

DEVELOPMENT BRIEF
LAND SOUTH OF BURWELL ROAD, EXNING
Site SA12a CHANCERY PARK (Phase 2)



**CHARLES
CHURCH**



PERSIMMON

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1 INTRODUCTION

This Development Brief acts as a guiding principle between the planning policy provisions of the Development Plan and the high level requirements of any planning application for the site. It has been prepared in the context of:

1. The Adopted Forest Heath Single Issue Review of Core Strategy Policy CS7 – Overall Housing Provision, which confirms that sites for an additional 357 new homes will be distributed across the District’s Primary Villages, including Exning;
2. The Adopted Forest Heath Site Allocations Local Plan, which proposes to allocate the site: SA12(a) land south of Burwell Road (Figure 1);
3. The Adopted Forest Heath and St Edmundsbury Local Plan Joint Development Management Policies Document (February 2015), which includes the development management policies applicable to the site, in particular Policy DM2: Creating Places – Development Principles and Local Distinctiveness, which sets out the general principles of good design and Policy DM4: Development Briefs, which sets out the general expectations for Development Briefs.

The Adopted Site Allocations Local Plan confirms that site has been identified as being suitable for the longer-term growth of Exning, and that a Development Brief is required to help to determine access arrangements, landscaping, and the delivery of a cycle path between the site and the village of Burwell.

This Development Brief, therefore, provides further guidance and advice on the interpretation and implementation of the Site Allocation Local Plan’s main site specific requirements (Policy SA12(a)), taking into account the local context and prevailing market conditions. Its objectives are to clarify the relevant key Site Allocation Local Plan Policy (including access, landscaping, and the delivery of a cycle path), and its application to this site; and to provide general high level design guidance, which responds to the site’s surrounding specific characteristics and context.

The Development Brief includes a consideration of the local context; the site’s characteristics; its opportunities and constraints; and relevant policy and physical influences that need to be considered during the preparation of a planning application for the site. It then establishes the high level framework and development principles for the preparation, submission and determination of the forthcoming planning application, in the context of the requirements of Adopted Site Allocations Local Plan Policy (SA12a), including:

1. Landscaping, including locations and minimum depth of strategic landscaping;
2. Open space, and linkages to existing off site open space;
3. Development numbers, Density and phasing;
4. Vehicular access points that will serve the development;
5. Pedestrian and cycle routes and linkages to facilities and services in Burwell, Exning and beyond;
6. Sustainable Urban Drainage Approach, Infrastructure and Services;
7. Ecological enhancements;
8. Design Approach - local distinctiveness, gateways character and identity; and
9. Education requirements and any new educational on site requirements/ locations.

Its ultimate aim is to improve the quality of the development and ensure that any planning application for the site’s development is appropriate, viable and deliverable in terms of the Site Allocations Local Plan requirements, the local context and prevailing market conditions.

2 PLANNING POLICY CONTEXT

Development Plan: Adopted Forest Heath Site Allocations Local Plan Policy SA12(a): Housing allocation in Exning

The site is identified in the Adopted Forest Heath Site Allocations Local Plan as Policy SA12(a), Land south of Burwell Road and west of Queens View (Figure 1). It has an indicative capacity of 205 homes, based on the wider settlement's environmental and infrastructure constraints and taking into account the level of growth in the village over recent years. The policy requires the following specific requirements to be met:

1. "The amount of land available for development, access arrangements, design, open space and landscaping will be informed by a Development Brief for the whole [approximately] 15ha site. The Development Brief should set out how the cycle path between Burwell and the site will be delivered. Applications for planning permission will only be determined once the Development Brief has been adopted by the Local Planning Authority. Any application for planning permission should be in accordance with the approved Development Brief;
2. Strategic landscaping and open space must be provided to address the individual site requirements and location;
3. There is an identified need for a dedicated cross-county boundary cycle route between Burwell and the site. Land shall be provided within the site for a cycle path and an off-site contribution shall be provided for the delivery of the cycle path;
4. Adequate access should be provided to the satisfaction of the Highways Authority. Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to existing

networks; and

5. In advance of determination, initial archaeological field evaluation must be carried out in order to identify the significance of any archaeological assets."

The Policy's indicative housing capacity (205 homes) is a reflection of the Core Strategy Single Issue Review which identifies an overall figure of 357 homes to be distributed between the district's four primary villages, including Exning.

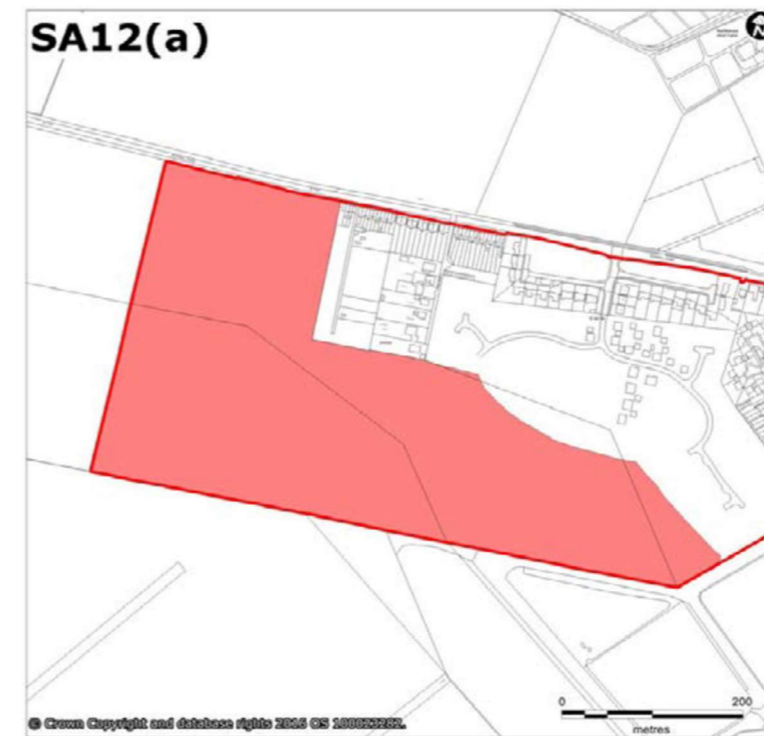


Figure 1: Forest Heath Site Allocations Local Plan Policies Map (extract)

3 SITE LOCATION

The site is located to the west of Exning, on the south side of Burwell Road, immediately to the west of the Chancery Park development (Phase 1) (Figure 2). It extends to 14.6 hectares and was formerly in agricultural use. The land is currently partly in agricultural production (western field) and partly set aside and left fallow (eastern field). Eventually, it will all be set aside and left fallow.

The site has a frontage onto Burwell Road, and extends behind the Chancery Park Phase 1 development, abutting an area of open space and residential properties.

To the west and south of the site is productive agricultural land. To the south east of the site is enclosed paddock/pasture land. The paddocks/pastures and fields to the south and south east are bordered by substantial tree belts. The fields to the south-west and west are more open.

The new development to the north-east (Chancery Park Phase 1) is a modern style mostly two-storey detached and semi-detached property, with some limited 2.5 storey development.

The residential development located further east along Queensway, Queens View, Icen Way and Prince Close comprises a mix of single and two-storey terraced and detached properties.

The site is being brought forward as phase 2 of the Chancery Park development.

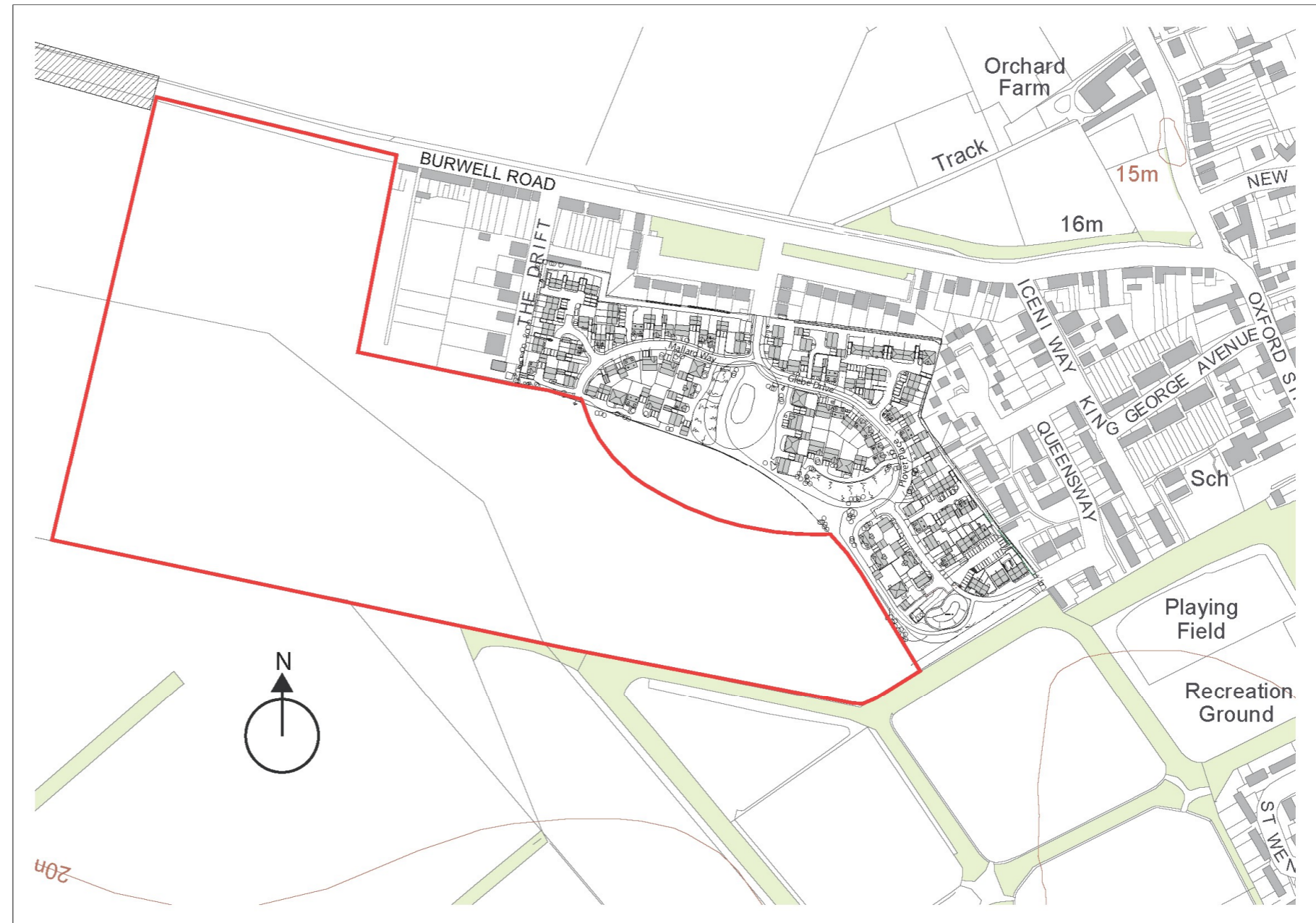


Figure 2: Location Plan

4 LANDSCAPE CONTEXT

The Suffolk Landscape Character Assessment (SLCA, Suffolk County/District Council) describes the district's landscape character.

