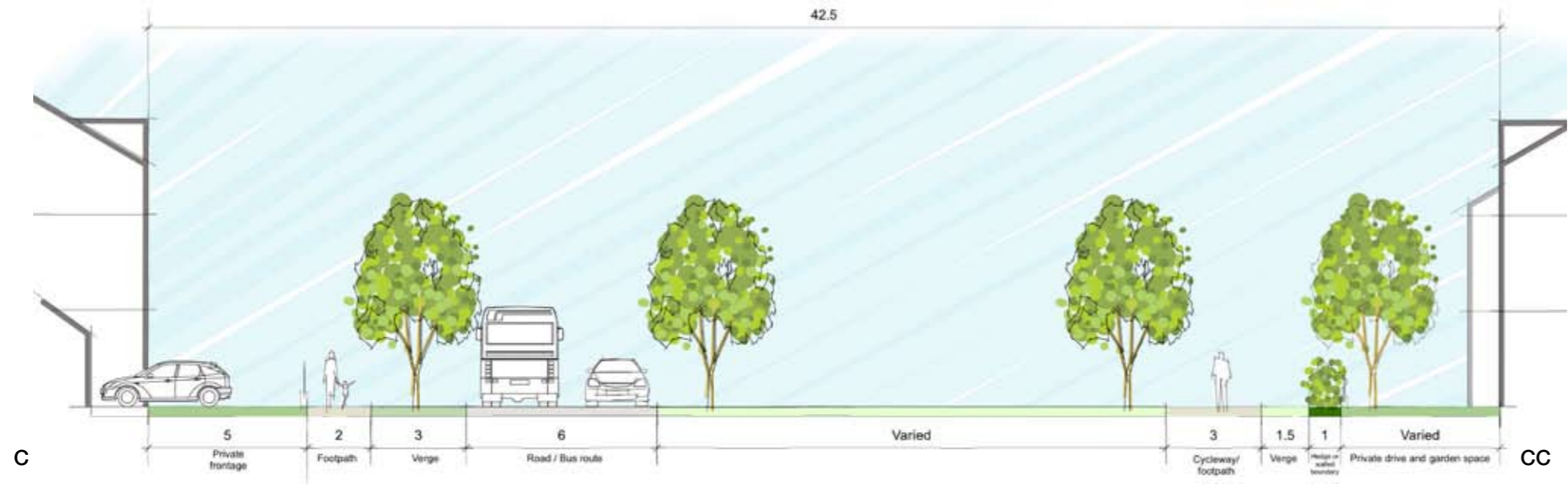
FIGURE 7.2: Primary street sections



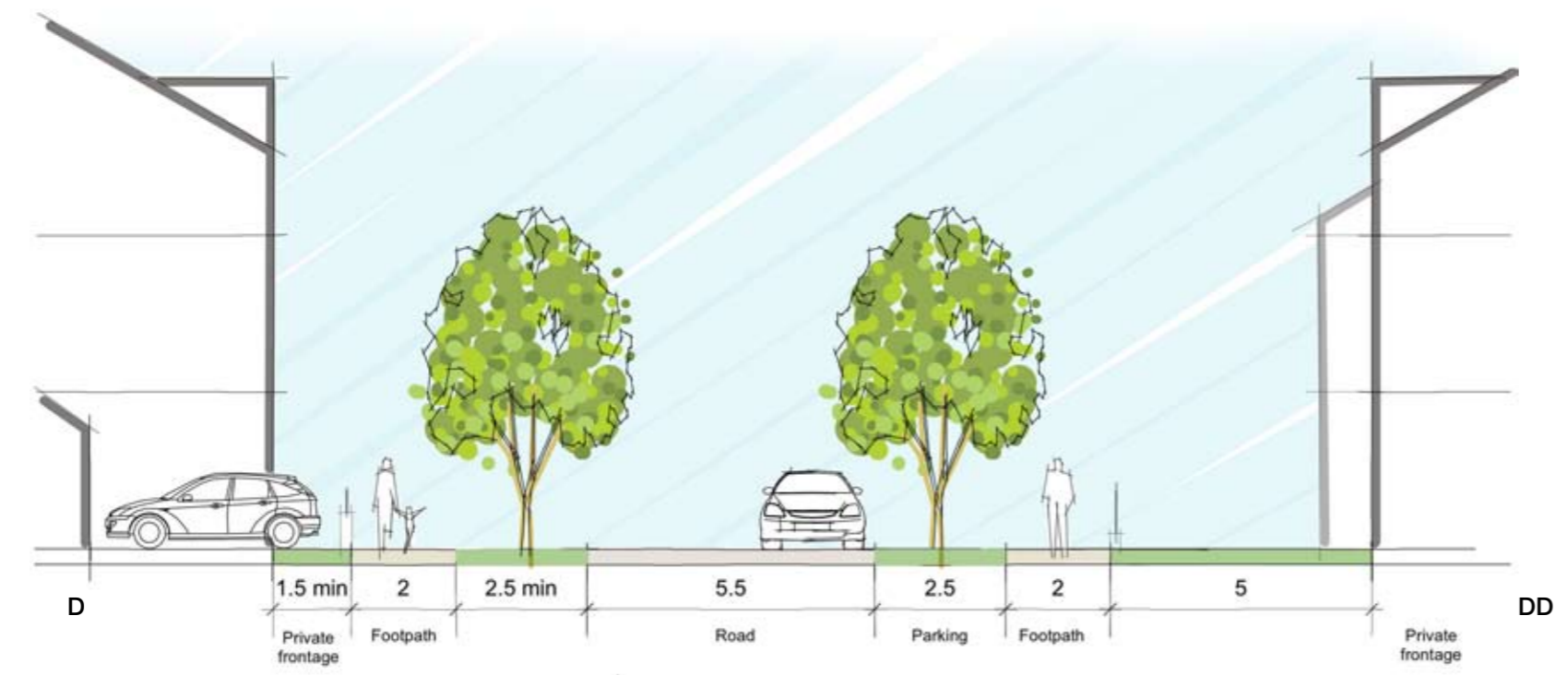
Primary street - potential swale section
 7.14 Where space allows and through the appropriate character areas, a wider swale arrangement could be incorporated into the street design.