The Assessment identifies Exning as being within the East Anglian Chalk – Rolling Estate Landscape Character type (Figure 3). The landscape predominately occurs around Newmarket, Exning and Kentford.

Key characteristics of the landscape are:

- very gently rolling or flat landscape of chalky free draining loam;
- dominated by large scale arable production;
- “Studscape” of small paddocks and shelterbelts;
- large uniform fields enclosed by low hawthorn hedges;
- shelter belt planting, often ornamental species;
- a "well kept" and tidy landscape;
- open views;
- clustered villages with flint and thatch vernacular houses; and
- many new large "prestige" homes in villages.

The Assessment recognises that “...*this landscape with its simpler and more modern land cover pattern and regular pattern of tree cover can be adapted to accept growth. This landscape does have a history of settlement. Therefore, there is some capacity, in terms of landscape character, for the tightly clustered settlements to expand.*

However, it is important to integrate the settlement edge into the surrounding rural and sparsely settled countryside to minimise the impact on the character of the wider countryside. Furthermore, given the extensive European ecological designations (SPA and SAC) adjacent to parts of this landscape, the opportunities for significant settlement expansion are further constrained.”[Suffolk Landscape Character Area].

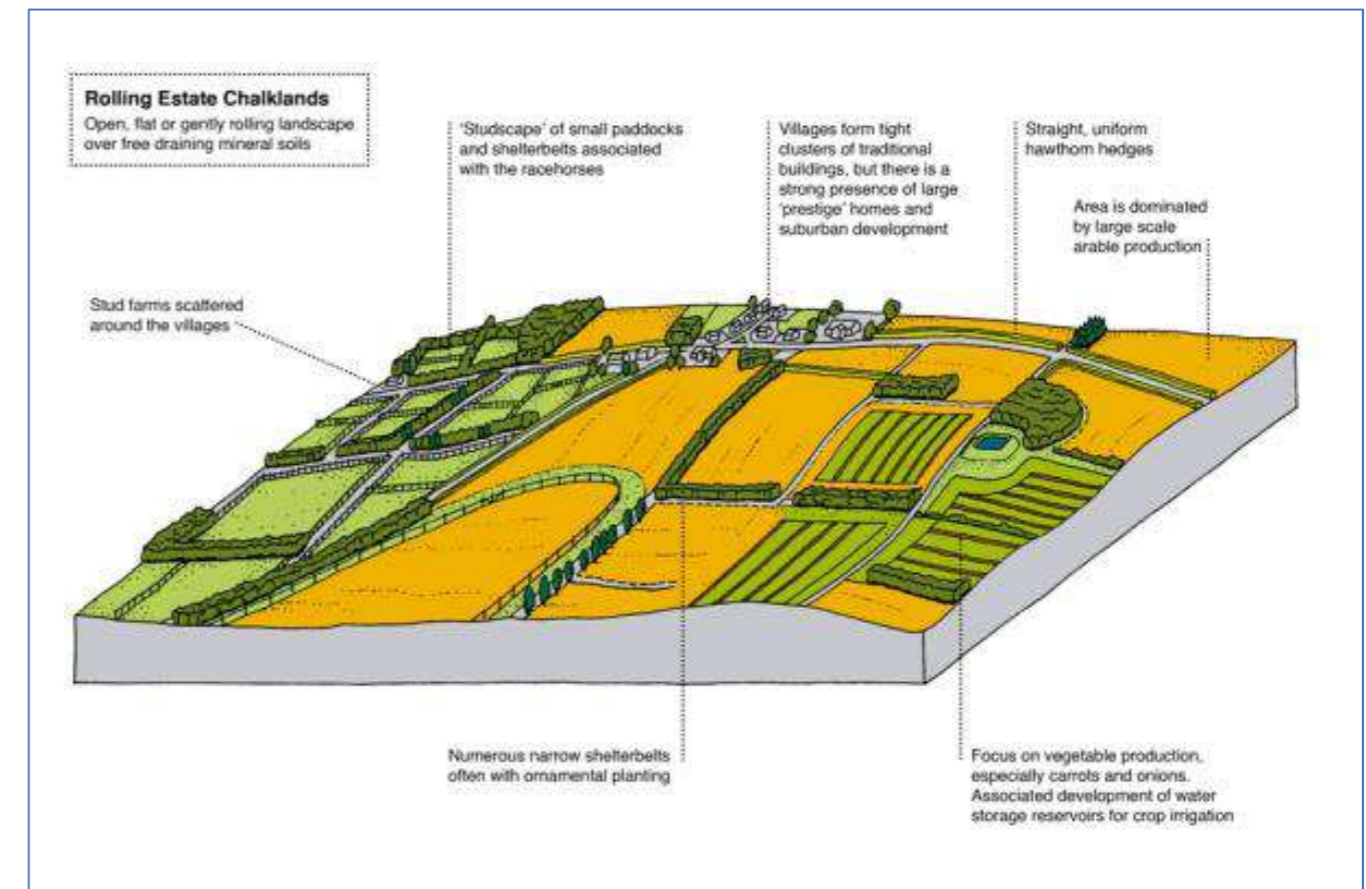


Figure 3: Composite East Anglian Chalk: Rolling Estate Landscape Character type (SCLA)

The village of Exning is situated in a shallow hollow formed by the river. The landscape context is as described in the SCLA, it is generally open flat rural landscape interspersed by low hills. The wider landscape around Exning is characterised, by large arable fields and more intimate pasture/paddock land many enclosed by linear belts of trees.

Immediately, to the south of Exning, the A14 trunk road runs along a high, tree covered embankment which forms a strong visual barrier on the village's south side. The embankment restricts the views to the south of open countryside and the edge of Newmarket.

The Forest Heath Landscape and Heritage Study (2017), considered the Local Plan allocation SA12(a) in more detail, within the context of the SCLA. It confirmed that: *“...the site benefits from the existing tree belts which form a strong landscape structure. Open space for this allocation should take account of and extend, that already planned for the adjacent site, which already has planning permission (F/2012/0552/OUT and DC/15/0264/FUL). If the site is extended significantly to the west the impact on the adjacent countryside will need careful consideration through strategic landscaping which could include new tree belts to extend the existing. There is a known archaeological record relating to this site. Any scheme should be the subject of planning conditions to secure a programme of archaeological work.”*



Figure 4: Aerial Photograph of Site



Figure 5: Aerial photograph of site in relation to Exning

An important landscape element for the Brief and any future development proposals to consider is, therefore, the “studland” landscape character setting, characterised by fields and paddocks enclosed by substantial shelter belts.

Whilst these belts are mostly associated with the horse racing industry as a means of providing shelter from the wind, they provide important ecological habitats as well as help to define and screen views. They also provide a visual buffer between the open countryside and urban development, particularly for long distance views (Figures 4 and 5).

5 EXNING CONTEXT AND SETTING ANALYSIS

Village History & Development

Exning lies 2km north of Newmarket town centre and 15km southwest of Mildenhall. It sits within a shallow valley, formed by the New River, which flows through the village centre.

The land surrounding the village is mostly arable farmland and horse paddock/pasture land. The A14 dual carriageway runs along a high earth embankment to the south of the village. The B1103 road runs through the village to Newmarket to the south and Burwell to the west. The village is connected to the A142, the main road between Newmarket and Ely, via Windmill Hill to the east of the village centre.

The village itself grew along two parallel roads running north to south on each side of the New River. The New River runs north to south through the village where Exning Manor House and Church were once located at the southern end of the village on either side of Ducks Lane.

The village developed further along Chapel Street and Oxford Street running parallel to the river on its west side. There is little left of the medieval field pattern which would have been associated with the Manor house, although some evidence of medieval burbage plots remains along Church Street down to the New River (Figure 6). Over 4,000 acres of land in the parish were enclosed in 1812 when the majority of the local population was engaged in agriculture.

From the end of the 19th Century, the village's character became heavily influenced by the horse racing and related industry, with many fine houses, stables and associated paddocks and pastures being constructed.

The village was seen by trainers and jockeys as an alternative to Newmarket. A number of yards enclosed by small rows of houses or stables existed on the west edge of the village, and although the buildings have disappeared, the open spaces remain. These spaces and the remaining paddocks provide a green connection between the countryside and the heart of the village.

Between 1886 and 1914, plots of land were sold for residential development in North End, Burwell Road, King George Avenue and Lacey's Lane. Later, the gardens and paddocks of a number of training stables were sold for residential development.

In the mid-20th century, Exning Hall, built in 1735 was bought by a local family and was put to use as a home for the elderly. In the early 1960s, sheltered housing was built in the Hall's eastern grounds.

Several other large Edwardian houses in the village have seen their gardens and paddocks given over for development of low density, open plan estate housing.

Currently, the parish is home to around 2,000 people and today the horse breeding, training and equine medical care play continue to have a significant role in the working life of the village. However, the majority of the village's residents work away from the village during the day.

Exning has retained a range of services and facilities, including a Post Office and convenience store, a hotel and several pubs, St Martin's Church, a Methodist Church and Community Church Hall. The village has a primary/infant/first school and a number of sports clubs.

The village is served by public transport with the nearest bus stops to the site situated on Burwell Road and Oxford Street. The bus services provide access to Newmarket, Bury St Edmunds and Cambridge. The nearest train station is at Newmarket, approximately 6km away. Rail services from Newmarket run to Ipswich and Cambridge and intervening stations, with connections at Ipswich and Cambridge to London via regular main line services. National Cycle Route 51 passes through the village along 'The Watercourse', Brickfields Avenue, Exning Road, Ducks Lane, Lacey's Lane, exiting the village at Heath towards Burwell.

Exning Development Patterns

Exning, like many settlements has grown and developed over time, and the village's character reflects this, with different development patterns and a wide variation of styles, materials and designs across the village. The village does not have a consistent development pattern, however, the central core of the village retains some of the more historic patterns, with the two main parallel north south roads running through the village centre forming long linear spaces, contained by buildings, and boundary walls, fences and hedges. The village's different development patterns, materials and design features are illustrated in Figure 6 and viewpoints 1-9.

Up until the end of the 17th Century, the pattern of development reflected the village's agricultural role, with a number of farm workers dwellings sporadically arranged around Exning Manor and its surrounding fields. The village grew steadily, and by the end of the 17th Century consisted of around 100 dwellings, mostly associated with agriculture. The village continued to grow steadily during the 18th Century, with the pattern of development still reflecting its agricultural role.

During the 19th Century, the Oxford Street and Chapel Street areas became the location for the artisan village houses and shops set out in terraces with some developed within the confines of the former stable yards and were built at high densities almost 'back to back'.

In the early 20th Century, the village saw the development of terraced housing, particularly around North End and Burwell Road. These developments utilised mostly gault brick with slate roofs materials, with properties set back from the footway behind small enclosed front gardens.

Later in the 20th Century more estate style development took place around Brookside, Beechwood Close, George Gibson Close, New River Green and Saxon Close. These developments have differing styles and densities, with some estates, such as Beechwood Close, Swan Grove and New River Green developed at a relatively low density with open plan landscaped grounds.