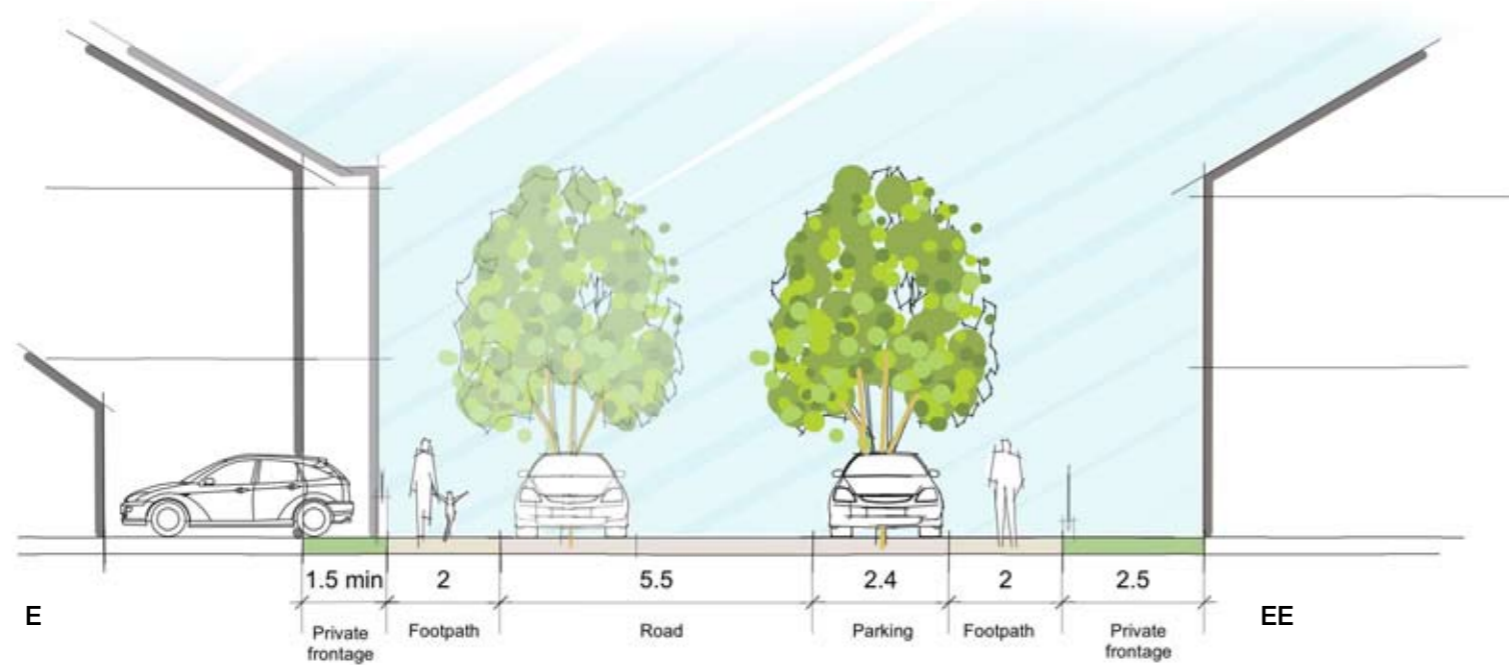
Primary street - semi-formal character
 7.15 The southern part of the primary route will have a swale running adjacent. This will provide a transition from the tighter primary street form and the openness of the street through the western green corridor. The swale will create a habitat corridor, allow for pedestrian and cycle routes and provide an attractive setting for the homes overlooking the space.



Primary street - informal character
 7.16 The primary street through this section of the scheme will be lined with trees. The road alignment will allow views towards the town centre spires from this high point of the site. The low-key rural character of this area will be further enhanced by only having a footpath on the development side of the road and landscaped area running right up to the carriageway edge. An additional cycle/foot way will be provided adjacent to properties and private drives on the western edge of the green corridor. The arrangement shown on this section may be affected by the need to provide strategic drainage infrastructure such as swales within the primary street corridors. A Strategic Surface Water Drainage Strategy will form part of the any Outline Planning Application for the site and will inform this. Furthermore, through the submission and consideration of Reserved Matters applications, access arrangements onto the Primary Street will need to be agreed with the Highway Authority, this too will have an affect upon the layout of these corridors.

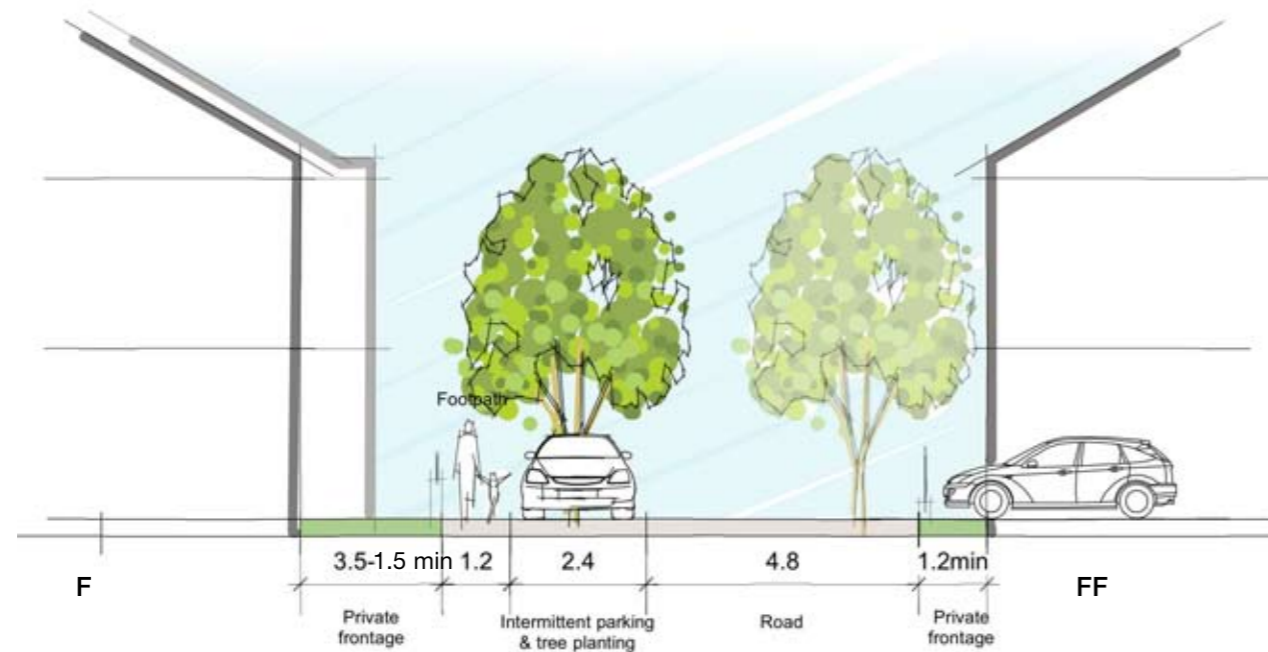


Secondary street
 7.17 Secondary streets provide the same function as the primary street and will retain an avenue type feel, but this could become more intermittent. These streets would be delivered in a less formal way and it is likely that building lines and the level of continuous frontage would have a greater degree of variance than on the primary street.



Tertiary street

7.18 Tertiary streets represent a lower order of streets again. These will have a narrower carriageway width with widening points to allow for on-street parking. Landscaping will be informal in nature and placed between on-street parking areas. The low design traffic speed and position of many of these streets, often connecting to the green corridors, lend themselves to incorporate features to encourage play. Play streets will be used where possible, which will complement the designated play areas and the residential areas.



Mews and private drives

7.19 These are the lowest order of streets with mews streets primarily used to break large development blocks and/or create safe on-street walking and cycling routes through the neighbourhood. Private drives will primarily be used at the edges of the development and adjacent to the green corridors. Both these streets could be finished in different materials to distinguish the nature of the streets and together with informal planting will help to create a low-key and semi-rural feel to the streets.

FIGURE 7.3: Lower order street sections

The link road: alignment

7.20 Careful consideration has been given to the alignment and landscape treatment of the link road to minimise its landscape and visual impact. The preferred alignment is shown on the plan and has been devised using the following design principles which have been adopted to ensure that the road sits comfortably in the landscape:

- The link road follows the existing ridgeline, sitting just below the high point (the ridgeline is between the link road and Fornham All Saints)
- The link road is to be constructed within a cutting with carefully graded mounding following the road alignment to screen views of the road and to some extent traffic from Fornham All Saints and the wider landscape and reduce noise impacts

- Further native planting along the road edge softens the development and creates an attractive open space
- The proposed speed for the link road is 40 mph
- The roundabouts at each end and along its length will manage traffic speeds
- As part of the wider sites SUDs strategy a swale will run the majority of the length of the link road

7.21 The link road will incorporate a number of crossing points providing safe and convenient access to the open access land.



FIGURE 7.5: Link road section location

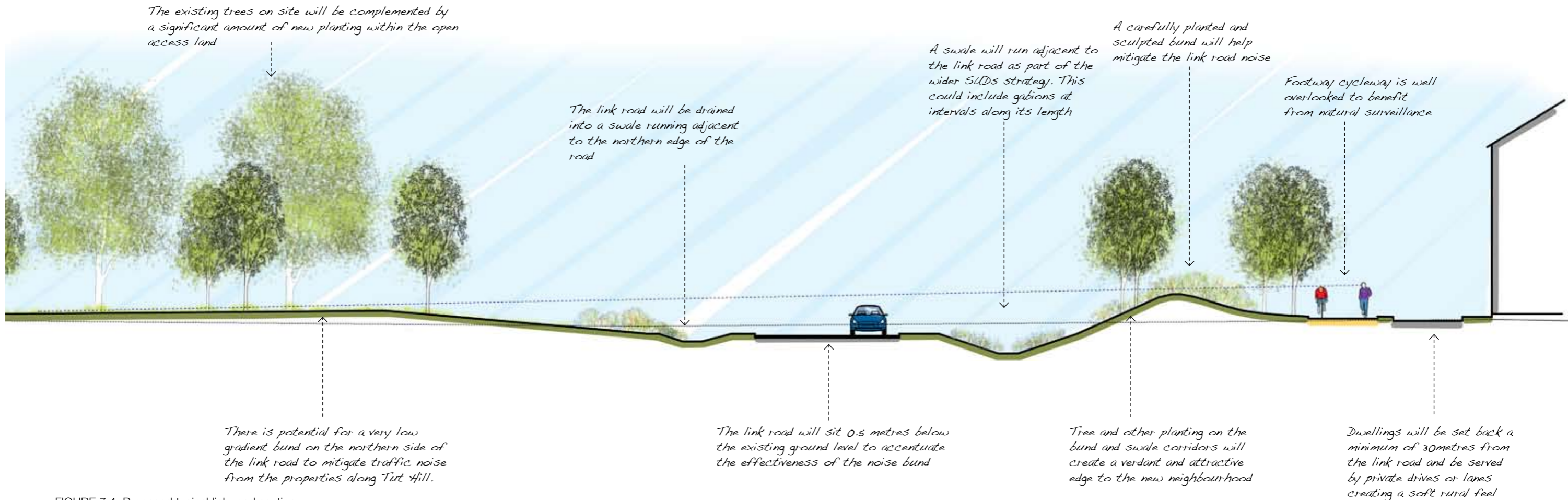


FIGURE 7.4: Proposed typical link road section

Tut Hill options

7.22 Early discussions with Suffolk County Council, St Edmundsbury Borough Council and a series of public consultation events outlined several viable options for the treatment of Tut Hill. These options are broadly split into two categories:

- Removal of through traffic from Tut Hill
- Reduced traffic using Tut Hill / traffic calming

7.23 These options were presented at a public exhibition at which participants were able to indicate their preferred option. The plans show the options presented and the percentage of participants that favoured the option. Note that 9% of participants stated they had no preference.

7.24 The majority of residents wished to see Tut Hill closed (option 3).

Option one: Remains open with traffic calming - up to 40% traffic reduction

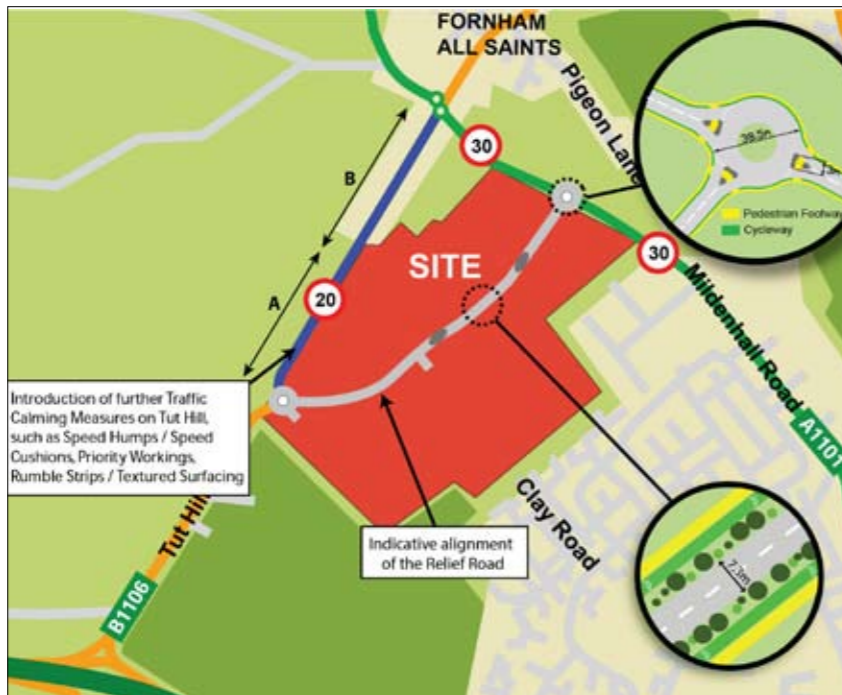
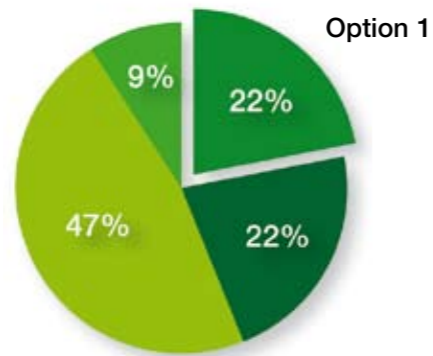


FIGURE 7.6: Tut Hill option one



Option two: Substantially restricted through traffic to Tut Hill - over 70% traffic reduction