Early 21st Century development, such as the adjacent Chancery Park Phase 1 development has a dense form of development, with cul-de-sacs and private drives accessed from main access roads.

Exning Local Vernacular, Building Styles and Details

Exning retains a distinct local character, reflecting the traditional Suffolk vernacular in and around the village centre. A legacy of fine buildings remain from the early 20th-century, related to the horse racing industry. The village also has a number of buildings from earlier periods including, Exning House is a grade II* listed mansion, built in the English Baroque style in the early 18th-century and extended in the late 19th-century. It is set within a 55 ha landscaped park originating in the early 19th-century. The Parish Church of St Martin originated before the Norman conquest.

The Exning Conservation Area encompasses the main village centre and surrounding historic parts of the village. Outside of the Conservation Area and further out towards the village periphery and nearer to the site, the character is less 'historically' distinctive with more modern, 20th century estate style development more prevalent, although frontage properties along Burwell Road adjacent to the site are mostly terraced houses.

Within the Conservation Area, there is a mixture of building styles and materials, ranging from large houses, villas and lodges in spacious grounds, surrounded by high walls and hedges, through to terraced house development, set back from the road with small front gardens enclosed by brick walls. Stables and former stable yards are also a key feature of the Conservation Area, interspersed with later 20th century development.

Street views in the Conservation Area are generally lower density human scale streets mostly with two storey buildings set parallel or gable on to the carriageway. Facades are well balanced often symmetrical (viewpoints 1; 2 and 6), although high density development is found in the former stable yards (viewpoint 4)

Gault brick, red brick and grey slate and timber doors and windows are the prevalent materials within the Conservation Area and historic parts of the village, but they are by no means exclusive (viewpoints 2, 6, 8 and 9). Stuccoed, lime rendered (viewpoint 4) and half-timber houses often feature. Roofs are varied, with hipped and parapet gables prevalent, and usually covered by slate or plain tiles, with some roofs having a pantile covering (all viewpoints). Some roofs have dormers and pediments; some have steep pitches others shallower. Boundary walls are often gault brick and red brick, some with flint (viewpoint 7).

Exning's 20th century residential development is characterised by two storey detached (viewpoint 3) and some single storey (often chalet style bungalows) semi-detached and terraced housing, representing a human scale (viewpoints 2; 3 and 8). Development densities are on the low side, with properties often having front and rear gardens and garages. Some of the more modern estates have landscape dominated open plan settings, with green areas, sometimes parallel to roads.

The materials used in 20th-century housing development in Exning, within and outside of the Conservation Area mostly comprises roofs of interlocking concrete tiles and Stonewold concrete slates, weathered to a pale brown or pale plum (viewpoint 3). Other roofing materials seen across the village include hand-made red plain-tiles, red clay pantiles, half Roman red clay interlocking tiles, half Roman, gault clay interlocking tiles and Welsh slate tiles.

Walls are often gault brick, soft red brick with pale yellow or dappled brown sand faced 'Fletton' bricks, 'buff' bricks, and some cream coloured/white washed render (viewpoint 5). There are also some instances of brown hung concrete plain tiles. Also, some black, red or white painted weatherboard fixed horizontally. Doors and windows are often standard catalogue painted timber with horizontal proportions.

Exning's more traditional terraced housing built in the early part of the 20th Century are mostly constructed of gault brick with slate roofs and set back from the footway behind small enclosed front gardens. Many of the village's terraced houses have lost their original windows, but the structural openings remain and provide a regular visual rhythm from the repetition of vertically proportioned doors and windows in their original structural openings (viewpoint 8).

The village has some Almshouse/Sheltered housing dating from the early 1960s. Apart from the warden's house, the houses are single storey in height, with dominating steep pitched, hipped, plain-tile roofs with tall end stacks. The houses are semi-detached and set close together in a roughly 'T' shaped plan.

Immediately adjacent to the site, the Chancery Park Phase 1 development, has external materials sympathetic in colour and texture to the Suffolk vernacular, with slate and terracotta/dark grey coloured pantile roofing, buff and red brick walls.

The village does not have a clearly defined central civic space. The area by the War Memorial, where the verge widens and the walls are set back from the carriage, forms a small space.

The principal landmark, visible from outside the village, including from Burwell Road is the tower of St Martin's Church. The Church is elevated above the surrounding land by a flint retaining wall.



Exning Church

Source reference material – Exning Conservation Area Appraisal FHDC (March 2012)

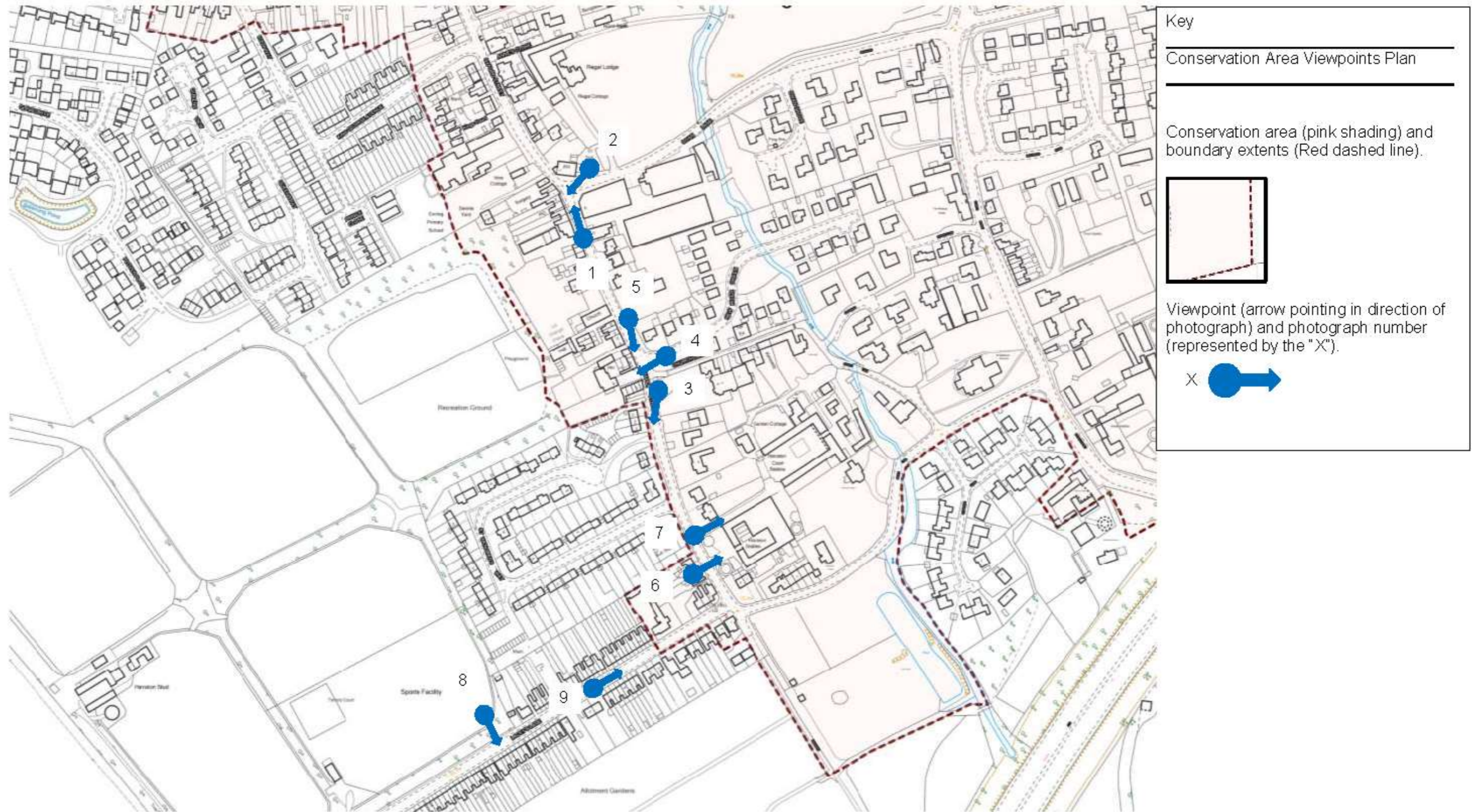


Figure 6: Conservation Area development pattern, materials and design viewpoints



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6



Viewpoint 7



Viewpoint 8



Viewpoint 9

6 CONSTRAINTS AND OPPORTUNITIES

Constraints for the site are relatively limited and this is reflected in the Local Planning Authority's allocation for residential use. However, there are pertinent aspects of the site and location that will require careful consideration. The main constraints and opportunities are:

Housing Capacity and Wider Infrastructure and Environmental Limits

To ensure future planning applications meet the National Planning Policy Framework requirement to make an efficient use of land, there is a need to ensure the development of Phase 2 represent an efficient use of land. This means that not all of the site will be developed as part of phase 2. The area to remain undeveloped will be secured (fenced) and will be managed as a grass sward until such time as it may come forward for consideration for allocation in a review of the Development Plan. It will not form accessible public open space.

Vehicular Access Points

There are access constraints and opportunities on the site. They are shown in Figure 7 and are:

- Suffolk County Council has confirmed that no more than 300 units can be accessed off a single access, providing that there is a loop road close to the main junction;
- The Phase 1 access from the Burwell Road 'stub'/Glebe Drive/Plover Place currently provides access for 22 pre-Chancery Park Phase 1 dwellings and 120 dwellings in Chancery Park Phase 1. This limits the potential number of dwellings that can be served from the Phase 1 access to a maximum of 158 dwellings. Therefore, to accommodate the planning policy requirement of 205 homes an additional access is required;
- The 'new' access will need to be direct onto Burwell Road on the site frontage. This frontage is 195 metres in length with good visibility in both directions. Sections of the frontage hedgerow need to be removed as part of the highway works and to provide visibility splays and a new footpath/cycleway. The 30 mph speed limit currently starts half way along the site frontage, and may need to be moved further westwards. The opportunity for a frontage landscaping scheme to frame a new gateway feature into Exning and to help emphasise the change in speed limit and will also mitigate the loss of the existing hedgerow required to provide safe access into the site;
- The new Burwell Road access needs to be designed to accommodate the balance of Phase 2 homes not accessed through Phase 1 and any additional homes that may be potentially brought forward in the future on the undeveloped land;and
- The site's internal road network will need to be designed to restrict direct vehicular access between the 'new' access onto Burwell Road and Phase 1's access roads (Mallard Way and Glebe Drive), other than by emergency vehicles, cycles and pedestrians. There will be no vehicular access onto The Drift.