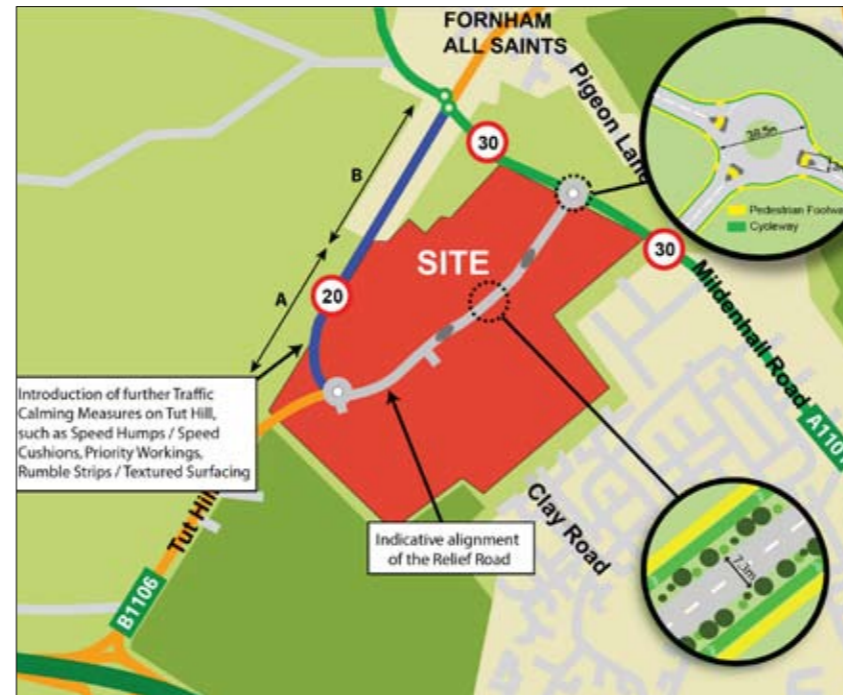
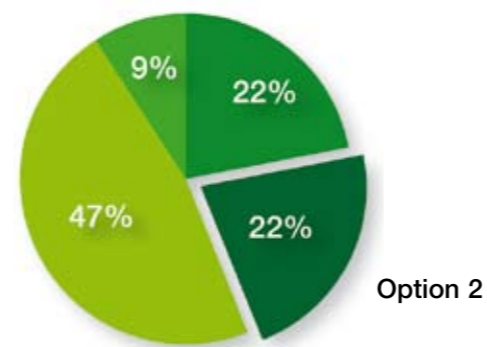


FIGURE 7.7: Tut Hill option two



Option three: Close Tut Hill to through traffic - 100% through traffic reduction (subject to necessary traffic order)

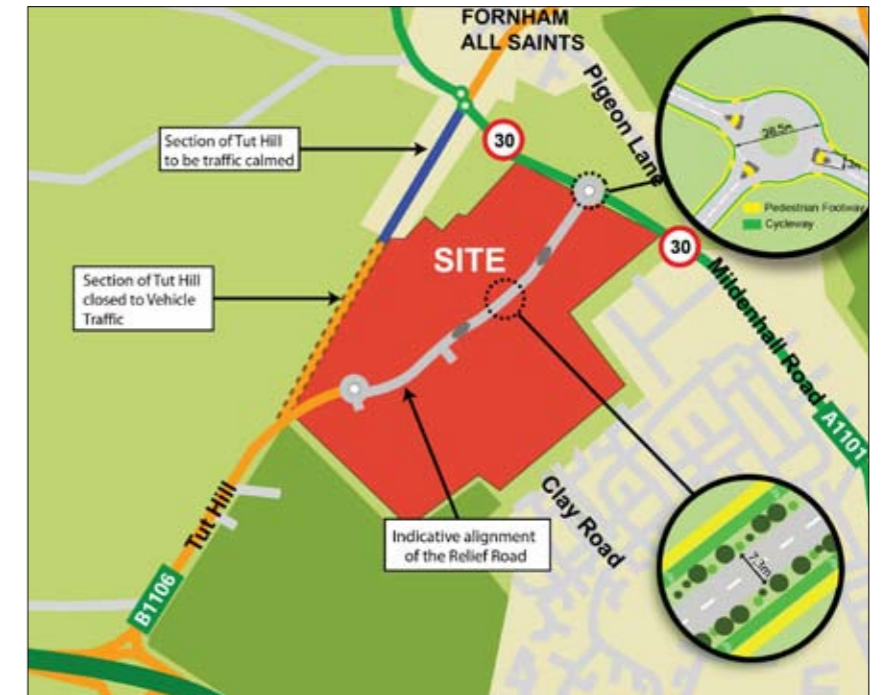
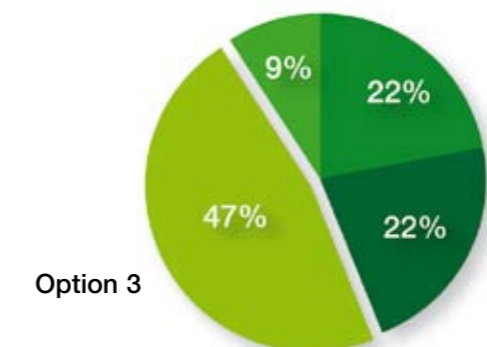


FIGURE 7.8: Tut Hill option three



Public consultation responses

7.25 Further to the consultation where the majority view was to seek the closure of Tut Hill as a through route when the link road was open, discussions with Suffolk County Council officers indicated their full support for this as a position. Suffolk County Council's view was they would support a prohibition of traffic order, which would restrict through vehicle traffic from using Tut Hill and they would support such an order being made to come into effect as soon as practical after the opening of the Link Road. Any restrictions to through traffic could include a physical barrier preventing through vehicle movements but still allowing pedestrian and cycle links. A reserve position of introducing traffic calming on Tut Hill to reduce speeds to 20mph should there be a delay in the making of the order.

7.26 In that context, the options for Tut Hill have now been reduced to two options, with the preferred option showing the removal of through traffic with a reserve option involving traffic calming on Tut Hill should there, for any reason, be a delay in the making of the necessary order.

7.27 Of the options previously consulted upon, option 2 has been discounted as a suitable approach principally as the connection between the proposed link road and Tut Hill would sever the open access land reducing the practical use of this space.

7.28 The link road will have a design speed of 40 mph. The roundabout junctions include pedestrian/cycle crossings where they connect with the planned pedestrian/cycle network and two additional formal crossings of the link road are included to provide access into the planned open access land and to provide a connection through to Fornham All Saints.

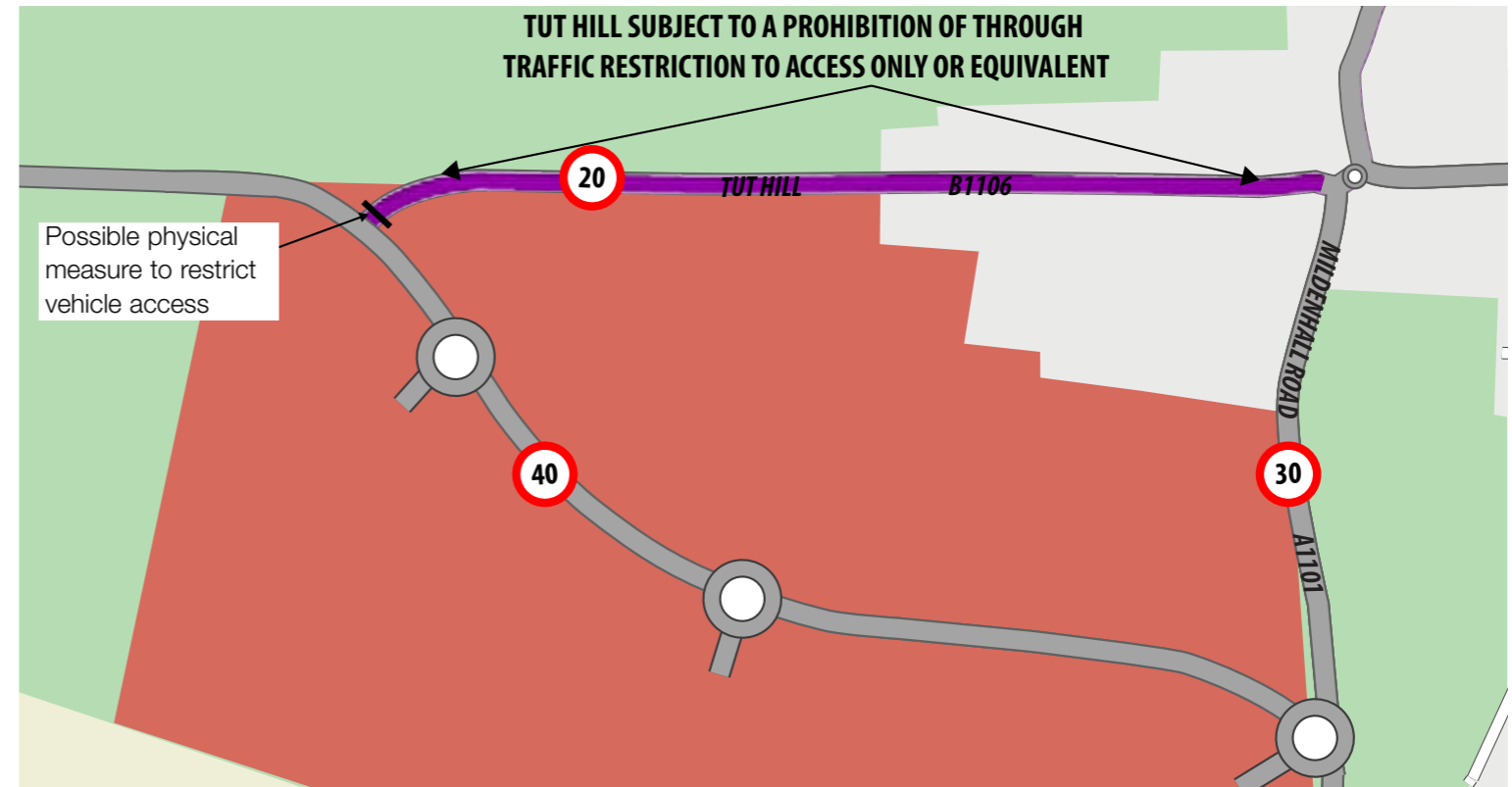


FIGURE 7.9: Proposed Tut Hill preferred option

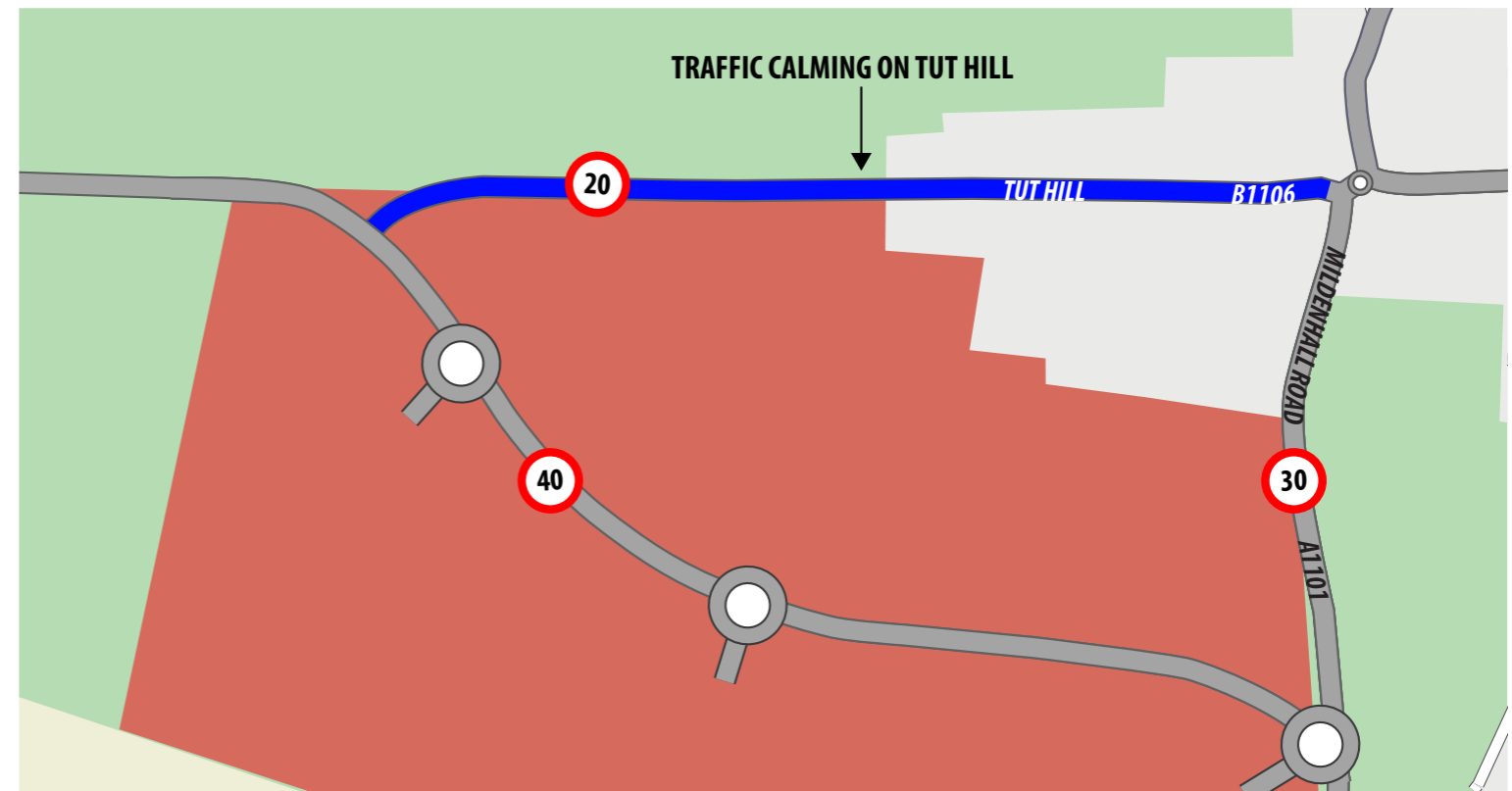


FIGURE 7.10: Proposed Tut Hill reserve option

08 LANDSCAPE AND ECOLOGY

Landscape and ecology strategy

8.1 The landscape strategy aims to create a green and verdant setting for the new homes in a place with a variety of attractive and accessible green spaces. The plan shown is illustrative only and will be considered in more detail as part of future reserved matters schemes and schemes required to comply with section 106 agreements.