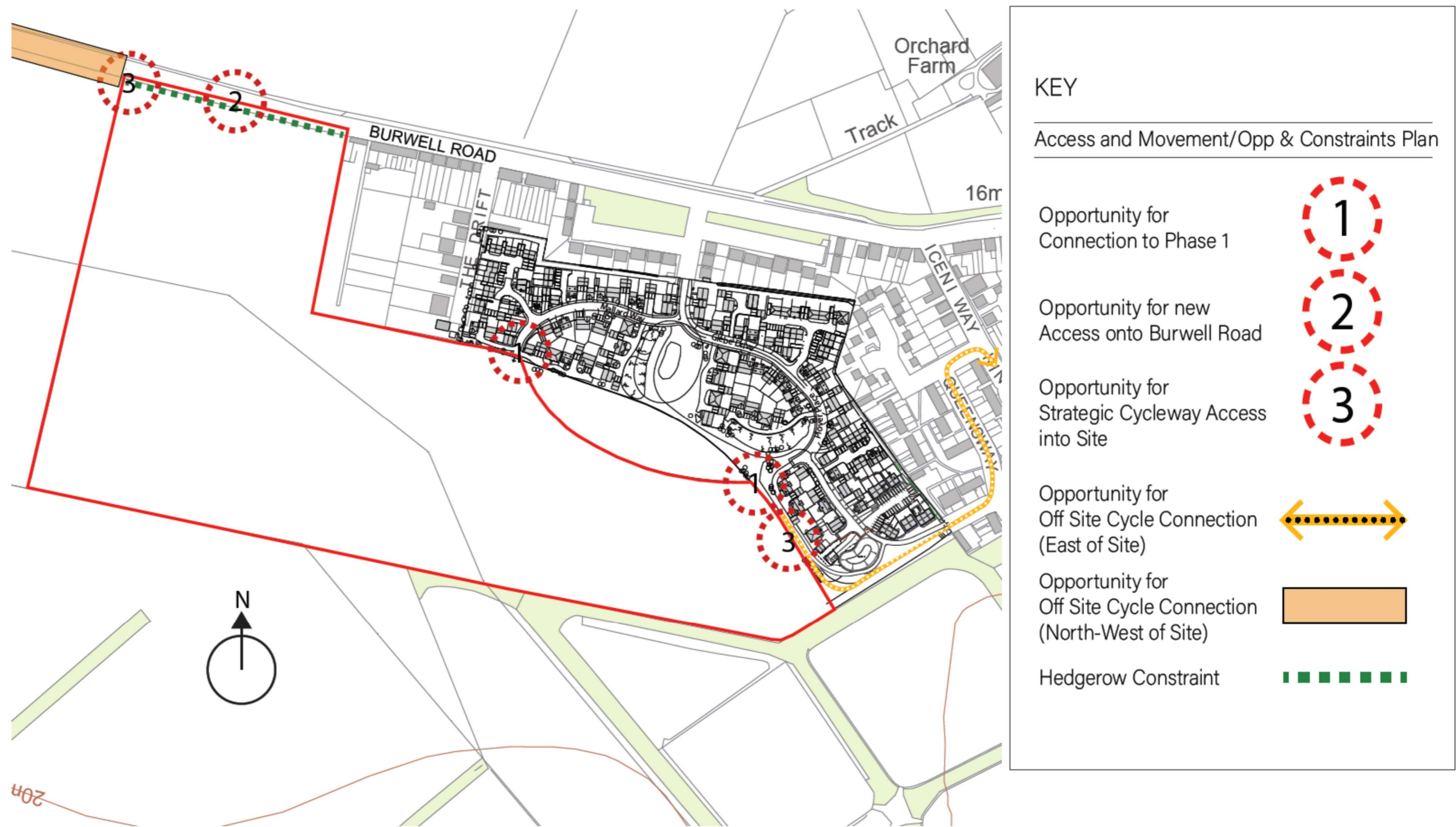


Figure 7 Access Opportunities and Constraints Plan

Off Site Highways

Phase 1 required off site works to be undertaken to accommodate the additional traffic generated by the 120 homes. The locations of the offsite works are shown in Figure 8 and consist:

- Area 1: Speed signs and warning markings on highway;
- Area 2 & 3: Carriageway widening and traffic island to be installed, new bus stops due to be completed spring 2020;
- Area 4: New double mini roundabout and markings on highway;
- Area 5: Speed signs and warning markings on highway;
- Area 6: Speed signs and warning markings on highway;
- Area 7: Righthand lane widening to relieve traffic turning out of Windmill Hill onto the A142.

There have been delays in the implementation of the Phase 1 offsite works due to necessary lengthy diversions of existing BT Openreach and Virgin Media cable routes which supply the emergency services in the area; and the discovery of unexpected underground services.

All offsite highway works that may affect traffic flows have now been completed. There are some outstanding items to complete in Area 2, but these do not impact on traffic flows. The remaining work will be completed by BT before Spring 2020. The new bus stops will be installed shortly afterwards.

Following completion of the highway works at the Windmill Hill/A142 junction and with no other works on the surrounding highways at the time, traffic surveys were completed. These surveys will be used to assess the local highway network for Phase 2. The data will help identify what, if any, additional off-site works are needed to mitigate the impact of the Phase 2 traffic. The Transport Assessment will be submitted with the planning application for Phase 2, at the appropriate time.

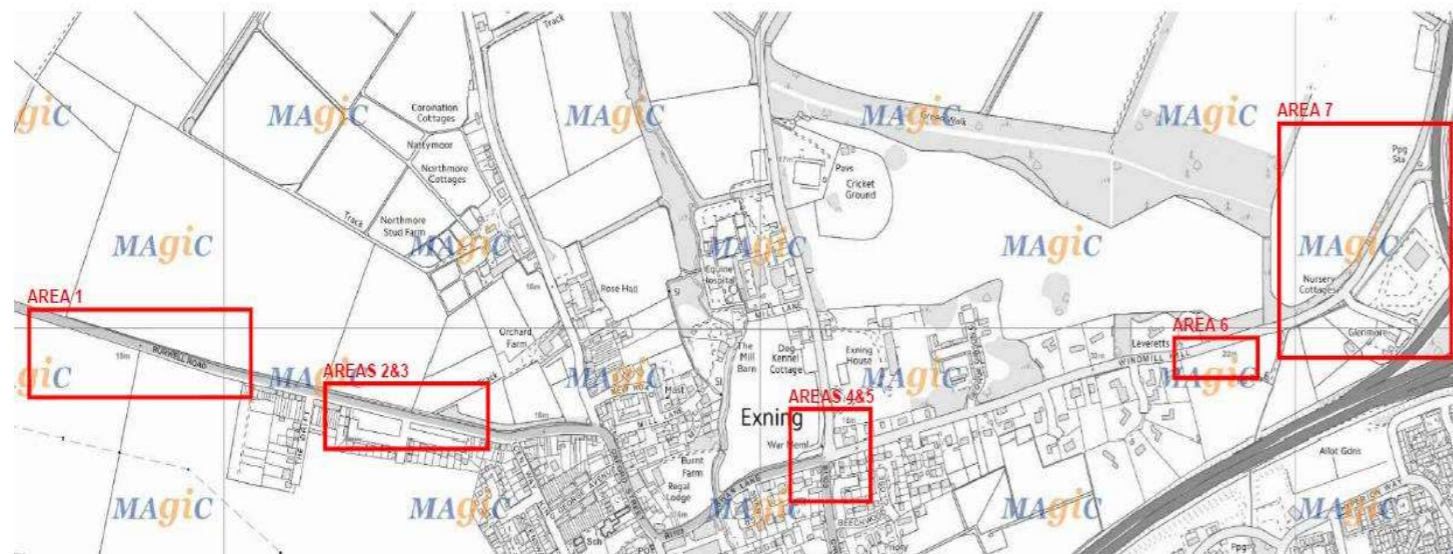


Figure 8 Phase 1 Off Site Highway Works

Landscape

The site's main landscape features are shown in Viewpoints 1-18 below. Figure 9 identifies the location of the various viewpoints.

Landscape Constraints

The main Landscape constraints are shown in Figure 10, they are:

- The site's frontage, western boundary and the western half of the southern boundary have only relatively low height hedgerows and sparse tree cover (viewpoints 1-6). The only substantial tree belt is on the eastern half of the southern boundary (viewpoints 7-11 & 16);
- Views into the site from the Public Right of Way approximately 900m to the north-west and Burwell Road as it leaves Burwell village are limited due to topography and vegetation. Further along Burwell Road, approaching Exning village views are more extensive (viewpoint 1) , due to the relatively flat/gently rolling topography; the road's slightly elevated position; and because of limited roadside vegetation and low level hedgerows on the site's frontage and western boundaries;
- Views into the site from Chancery Park Phase 1 will change considerably from an open farmland outlook to one of built development (viewpoints 8-12). The interface between the two phases requires sensitive consideration;
- Within the site there are very few landscape features (viewpoints 16-18). The most prominent and distinctive landscape feature is the substantial tree belt on the site's southern boundary (eastern half) (viewpoints 6-11). The belt comprises broad-leaved woodland species such as beech, sycamore, horse chestnut and snowberry. The tree belt narrows towards the middle part of the southern boundary where the overhead electricity cables enter the site and then finishes abruptly 75 metres further to the west (viewpoint 18). The root protection areas and shadowing affect from these trees will impact on the southern parts of the site;and
- The site is subject to utilities and services running south to north through the site. The utilities and services are a constraint on landscaping and planting. The utilities and services comprise gas, water and overhead electricity cables. The overhead electricity cables turn and run towards the site's western boundary approximately halfway through the site. There is an opportunity to divert one of the water mains (south of The Drift) to run alongside the other water main; and underground the electricity cables. Following diversion/undergrounding, a utility and services corridor of between approximately 4 to 14 metres is required running south to north through the centre of the site. The corridor is at its widest at the southern half of the site (12-14 metres) and narrows at its northern end adjacent to the garden of properties on Burwell Road (to around 4-5 metres). A utility corridor of 6 metres is also required along the site's frontage with Burwell Road. Within the utility corridors both the gas and water mains are subject to 6m easements (3m each side), although the easement width can be shared, for instance where utilities and services are situated immediately adjacent to each other such as at the corridor's northern end. The easements restrict what can be built and planted within them. There is an opportunity for the undergrounded electricity cable to run within the site's road/highway verges, rather than the open space which would enable more substantial planting within the open space than would otherwise be permitted. However, where the cables exit the site on its western boundary, a break in the tree belt of approximately 6m will be needed to allow the cables to revert to their overhead position on poles outside of the site. A break in the tree belt on the southern boundary is also necessary where the other utilities enter the site. The easements are necessary to allow for access, maintenance and repair of utilities and services and to avoid building foundations and tree roots having a detrimental impact on below ground utilities and services. Within the easements, footpaths and cycleways and road crossing points are permissible but not buildings or the planting of large trees, although landscaping including low level shrub planting is allowed.

Landscape Opportunities

The main landscape opportunities are shown in Figure 10. They are:

- The opportunity to provide landscaped buffer zone/development offset areas adjacent to the tree belts to ensure the trees are not affected by development and the new development is not affected by the trees. The buffer zones/development offsets do not need to replicate the density and height of planting of the existing tree belt, and there are opportunities for the buffer to consist of lower level planting, to provide a variety of habitats,. Lower level planting would ensure that it would not cause overshadowing issues on the new development areas and allow for natural surveillance. Careful consideration will be necessary in terms of the impact of lighting alongside the buffer zones/development offsets, in order to provide dark corridors for nocturnal species such as bats;
- The opportunity to reinforce the 'studland' character of the area and allows for the planting of a new substantial tree belt to continue the line of the established planting and provide a continual tree belt on the site's southern and western boundaries. This also provides an opportunity for improved ecological connectivity between the site, the countryside and other habitats including other tree belts. Consideration should be given to using native British species. The new tree belt along this part of the southern boundary will be subject to the need to provide development offsets to avoid development impacts on root protection areas and overshadowing, particularly as it is a western boundary where the sun will appear lower in the sky. Breaks in the tree belt are likely to be necessary where the electricity cables exit the site on the western boundary and retained where the other utilities enter the site on the southern boundary, due to utility easements and the restriction on tree planting.
- The opportunity for the landscaped areas to provide pedestrian/cycle linkages between Phase 2 and the large area of open space and children's play space associated with Chancery Park Phase 1. Play facilities will not be provided within phase 2, instead the play facilities in phase 1 will be enhanced with opportunities for safe and secure pedestrian/cycle linkages from phase 2 into the existing open space area;
- The opportunity to help mitigate the visual impact of phase 2 on existing residents by providing green buffers at the northern edge of the site, which will also help reinforce the visual segregation between the two phases;
- The opportunity to include linked green spaces throughout the site, making use of land which will not be developed due to infrastructure easements, buffer zones and tree planting belts etc., to provide a green framework and setting for the creation of distinct residential neighbourhoods; and
- The opportunity to work with the site's topography to inform the site's drainage strategy. The lowest parts of the site are in the north-west corner, and the south east corner. There are other low points halfway along the western boundary and halfway along the southern boundary. The topography allows the site to be segregated into 4 drainage catchments each with their own attenuation basin. On site attenuation and infiltration is necessary due to the lack of nearby water courses. Whilst considered to be essential infrastructure, the attenuation features will be designed to include amenity and biodiversity enhancements.



Figure 9 Viewpoints Plan



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6



Viewpoint 7



Viewpoint 8



Viewpoint 9



Viewpoint 10



Viewpoint 11



Viewpoint 12



Viewpoint 13



Viewpoint 14



Viewpoint 15



Viewpoint 16



Viewpoint 17



Viewpoint 18

s Plan

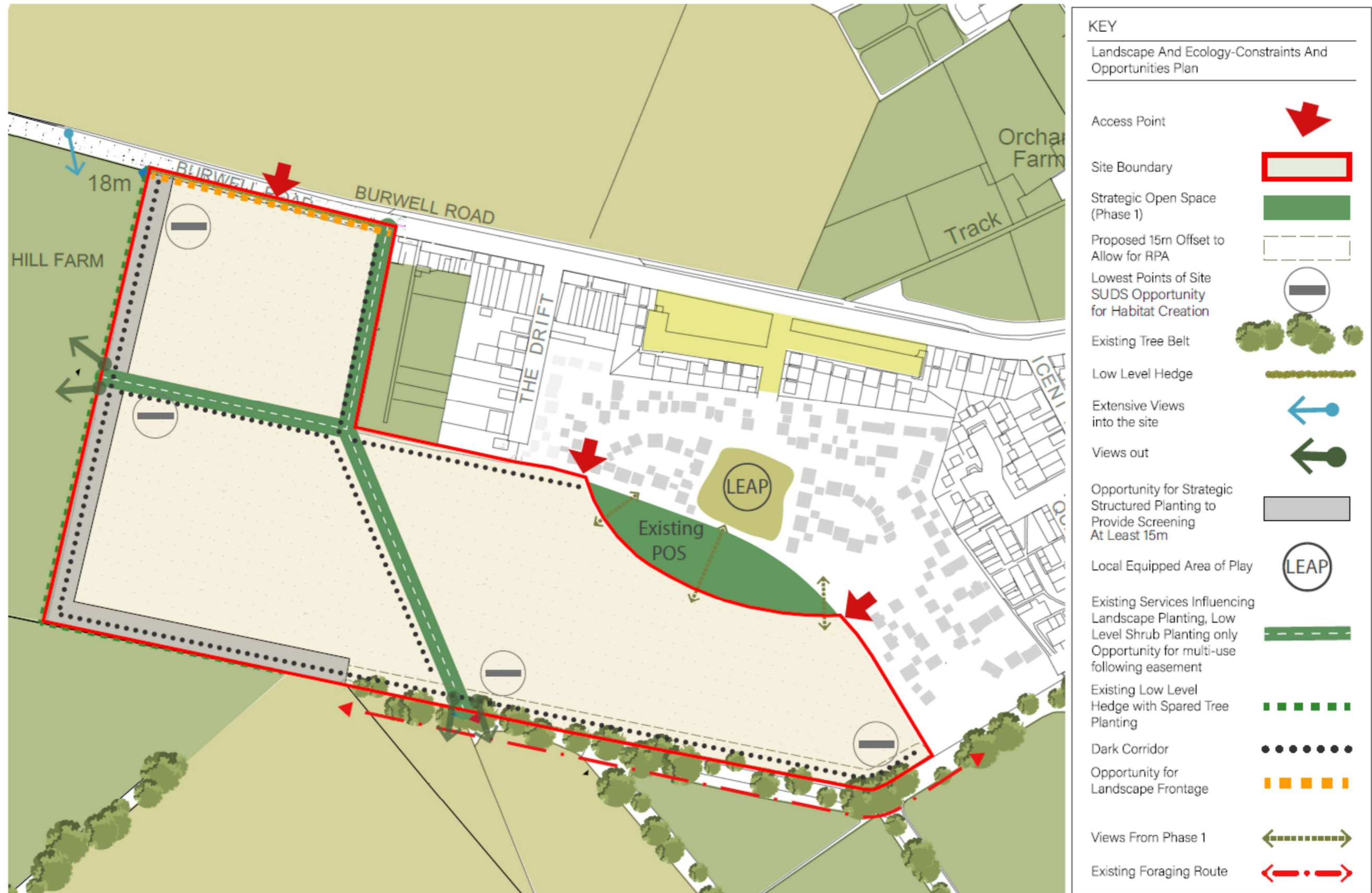


Figure 10 Landscape and Ecology Opportunities and Constraints Plan

Ecology

The site is part of a former agricultural holding. Large areas of topsoil have been stripped off the site and disturbed, most recently for archaeological trenching. The Forest Health Wildlife Audit (2015) for the site acknowledges that the site is of low ecological value, with no significant ecological constraints. However, the site is not devoid of ecological and biodiversity interest and provides opportunities for ecology and biodiversity improvement. The main ecological and biodiversity interests highlighted in the Audit are:

- The site is used for foraging by pipistrelle and noctule bats. There are no features on the site that could support roosting bats, although the woodland belt on the site's south eastern boundary has potential for bat roosts. The site is considered unlikely to support reptiles and only common and opportunistic and widespread species of invertebrates are likely to be present;
- The site's boundaries provide habitat for Dunnock, house sparrow and Songthrush; and the land provides the potential for skylarks;
- The site's flora is mostly transitory weedy sward, consisting mostly common species with some rarer plant species present in small amounts; and.
- The site has limited connectivity with the only woodland belt along the south-eastern boundary forming links to the wider countryside.

The site provides opportunities for ecology and biodiversity enhancement, including:

- On-site habitat creation, through the careful design and planting of the structural landscaping on the site's boundaries, and other areas of informal/natural open space, including appropriate SuDS attenuation areas; Bird and Bat boxes; woodpiles etc.; 'Hedgehog highways' i.e. routes/provisions to allow hedgehogs to traverse the site will be included to support the species;

- Improved habitat connectivity, through the protection of existing tree belts and their enhancement and continuation along the site's boundaries; including provision of a linked network of dark corridors. The dark corridors will need to be at least 13 m wide. Where dark corridors have footpaths/cycleways through them, they will be need to be unlit, and planted with groups of trees rather than continual 'tunnels' of trees, for security and natural surveillance. The dark corridors should be planted with native shrub and ephemeral vegetation, to provide an understorey to trees/groups of trees. Species will need to be selected to provide as effective as possible screening from light pollution emanating from residential areas, as well as from roads, taking into account the need for natural surveillance where corridors have footpaths running through them; and to create habitat and foraging areas. The residential areas immediately adjacent to the corridors should be designed with minimal lighting where possible. Where any roads cross dark corridors, minimal, low level and directional lighting would need to be used for these sections; and
- Off-site mitigation for skylarks will be provided.

Up to date ecology and biodiversity reports will be prepared to support any planning application and assess impacts and recommend mitigations. A review of potential recreational impacts to Devils Dyke Special Area of Conservation (SAC) and Newmarket Heath Site of Special Scientific Interest (SSSI) will also be provided, detailing explanation of how residents will use these sites, and how they will be supported on the application site.

Site Relationship with Existing Village and Chancery Park Phase 1

The site's location at the extreme western edge of the village means that the site's visual relationship with the main/historic part of the village is limited due to topography and intervening development. Whilst there are some more traditional dwellings along the Burwell Road frontage, the main historical centre is contained within a recognisable area of Exning which maintains a natural visual separation from the development site.

However, the functional relationships between the site and the village are critical. The majority of the village's services and facilities are located in and around the village centre approximately 800 metres from the site. There are various local shops and facilities in Exning and neighbouring parishes of Burwell and Newmarket including a post office, public houses, restaurants and takeaways, primary education and early years, pharmacy, doctors surgery, dental surgery, recreation and leisure facilities, business parks, banks, grocery stores and various small businesses (Figures 11 and 12).

The development is also located near bus services that can be boarded within a 400m walking distance. The nearest bus stop to the site is located to the north-west on Burwell Road, approximately 250m from the proposed site access. A further bus stop is located on Oxford Street, approximately 390m from the proposed pedestrian access on Queensway.

Whilst the site can be considered to be in a sustainable location due to its position at the edge of the village and its proximity to the village centre, it does have constraints, particularly in relation to neighbouring properties:

- The proximity of the site and its relationship with the existing frontage properties on Burwell Road; properties on The Drift; and properties on Chancery Park Phase 1. In particular, the frontage properties closest to the site entrance on Burwell Road; the southernmost property on The Drift; and Chancery Park Phase 1 properties on Mallard Way, closes to The Drift and Glebe Drive close to the access road;
- The proposed use of Mallard Way and Glebe Drive to access the eastern part of the site will result in an increase in traffic through Phase 1; and
- There may be capacity limitations at the local primary school.