8.2 The primary landscape elements are the three green corridors that permeate through the scheme connecting the open access land in the west and the existing urban area in the east. These corridors will exhibit different characteristics:

- The north eastern corridor will include formal sports provision and have a more formal landscaped feel
- The central green corridor will be dominated by the existing mature trees and new complementary planting. This together with pedestrian and potentially cycle routes and/or trim trails would give this corridor a more semi-rural feel
- The south western corridor will be the most rural in character. A reduced amount of planting will be arranged in an informal manner framing views from this high point of the site to the town centre spires
- The open access land will form a significant ecological resource through a variety of types of planting. As part of the Drainage Strategy a number of attenuation basins are located in the open access land, the number and size of which will be determined following detailed assessment. These also provide an opportunity for ecological enhancement.

8.3 Additional landscape spaces and planting will complement these corridors and help establish a variety of formal and informal green open spaces for both new and existing residents. Landscaping will include a variety of habitats to encourage both flora and fauna and have significant ecological benefits. The new neighbourhood landscape strategy will provide:

- An attractive and verdant setting for new family homes
- A variety of circular walking routes, potentially comprising trim trails, encouraging a healthy lifestyle
- A number of play and exercise areas providing the opportunity for exercise
- Productive landscape through the provision of community allotments
- The retention and enhancement of the existing planting on site
- A number of new habitats for wildlife and increased biodiversity.

- Link road
- Primary street
- Possible access links
- Primary pedestrian crossings
- ◇ Open access land
- ◇ Green corridors
- Primary landscape nodes
- Community gardens
- ◇ Sports provision
- ◇ Possible location of school
- Views
- Illustrative structure planting



FIGURE 8.1: Landscape framework

1

Agricultural land

Substantial areas of agricultural land retained, responding to issues raised at previous consultation events and thereby retaining the existing landscape setting of Fornham All Saints. The current farmer is happy to continue farming the retained agricultural land as part of their wider agricultural land holdings.

2

Allotments

Indicative location of allotments to supplement smaller productive community gardens covering a total area of 0.33ha.

3

Open access - area 1

Semi-natural landscape forming significant public open space. Area 1 to have a more open character composed of specimen parkland trees and swathes of meadow planting designed to maintain open views to the surrounding countryside.

4

Open access - area 2

A similar character to area 1 with possible natural play provision and smaller groups of scrub forms a more linear space and transition between areas 1 and 3.

5

Open access - area 3

Larger areas of structural planting composed of scrub, coppice and woodland groups create a more enclosed, insular space. A attenuation basin with wet meadows, emergents and marginals contributes to an area with significant habitat diversity.

6

Primary landscape nodes

Key nodes form transitional spaces between the country park and development at gateway locations. A smaller scale landscape treatment to comprise more ornamental native cultivars, seating and elements of hard landscape to maximise visual richness and amenity value, maximising views towards the country park.

7

Community gardens

Situated at locations along the primary route, the community gardens form elements of the green corridors and will be designed to be active, highly inclusive spaces composed of raised growing beds, ponds (as part of SUDS strategy), seating and informal play space.

8

Green corridors

Forming green links through the built development. Linear green spaces are composed of swales, marginal planting, trees, hedgerows and grass areas.

9

Secondary green avenues

Narrower green spaces composed of cycle/pedestrian route along double tree lined avenue.

10

Sports provision

Situated adjacent to the Northern Way industrial estate and close to existing and new communities.



Agricultural land

Allotments



Sports provision

SUDs



Green corridors

Green cycleways



Open access area 1



Primary landscape nodes

Community gardens



Open access area 2

Open access area 3

Sports and play areas

8.4 Provision for sport and play is an important component of the new neighbourhood. With the emphasis on family housing the majority of the new homes will have their own gardens but publicly accessible space providing a range of play experience for all age groups and place for community activity is essential to the success of the neighbourhood.

Formal recreation provision

8.5 The formal recreation provision will form part of the north eastern green corridor, which is easily accessible with good pedestrian and cycle connections. This 2.6 hectare area is likely to comprise formal playing pitches and/or courts although details will be provided at the detailed reserved matters application stage following discussions with the local planning authority.

Children's play space

8.6 Children's play space will include a neighbourhood equipped area of play (NEAP) that will be provided close to the formal playing pitches as part of the north eastern green corridor. This could be combined with a local equipped area of play (LEAP).

8.7 Other areas of play will take the form of informal natural play within the green corridors and development parcels. These will be designed to sit naturally within the landscape and are designed to encourage imaginative play. Within the development parcels the principle of play streets should be adopted.

Allotments and community gardens

8.8 Allotments will be provided in the central and eastern green corridors to ensure easy accessibility for all residents encouraging walking and cycling. The allotments will offer those residents without gardens a place to grow their own food and plants as well as offering an additional option for those with private gardens. The allotments could be designed to allow for a central communal seating area to encourage social interaction and create a focus within these green corridors.

Sustainable Urban Drainage (SUDs)

8.9 A number of visible swales and new ponds will be used across the site to complement the traditional drainage methods. These swales will provide important wildlife corridors and habitat creation areas within the development. Being visible the swales provide an important visual reference aiding environmental education.

8.10 In addition to swales a number of at source sustainable drainage methods will be used. Details of these will be provided at the detailed design stage following further consultation with the local authority.

Ecology

8.11 The grassland areas within the open access land will be planted with native species to provide new habitats for invertebrates, common mammals, including brown hare and farmland birds. New native tree and shrub planting will provide feeding and nesting habitats for birds and increase foraging opportunities for bats. The generous green corridors within the development will facilitate the movement of wildlife within the developed area.






-  Link road
-  Primary street
-  Drainage swale
-  Intermediate attenuation ponds for amenity and ecological value
-  Primary attenuation basins



FIGURE 8.2: Indicative drainage strategy



Public art

8.12 Public art can have a number of benefits and could be used to aid the creation of a distinctive and attractive new neighbourhood. Public art could include temporary events/installations, permanent features and landscape features. Public art can deliver a number of benefits including:

- Enhancing the quality, distinctiveness and future heritage of an area
- Contributing to making a high quality, attractive and valued living and working environment
- Delighting, inspiring and educating
- Aiding the sense of place and community ownership
- Providing important place-making and way-finding features as part of a wider townscape strategy

8.13 The location and nature of public art will be advised by a steering group containing representatives from Countryside Properties UK Ltd, the local planning authority and local art interest groups plus other bodies/representatives where appropriate. It is the intention that a public art student group is set up, which will further advise on the location and design of public art.

8.14 The extent of funding for public art will be determined through discussions regarding section 106 contributions at the outline planning stage.

Open access land

8.15 The open access land, proposed on the northern side of the link road, will provide a significant town wide resource. This will have a variety of characters but will generally have a managed parkland and rural feel. This area will also accommodate attenuation areas that could potentially comprise a permanent water body, further enhancing biodiversity.



09 SUSTAINABILITY AND ENERGY

Sustainability and energy

9.1 The National Planning Policy Framework (The NPPF) makes it clear that the purpose of the planning system is to contribute to the achievement of sustainable development. The policies within the NPPF, when taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

9.2 The NPPF takes forward the five 'guiding principles' of sustainable development as outlined in the UK Sustainable Development Strategy, *Securing the Future*. These principles are: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

9.3 The NPPF also identifies that there are three dimensions to sustainable development: economic, social and environmental and that the planning system's role in relation to these should not be undertaken in isolation, because they are mutually interrelated and these three dimensions should be promoted jointly and simultaneously through the planning system.

9.4 Paragraph 56 of The NPPF states that *Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.*

9.5 The Suffolk Climate Action Plan published in July 2012 sets out the challenges and potential impacts and presents a series of actions to mitigate and adapt to climate change. The document identifies some of the principal impacts of climate change at a county level to be;

1. Increases in heat related health issues resulting from higher temperatures and the urban heat island effect
2. Increased flooding and water shortages
3. Decreased crop yields

9.6 The action plan identifies a number of key priorities to mitigate these potential impacts, one of which is a 'priority work area' to improve the energy efficiency ratings in Suffolk's domestic housing stock. The plan concludes that there are several cost effective actions (namely cavity and loft insulation) that can result in a significant improvement in energy efficiency and subsequent reductions in carbon emissions. It is estimated

that there are over 60,000 homes in Suffolk with less than 100mm of loft insulation which is significantly less than that required to meet current Building Regulations.

9.7 At a local level, the sustainability appraisal of the adopted St Edmundsbury Core Strategy has identified that some of the key sustainability issues for Bury St Edmunds are;

- Significant historic and future population growth
- Insufficient affordable housing
- Challenges of climate change
- High energy use and CO2 emissions per capita
- Pressure on water resources
- High traffic volume and reliance on private car

9.8 The master plan developed for land at North West Bury St Edmunds has recognised these challenges and integrated a number of design features that will respond directly to these issues or set the framework for a response during detailed design. These features are presented in this section under the relevant sustainability themes of the Framework.

Building a strong and competitive economy

9.9 In 2011 Professor Michael Ball delivered a report 'The Labour Needs of extra Housing Input' which identified that each new home constructed creates 1.5 full time jobs with a further three in the supply chain. A development delivering around 100 new homes per year could therefore support approximately 450 jobs.

9.10 A study by the Confederation of British Industries (CBI) demonstrates that construction projects have a significant benefit on the local and wider economy. The report concludes that for every £1 of construction spend, £2.84 is injected into the economy.

9.11 The development will result in significant additional revenues in the form of the New Homes Bonus, additional council tax and fiscal expenditure on local goods and services from new residents.

9.12 The proposed development will also provide employment opportunities within the local centre depending on the final mix of uses which could include retail, potentially health services, education, office space and residential. Should the primary school be progressed then this will also provide employment opportunities.

Delivering a wide choice of high quality homes

9.13 The proposed development will deliver a high proportion of family housing but also a range of house types and sizes to meet a wide range of demographic needs. There will be a varied and high quality mix of homes and typologies, and, potentially, an assisted care home. Policy CS5 of the Core Strategy requires 30% affordable housing. The affordable housing will be distributed throughout the site taking into account the need to deliver mixed and balanced communities and the preferences of affordable housing providers in terms of management.

9.14 The public realm and new homes will be well designed and sustainable, to ensure improved well-being for generations of residents; future proofed in readiness for climate change and when operated affectively, the homes will minimise the inevitable increase in utility bills.

9.15 A mixed-use local centre, primary school and accessible green spaces will provide the infrastructure that helps underpin a vibrant integrated new community. The proximity of the open spaces will enable residents and visitors, to enjoy a range of leisure activities, be better connected to the countryside, which can contribute to a healthier lifestyle and better well-being.



Promoting Sustainable Transport

9.16 The location of this development has been established through the core strategy and local plan allocation process. Development in this location is in close proximity to significant sources of employment within the town and with access to a range of town centre facilities by public transportation.

9.17 The layout strongly encourages walking and cycling through the provision of safe routes through the site and connecting to adjacent urban areas and the wider countryside.

9.18 Pedestrian and cycle links have been provided to the possible location of the Howard Middle School and integrated with the green corridors which form a network through the site linking the community gardens, allotments and primary landscape nodes.

9.19 The proposed transport strategy has been developed with a strong focus on encouraging the use of bus and cycles for transport through and from the site. Bus and cycling strategies and a Travel Plan will be submitted with the outline planning application outlining measures for:



1. Provision of travel information packs which will outline the wide range of sustainable travel options available to residents.
2. Initial free bus travel to all residents up to a limit of four tickets per household for the period of one year.
3. Upgrading the existing cycle network, provision of safe cycling routes and cycle storage facilities (that benefit from natural surveillance) in line with local requirements.

Requiring Good Design

9.20 The master plan has been developed using the garden cities (and suburbs) principles, to create a connected and inclusive community that mitigates the impacts of, and can adapt to the future challenges of, climate change.

9.21 Central to this concept is the inclusion of a village square containing key local shops and facilities which will promote 'walkable communities' and act as a focal point to the community from which key green infrastructure and transport links will be incorporated.

9.22 The masterplan sets out a range of walking and cycling routes linked to playing pitches and extensive areas of open space.

9.23 The central public square, provision of play space and sports facilities will encourage recreational activity and therefore facilitate interaction between residents which will help foster a new community.

9.24 The inclusion of Allotments also provides the opportunity for the new community to grow local, sustainable sources of food and to improve social capital and the richness of the local biodiversity.

9.25 The proposed tree lined streets, public square and soft boundary treatment will be combined with locally distinctive materials and reflect key townscape features appropriate to its edge of town location.

9.26 These design principles also incorporate key components for producing inclusive neighbourhoods including provision of a range of housing types to meet different needs of occupants; formal and informal opportunities for social interaction where people can feel safe whatever their age, culture and ethnicity; locally accessible green space; a mix of services and amenities which are centrally located and which people can access without the use of a car; and connections with the immediate neighbourhood and town enabling residents to interact with people outside the new neighbourhood.

Promoting Healthy Communities

9.27 The masterplan encourages walking, cycling, play and sports through the provision of green routes, playing pitches and extensive areas of open access. A trim trail may also be included in the central green corridor to provide additional play/leisure facilities.

9.28 On the western side of the link road there are large areas of open access land that will form a key multi-functional community resource providing for informal countryside recreation.

9.29 A further benefit of the Allotments is the provision of the option for residents to grow healthy local food.

9.30 The urban form of the masterplan has been designed to be locally distinctive reflecting the urban form of Bury St Edmunds and the surrounding villages. The movement strategy, open space and leisure facilities promote a sense of community and inclusion. There is also strong connectivity with the surrounding countryside to provide further access to recreational activities.