Chancery Park Phase 1

The site does provide opportunities including:

- The provision of a new 'gateway' into Exning on the site's Burwell Road frontage, through the building design, siting and material choice of new buildings and associated landscaping and signage;
- The provision of green buffers between the existing properties adjacent to the site, including the Burwell Road frontage properties and those on the Drift. These areas are affected by utility easements and/or would make logical green connections. Any green spaces adjacent to existing properties will need to consider security and surveillance. Also, ensuring that there will be no vehicular access to the site from The Drift;

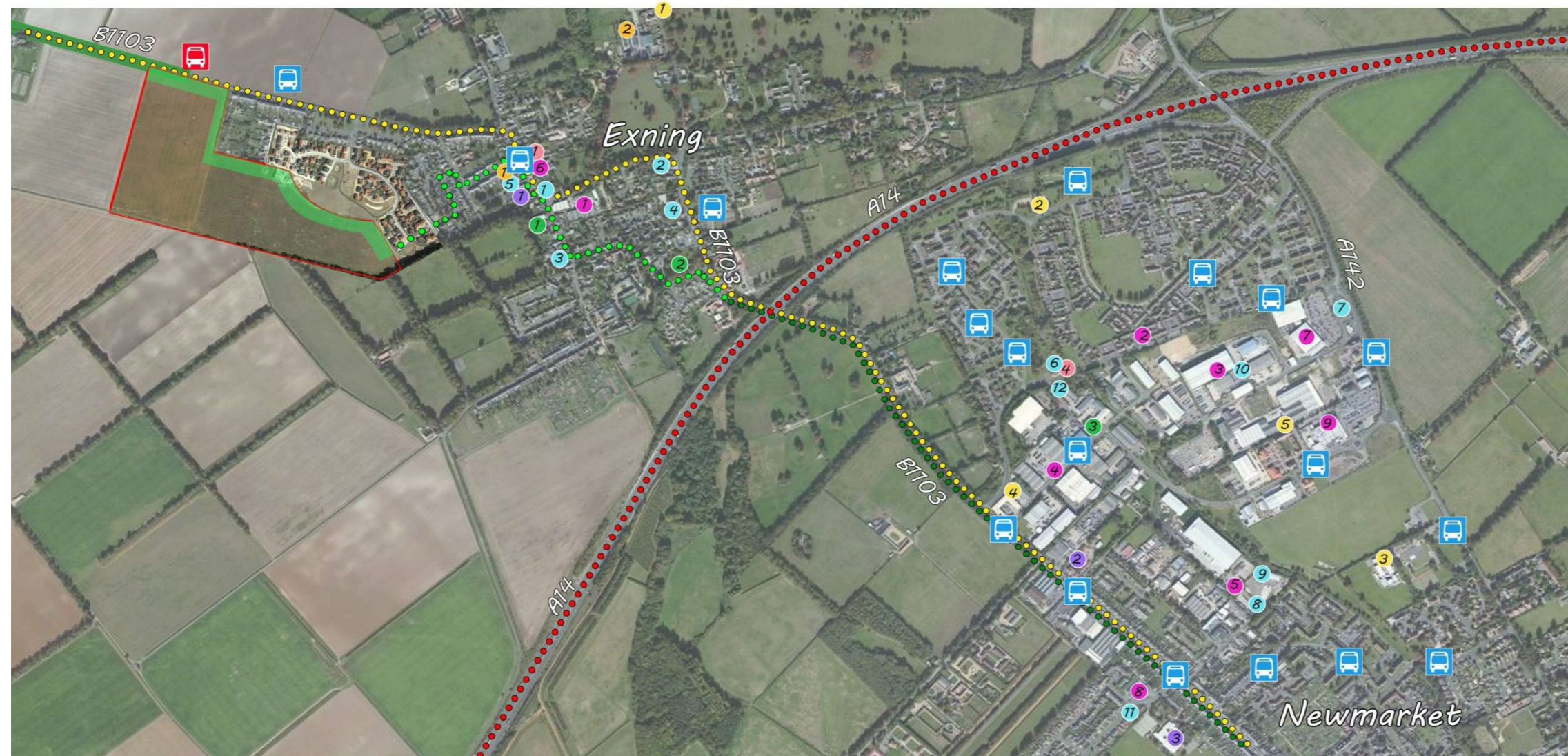
- The provision of connections to the Chancery Park Phase 1 main open space. This open space provides the opportunity for a central open space and play area for use by all residents unifying the 2 development phases. Its substantial size means direct impacts such as overlooking and loss of light will not occur;
- The opportunity to reduce the impact of traffic by ensuring a well-designed layout that naturally reduces traffic speed and provides alternative convenient pedestrian and cycle routes between the site and the village centre, to reduce the number of car journeys;
- The site's proximity to public transport routes provides the opportunity for more sustainable means of travel. The local bus provides an hourly service from Monday to Saturday and provides access to nearby villages as well as Newmarket, Bury St. Edmunds and Cambridge. Newmarket Railway Station is located approximately 6km south of the proposed development site. This provides mainline services to Ipswich, Cambridge and London;
- The site provides opportunities to create and improve pedestrian and cycle linkages between the site, existing properties on Burwell Road, phase 1 and the village centre and to provide alternative routes to the village centre other than along Burwell Road. Two existing footpaths are located either side of Burwell Road stub, which link to the main Burwell Road footpath. This connects with the rest of the pedestrian network within Exning. There are opportunities for alternative routes through phase 1, to the south of Queensway and into the village centre;
- National Cycle Route 51 currently passes through the village along Exning Road, Ducks Lane, Laceys Lane, Heath Road around the south of the village and onwards to Burwell. Importantly, the site affords the opportunity to form part of the cross county strategic cycle link between Burwell and Exning and further into Newmarket;
- The site provides the opportunity for land to be reserved on the site to provide additional education capacity should it be required; and
- The site's location away from the historic core provides an opportunity for a modern residential development, reflecting the key architectural styles of the village and Chancery Park Phase 1.



Chancery Park Phase 1



Chancery Park Phase 1



| | | | |
|---|--|---|--|
| <ul style="list-style-type: none"> ● Community Facilities <ul style="list-style-type: none"> 1-Post office 2-Little buds community centre 3-Community Church Hall ● Public House, Restaurants & Takeaways <ul style="list-style-type: none"> 1-The White Swan 2-The White Horse 3-The Wheatsheaf 4-The Rosery Country House Hotel 5-Rumbles fish bar 6-Studland house 7-Burger King 8-Shanghai Express 9-Pizza Pan 10-Studlands Shopping 11-Stone Willys Pizza 12-Grand Pizza | <ul style="list-style-type: none"> ● Education <ul style="list-style-type: none"> 1-Exning Primary School 2-Laureate Community Primary School and Nursery 3-Scaltback Middle School ● Recreation Sports and leisure <ul style="list-style-type: none"> 1-Exning Tennis Club 2-Studlands Park Sports and Social club 3-George Lambton Playing Fields and Pavillion 4-Asgard Fitness 5-Crossfit A14 ● Medical <ul style="list-style-type: none"> 1-Olive Dental 2-Equine Hospital | <ul style="list-style-type: none"> ● Places of Worship <ul style="list-style-type: none"> 1-Methodist Church 2-Saint Martin's Church 3-Newmarket community church ● Retail & Business <ul style="list-style-type: none"> 1-Swan Lane Business Park 2-Landswades Business Park 3-Newmarket Business Park 4-Studlands Park Industrial Estate 5-Laureate Industrial Estate 6-Londis 7-Asda 8-Co-op 9-Tesco Extra | <p>Transport links between Exning & Newmarket</p> <p>A14 ●●●●●●●●●●●●●●●●●●●●</p> <p>B1103 ●●●●●●●●●●●●●●●●●●●●</p> <p>Existing cycle route ●●●●●●●●</p> <p>Proposed Cycle link ●●●●●●●●●●●●</p> <p>Proposed Strategic cycle Corridor </p> <p>Public Transport</p> <p>■ Existing Bus stops</p> <p>■ Proposed Bus stop</p> |
|---|--|---|--|

Local Facilities Plan
Exning & Newmarket

Figure 11: Site Relationship with Exning and Newmarket – Connectivity Opportunities



Community Facilities

- 1-Post office
- 2-Burwell Post Office
- 3-Burwell Parish Council
- 4-Burwell & District Day Centre

Public House, Restaurants & Takeaways

- 1-The White Swan
- 2-The White Horse
- 3-The Wheatsheaf
- 4-The Rosery Country House Hotel
- 5-Rumbles fish bar
- 6-Five Bells Burwell
- 7-The Best Plaice
- 8-Foon Lok House
- 9-The Burwell Ex-Service & Social Club

Education

- 1-Exning Primary School
- 2-Spring Close Montessori School Burwell
- 3-Burwell Village Primary School
- 4-Burwell Early Learners

Recreation Sports and leisure

- 1-Exning Tennis Club
- 2-Burwell Sports Centre
- 3-Burwell Cricket Club
- 4-The Samara Ballet School

Medical

- 1-Olive Dentail
- 2-Equine Hospital
- 3-Burwell Surgery
- 4-Lloyds Pharmacy
- 5-Burwell Dental Surgery

Places of Worship

- 1-Methodist Church
- 2-Saint Martin's Church
- 3-St Mary's Church Burwell
- 4-Trinity Church

Retail & Business

- 1-Swan Lane Business Park
- 2-Londis
- 3-Barclays Bank
- 4-Meadow View Industrial Estate
- 5-CO-OP

Places of Interest

- 1-Burwell Museum and Windmill
- 2-Burwell Castle

Transport links between Exning & Burwell

- B1102
- B1103
- A14
- Existing cycle route
- Proposed Cycle link
- Proposed Strategic cycle Corridor

Public Transport

- Existing Bus stops
- Proposed Bus stop

**Local Facilities Plan
Exning & Burwell**

Figure 12 Site Relationship with Burwell - Connectivity Opportunities

Utilities and services

The site has a number of utilities and services running through it which are shown in Figure 13. The main services and utilities, easements and drainage constraints are:

- A high voltage overhead electricity line running through the site (south to north and across to the western boundary halfway along the site). There are two water mains and a gas main running from south to north through the site. The cost of diverting the gas main is prohibitive. The 'eastern' water main running to the south of The Drift can be diverted to run alongside the other 'western' water main and the overhead electricity line can be undergrounded;
- Where services remain in situ, they are subject to easements. Both the gas and water mains are subject to 6m easements (3m each side, although easements can be shared where utilities run immediately adjacent to each other). The easements restrict what can be located in this area, including buildings and planting of large trees. The easements are necessary for access, maintenance and repair, and to avoid buildings and tree roots having a detrimental effect on the utility infrastructure below the ground;
- There are no connectible watercourses in the vicinity, and the site will need to rely on infiltration. Suitable pollution treatment trains will need to be installed where necessary to ensure that the discharge to surface water attenuation features does not increase the risk of pollution to groundwater; and
- Detailed foul and surface water drainage proposals will need to be agreed with Anglian Water and the Lead Local Flood Authority.

The site provides opportunities to overcome the constraints, including:

- The opportunity to connect to existing potable and foul water services on Burwell Road;
- The opportunity to underground the overhead electricity line (trenching) potentially within the new highway/highway verges or within the gas easement; and divert the 'eastern' water main (to The Drift) to run alongside the 'western' water main. Once diverted/undergrounded a utility 'corridor' of between approximately 4 to 14 metres is still required running north to south through the centre of the site (the corridor can narrow at its northern end with the utilities running parallel and immediately adjacent to each other, 'sharing' the easements); and also along the site's frontage with Burwell Road. The electricity cables will require an easement on the site's western boundary where they exit the site;
- The opportunity to provide a drainage strategy which will return water to the natural ground water, through a series of SuDS treatment trains, such as permeable paving on drives for house drainage and infiltration basins. The topographical map suggests the likely location for surface water attenuation/infiltration basins;
- A strategy to consider water being returned to the natural ground water will involve a drainage strategy to promote a series of SuDS treatment trains, such as permeable paving on drives for house drainage and infiltration basins (with side slopes of approx. 1 in 4); and
- The basins will need to be designed to the LLFA guidance and in accordance with the SuDS Manual Ciria C753, to a maximum of 1.5m deep. The catchments for the SuDS features are indicated on Figures 10 and 13, where the infiltration basins are provisionally sized as set out below.

| Development Areas | Imp. Area @ 50% | Area of Basin (m ²) | 1 in100 year storm plus 40% CC | | Overall area needed for basin to tie into existing ground (m ²) |
|-------------------|-----------------|---------------------------------|--------------------------------|--------------------------|---|
| | | | Depth (m) Restricted to 1.2m | Volume (m ³) | |
| Area A = 4.008 | 2.004 | 1609 | 1.158 | 1402 | 2587 |
| Area B = 4.678 | 2.339 | 1864 | 1.133 | 1644 | 2077 |
| Area C = 3.128 | 1.564 | 1313 | 1.116 | 1086 | 1458 |
| Area D = 2.968 | 1.484 | 1256 | 1.114 | 1029 | 1841 |

Table A – Development Infiltration Basins/Detention Basins – Restricted depth of 1.2m

- Access for maintenance of the SuDS features will be provided by adequate maintenance routes around them in accordance with local policy (currently at least 3.0m), ensuring that conflicts with existing/proposed boundary landscaping and areas of public realm is avoided.

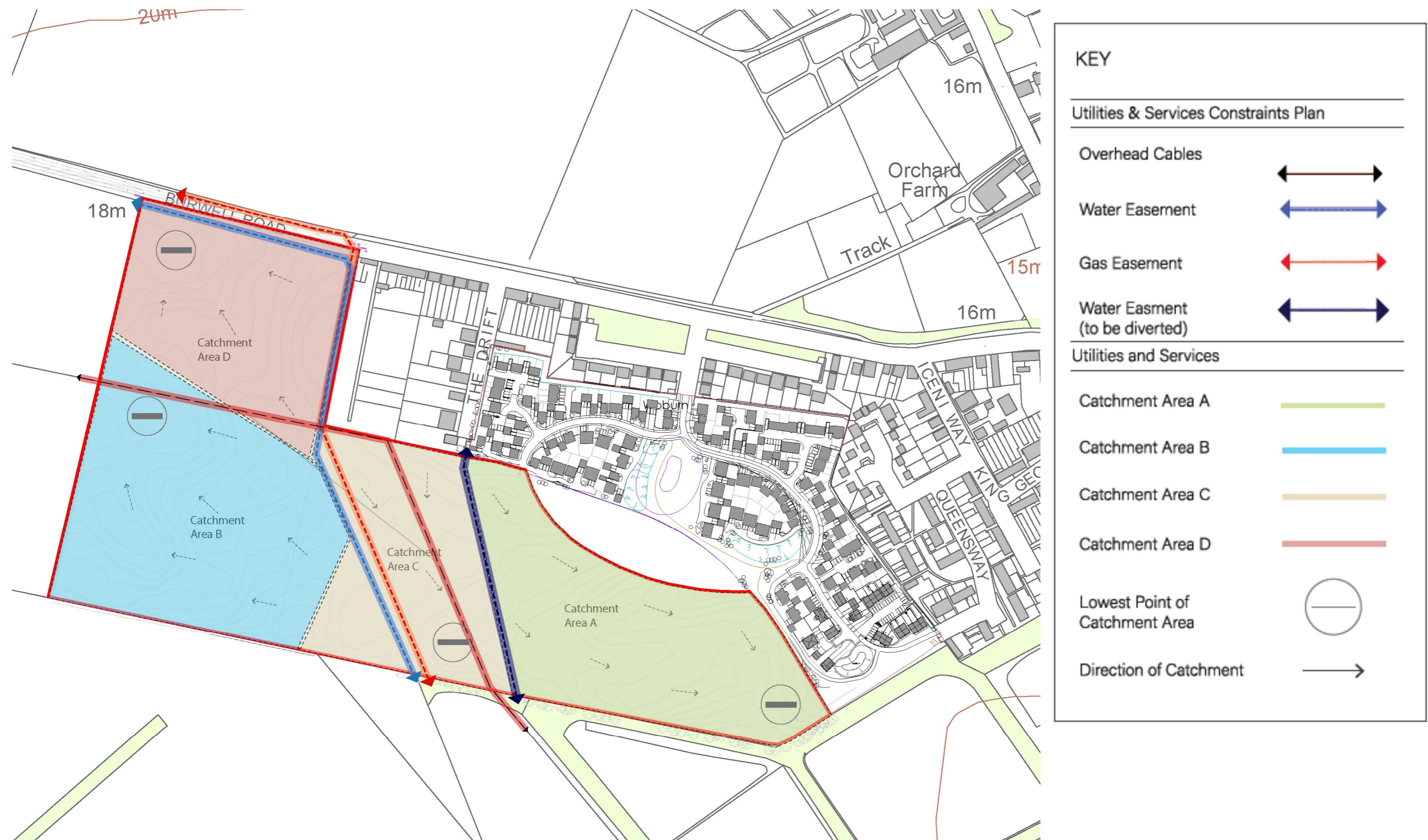


Figure 13: Utilities and Services Opportunities and Constraints Plan

Archaeology

The site is potentially affected by archaeology. Investigations undertaken as part of the Phase 1 development, a recorded Anglo-Saxon cemetery. A Geophysical Survey of the site (fluxgate gradiometer, Stratascan, 2012) (Figure 14) revealed other anomalies of potential archaeological interest, including potential ring ditches and linear anomalies. This was followed by a trial trench investigation of (Archaeological Solutions Ltd, 2013) where a total of 29 trenches were opened across the Phase 1 site.

The results of the Phase 1 investigations confirmed that the majority of the magnetic anomalies were of natural origin, but did identify two areas, in the centre and in the north-east part of the site, with some archaeological potential. Mitigation was required (Archaeological Solutions Ltd, 2015) and the two areas were subject to strip, map and excavation in the centre and north-east of the parcel of land. While the results of the trial trench excavation hinted at Roman and medieval archaeology, the strip, map and excavation revealed an Anglo-Saxon cemetery with 20 graves containing 21 individuals interred with notable assemblages of grave goods. Small scale Roman and pre-historic features were also identified, including a possible barrow monument.

Phase 2 investigations commenced in 2017 with a Geophysical Survey Report being undertaken. The Survey was undertaken using an array of caesium vapour magnetometers to prospect for buried features possibly of archaeological interest. The entire Phase 2 site was surveyed.

The survey concluded that little obvious archaeological interest was observed in the data other than a length of ditch crossing the northwest corner of the site and near this a possible relic of former cultivation. Given the alignment of probable land drains it is possible that this ditch is part of a former field system removed prior to the 1880s Ordnance Survey map editions.

| Label | Anomaly Type | Feature Type | Description |
|-------|-----------------------------------|------------------------|--|
| 1 | Linear reduced intensity (group) | Cultivation? | Possible cultivation patterning |
| 2 | Linear enhanced intensity (group) | Fills / structures | Probable land drains. These are only apparent in this location but may extend over a greater area of the field, however, this was the wettest area encountered during survey |
| 3 | Linear enhanced intensity | Fill - Ditch | This ditch fill does not correspond to any former field boundary known from Ordnance Survey mapping from the 1880s onwards |
| 4 | Weak linear enhanced intensity | Fill - Natural / ditch | Uncertain, could be part of natural variation within the top of the chalk, e.g. a crack |
| 5 | Weak linear enhanced intensity | Fill - Natural / ditch | See [4] which appears to extend this |
| 6 | Strong discrete (group) | Debris - Ferrous | Part of a straight line of magnetic debris crossing the site (see also [7]) which does not correspond to any former field boundary known from Ordnance Survey mapping from the 1880s onwards. It could be modern disturbance, or magnetic debris within the fill of a former ditch or service trench |
| 7 | Strong discrete (group) | Debris - Ferrous | See [6] |
| 8 | Area (sample) | Natural | Probable solution feature, one of several observed within the survey area. This example may be developing a central silt-filled pipe |
| 9 | Weak linear enhanced intensity | Fill - Natural / ditch | Uncertain, could be part of natural variation within the top of the chalk, e.g. a crack |
| 10 | Texture | Natural | Natural texture of chalk bedrock beneath a shallow soil |

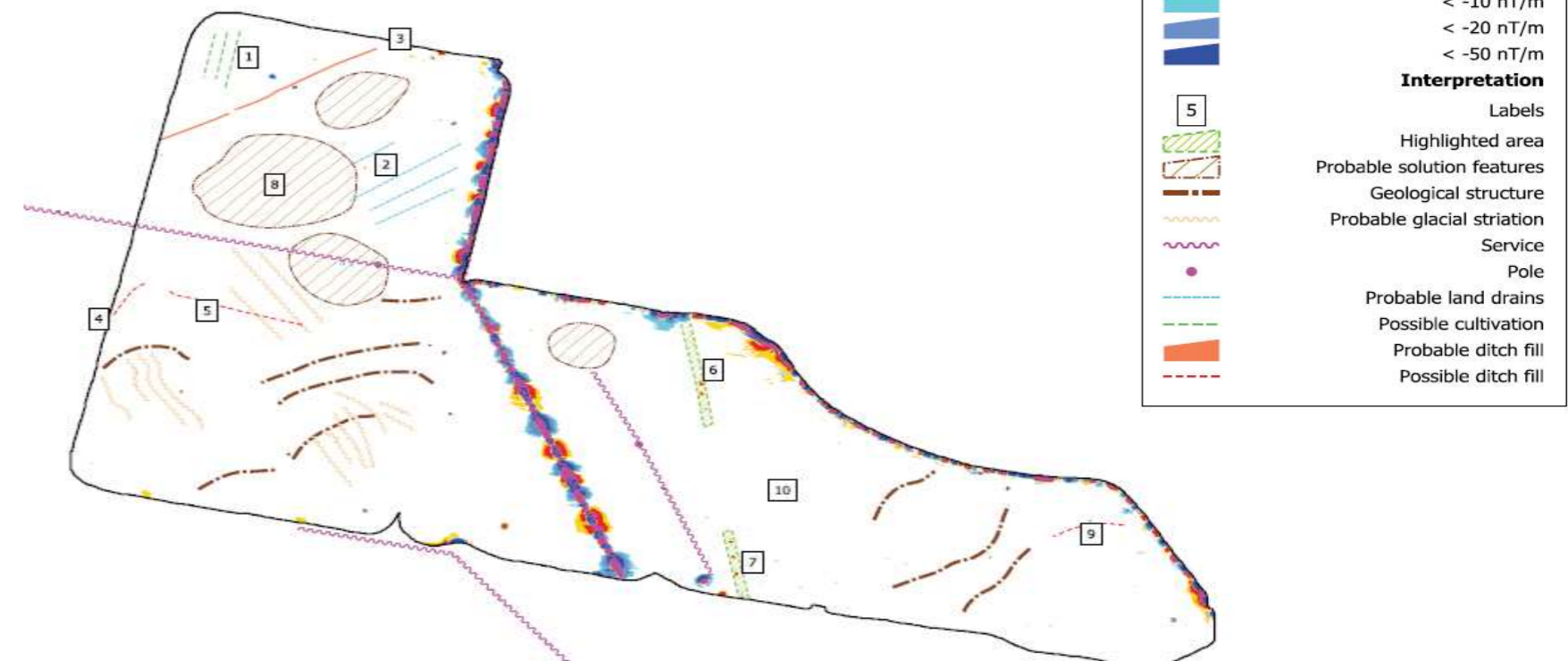


Figure 14 Archaeology Survey Results



Other possible ditch fills exist; however, they are only tentatively identified and might be natural narrow filled features within the top of the chalk. There is no sign of anything that might suggest Anglo-Saxon features found nearby continue into the site, however, most of these were graves which are often not well resolved in magnetic data.