9.31 The masterplan has been developed based on the secure by design principles which ensure that safety and crime prevention measures such as natural surveillance has been included. Street and appropriate night lighting will be used to minimise dark spaces whilst protecting the night sky and reducing risk and fear of crime.



9.32 Consultation with the Police Architectural Liaison Officer during detailed design will ensure further crime prevention and safety design features are incorporated.

Meeting the challenge of climate change, flooding and coastal change.

9.33 Designing new development to minimise carbon emissions is a key aim of mitigating climate change.

9.34 It is recognised however that some form of climate change is inevitable and this presents a number of challenges to which the built environment must adapt.

9.35 Some of the adaptations challenges are;

1. Flooding – Winters will become wetter with greater and more intense periods of rainfall creating pressure on surface and flood water drainage systems
2. Droughts – Hotter, drier summers are predicted and so a challenge will be to capture and store water when it is available and use water more efficiently.
3. Overheating/ Urban Heat Island. As external temperatures increases, the built environment will absorb more solar energy during the day to release during the evening. New communities must therefore consider how to adapt to this potential impact.

9.36 The masterplan has been designed to mitigate and adapt to climate change through a range of measures which include;

Climate change mitigation measures

1. All new homes will be constructed in accordance with the 2010 Building regulations and, by comparison, are likely to be at least 50% more energy efficient than the existing residential dwellings in Bury St Edmunds. This will be achieved through a dwelling centric, fabric first principal which 'locks in' carbon savings for the life of the building.



2. A significant quantity of the new homes will be orientated to efficiently capture solar energy without compromising the urban form and layout of the masterplan. During detailed design stage, specific design features will be considered to maximise this solar gain in winter whilst preventing overheating in the summer.
3. Natural ventilation will be preferred where possible with mechanical ventilation only used if necessary
4. Dwelling centric, renewable energy technologies will be reviewed during the design process for potential inclusion in the buildings provided that they provide a cost effective solution to mitigating carbon emissions
5. As an alternative to carbon compliance solutions, Countryside Properties are happy to discuss the potential use of the Allowable Solutions mechanism (possibly through a community energy fund) to mitigate significant quantities of carbon off-site (e.g. energy efficiency improvements in existing homes) as this is likely to result in a lower cost per tonne of carbon mitigated than the carbon compliance options. This would also address a key 'priority work area' as identified in the Suffolk Climate Action Plan.

6. A strong focus on sustainable travel to minimise carbon emissions through private car use

Climate change adaptation measures

1. A strong green infrastructure strategy incorporating existing mature trees has been developed which includes blue infrastructure in the form of swales and attenuation basins. Green and blue infrastructure provides excellent cooling benefits to the microclimate in the form of shading and evaporative transportation.
2. A flood risk and drainage strategy that maximise the use of SuDS to capture and attenuate rainfall that allows for a 30% increase in peak rainfall intensity.
3. The inclusion of water efficient appliances within the dwellings and the provision of water butts in the residential gardens and allotments.

Conserving and enhancing the natural environment.

9.37 The masterplan contains a range of green spaces, including central and western green corridors, community allotments, gardens, tree lined streets and soft boundary treatments. In addition to the sustainable drainage systems, the site will provide a range of new ecological habitats across the site.

9.38 The green infrastructure has been developed to retain the benefits of the existing site which includes retention of agricultural land and mature trees across the site.

9.39 Ecological advice has been sought during the design process and it is envisaged that the development will result in a significant net gain in biodiversity.

9.40 The existing green buffer along the south eastern boundary will be retained to protect and screen existing properties from the new development, with a number of pedestrian and cycle access points to ensure that the benefits of the new facilities are not limited to the new community.

9.41 A significant green buffer will also be maintained between Fornham All Saints and Bury St Edmunds in order to ensure the village maintains its separate identity.

9.42 The development will include measures to reduce waste generation during construction and minimise disposal to landfill. The considerate contractor's scheme will also be implemented to promote responsible construction activities.

9.43 The Green Guide to specification will be utilised to select materials that have a lower whole life environmental impact. The Construction contractors will also be required to source materials responsibly which will include the use of certified timber.

Conserving and enhancing the historic environment.

9.44 The development will maintain a significant separation between Bury St Edmunds and Fornham All Saints conservation area and so preserve the setting of the village/ conservation area.

9.45 A Scheduled Ancient Monument is located immediately to the north of the masterplan area. The masterplan has been designed to respect the setting of the monument, with development being set back along Mildenhall Road.

Summary.

9.46 The proposed masterplan for residential led development at Land at North west Bury St Edmunds will result in the creation of a well-designed, integrated and sustainable new community by meeting a wide range of housing needs through the provision of affordable, accessible, energy efficient buildings. The dwelling-centric, fabric first proposal in conjunction with Allowable Solutions offers excellent climate change mitigation benefits that meets some of the key actions as outlined in the Suffolk Climate Action Plan.

9.47 A strong green infrastructure strategy provides strong climate change adaptation benefits as well as facilities for sports and recreation. New community facilities such as a potential new school, local centre, allotments and recreational areas will foster a healthy, sustainable lifestyle for future occupants.

9.48 In accordance with the councils requirements, a Sustainability Appraisal (SA) has been undertaken on the masterplan to identify how Land at North West Bury St Edmunds is implementing sustainability issues identified as important to Bury. This has been submitted alongside this document.





10 IMPLEMENTATION STRATEGY

Implementation strategy

10.1 The new neighbourhood will be developed over a number of years. The implementation strategy opposite provides an indication of the current anticipated sequential delivery of the new neighbourhood.

10.2 The development will commence in the south western part of the site (see plan, area 1), with the intention that this area will be built out by Countryside Properties (UK) Ltd.

10.3 It is anticipated, depending on obtaining the appropriate consents, that construction of strategic infrastructure will start in the autumn of 2014 with the first housing starting in 2015, with an expected occupation rate of approximately 125 homes per year over 8 years.

10.4 The first part of the link road will be constructed to serve area one initially, with the entire length to be completed early in the development process. The triggers for its delivery will be agreed with the local planning authority and highway authority.

10.5 In parallel with the construction of Residential Area 1, the Initial landscaping of part of the open access land to the west will take place. Landscaping alongside much of the length of the link road, broadly as indicated on the plan will also be provided.

10.6 The timing of provision of further landscaping within the open access land will be affected by the timing of the provision of a surface water drainage strategy for the site (including the attenuation basins), our construction management strategy, and linked to the delivery of housing/the development over time.

10.7 The precise timing of the provision of all strategic landscaping (and timing and extent initial structural or strategic planting) will be agreed with the Local Planning Authority via any grant of planning permission and a Section 106 Agreement.

10.8 Other strategic infrastructure, including drainage, attenuation basins, utilities and a bus service will also be provided early in the development process with triggers for providing these agreed with the local planning authority and County Council.

10.9 The triggers for the delivery of community infrastructure and open spaces will be agreed with St Edmundsbury Borough Council and Suffolk County Council as part of the application process.







-  Area 1
-  Area 2
-  Area 3
-  Indicative indication of early landscape provision
-  Link road and primary movement corridor
-  Potential bus connections



FIGURE 10.1: Implementation strategy

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