In February 2019 a Written Scheme of Investigation was prepared in response to a Brief for Archaeological Evaluation issued by James Rolfe of the Suffolk County Council Archaeological Service (SCCAS), dated 18/08/2017.

The work follows on from the programme of geophysical survey conducted at the site in 2017, including a trial trenched evaluation of the site (Figure 15). This comprised a c. 4% sample of the areas accessible for trenching at the at c. 13ha site, resulting in the excavation of 80 30m long by 2m wide trenches. The Archaeology Trenching Plan (left) demonstrates where trenching was undertaken.

Figure 15: Archaeology Trenching Plan

Summary of Key Constraints and Opportunities

The key constraints and opportunities are illustrated in Figure 16 and are:

- Wider environmental and infrastructure capacity constraints in the village limit the site's housing numbers. There is an opportunity to ensure an efficient use of the land by leaving part of the site undeveloped until such time as it may come forward for consideration for allocation in a review of the Development Plan;
- The site cannot be accessed in its entirety through Chancery Park Phase 1 due to junction capacity limits on existing roads. There is an opportunity to create a new access onto Burwell Road, which also provides an opportunity to form a new gateway into the village. This would allow for traffic to be split between the new Burwell Road access and the accesses through Chancery Park Phase 1, reducing impacts on existing residents;
- The performance of the off-site highways works required for Chancery Park Phase 1 have yet to be evaluated. If additional off-site highway capacity is needed to accommodate traffic from the site, additional works will be necessary;
- The site is in an exposed position at the edge of the village with little landscaping on its northern and western boundaries, and only partial landscaping on the southern boundary. To address this, there are opportunities for substantial tree belt planting on the site's western boundary and western part of the southern boundary. Buffer zones/root protection areas will be needed adjacent to the existing and proposed tree belts. Other buffer zones, particularly those on the site's northern boundary (adjacent to The Drift and Chancery Park Phase 1), western and western part of the southern boundary (i.e. where no substantial tree planting currently exist) provide the opportunity for informal pedestrian/cycle routes to run through them. This will not be possible within the buffer zone/root protection area adjacent to the existing tree belt on the eastern part of the site's southern boundary due to the need to protect the roots of existing substantial trees;
- The removal of the hedgerow on the site's frontage (northern boundary) and the replacement landscaping scheme will provide an opportunity to create a new gateway feature into the village, and will mitigate the loss of the existing hedgerow required to ensure safe access can be achieved;
- The site is adjacent to existing (established and new) residential development and visual outlooks from these areas will change. There are opportunities to limit impacts through the use of green buffers, /development offsets etc., between existing residential development and proposed residential development;
- The site does not have significant ecological constraints. The site provides the opportunity to improve biodiversity, through creation of new linked habitats, dark corridors to improve ecological connectivity;
- The site is at the edge of the village and provides the opportunity for improved pedestrian and cycle linkages to a wide range of existing facilities in Exning and Burwell. The site also provides the opportunity to accommodate a section of the Exning to Burwell Strategic Cycle Link, with contributions towards the off-site link between the edge of the site and Burwell or where the link is within land in the ownership of the site's owners the site's developers may seek to construct the cycle route up to boundaries within its control and thereafter hand over to the Council for construction of the remaining sections. The site can also provide opportunities to for new residents to access public transport by providing links to bus stops;
- The site has a number of utilities and services running through it. The diversion of a number of the utilities and services particularly the gas pipeline can be cost prohibitive. These services include easements which restrict development and planting opportunities. However, there are opportunities to divert certain services, such as the water main linking to The Drift. There is also an opportunity to underground the overhead electricity cables within the highway or along the gas pipeline easement. Where services remain in situ, the easements will provide opportunities for landscaping, green buffers and pedestrian and cycle routes, but not tree planting or buildings;
- There may be insufficient capacity at the existing primary school to accommodate children from the development. An opportunity exists to safeguard land on the site for a period of time for education use;
- The site will not include sports pitches and children's play space and will utilise opportunities to link to the substantial open space and play areas located at the edge of the site in Chancery Park Phase 1. There are opportunities for the provision of pedestrian and cycle links through green landscaped areas to link residential areas to the open space; and

- The site is not constrained by proximity to heritage assets, including the Conservation Area, listed buildings and archaeology. There are opportunities for the scheme to take its design and layout cues, material and detailing choices from the village's historic vernacular.

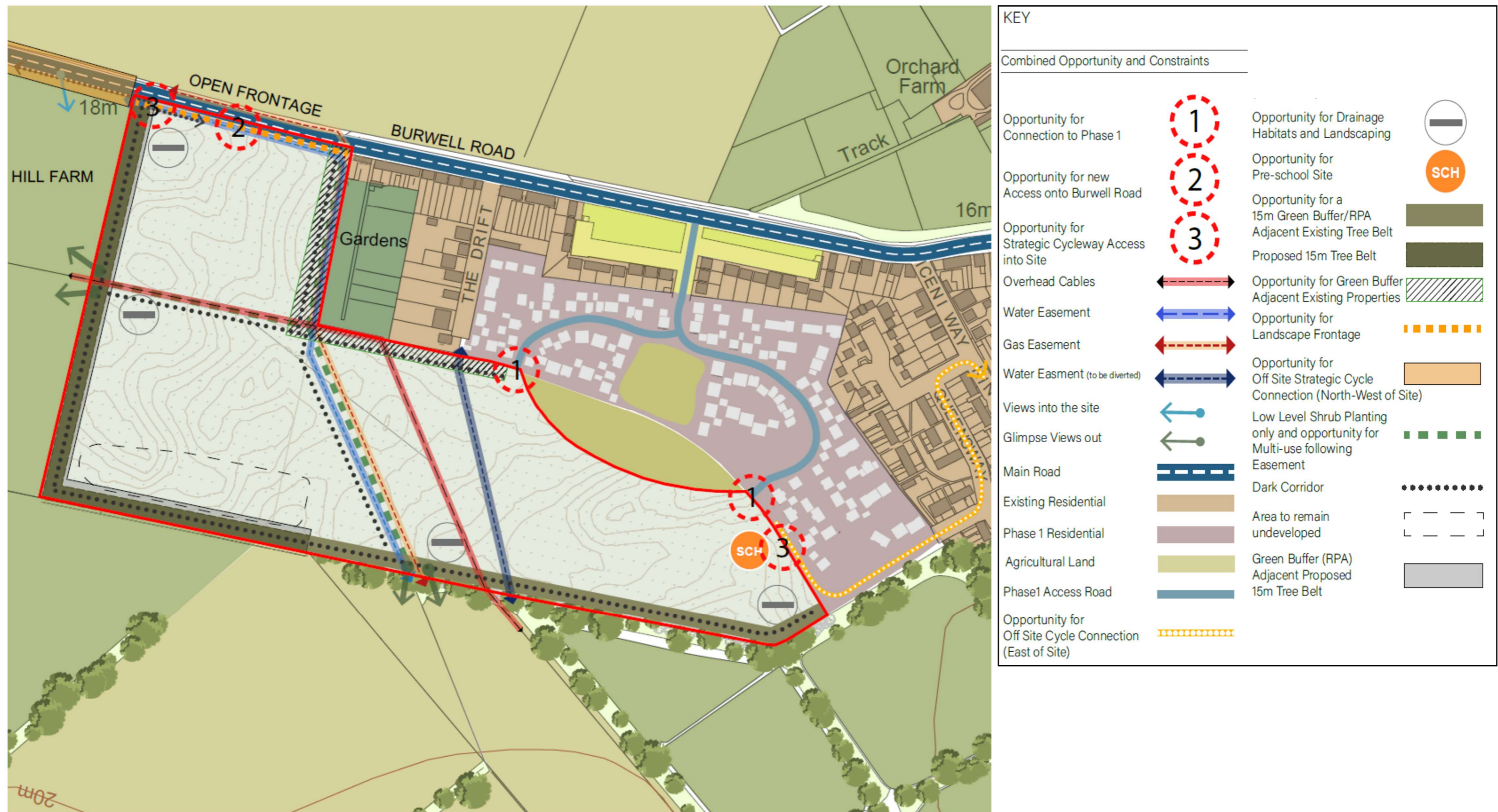


Figure 16: Combined Opportunities and Constraints Plan

7 DEVELOPMENT PRINCIPLES

The development principles respond to the Adopted Local Plan Policy requirements and will ensure a housing development that respects the site's context and acknowledges its opportunities and constraints.

Landscaping

The development will sit well in the landscape and ensure green spaces and landscaping that reflects local landscape character and the sensitive edge of village setting. The site's boundary treatment will reflect the local 'studland' setting, through the retention, enhancement and provision of substantial tree belts on the site's western and southern boundaries.

Tree belts of at least 15 metres will be provided on the western boundary, and the western half of the southern boundary. The eastern half of the southern boundary shall include a landscaping/root protection buffer of at least 15 metres adjacent to the existing mature tree belt, to protect existing tree roots and avoid overshadowing.

The landscape strategy shall be based on a network of linked green spaces, enabling connectivity (for animals as well as people) across the site. It shall incorporate linked dark corridors, including along the site's southern and western boundaries; along the utility easement corridor running south to north through the site; and to the east within the green buffer adjacent to The Drift and Chancery Park Phase 1; and to the west along the utility easement corridor, to link through to the site's western boundary and countryside beyond. Within the utility easements planting will be limited to low level shrubs to ensure access for maintenance and to avoid disturbance by tree roots.

The dark corridors shall be at least 13m wide and remain unlit. They will be planted with groups of trees rather than continual 'tunnels/avenues' of trees, for security and natural surveillance reasons. The dark corridors should be planted with areas of native shrub and ephemeral vegetation, to provide an understorey to trees/groups of trees. Some areas of the dark corridors shall remain open for foraging. Vegetation species will need to be selected to provide as effective as possible screening from light pollution emanating from residential areas, as well as from roads, taking into account the need for natural surveillance where corridors have footpaths running through them. Suggested species for the trees/groups of trees include: Silver birch; Hornbeam; Beech; Holly; Scots pine; Oak; and Rowan. For the understorey, suggested species include: blackthorn; wild privet; elder; yew

Butcher's Broom and Guelder rose.

The residential areas immediately adjacent to the dark corridors should be designed with minimal lighting where possible. Where any roads cross dark corridors, minimal, low level and directional lighting would need to be used for these sections.

SECTION LOCATION PLAN



Figure 17: Dark Corridor Sections Plan

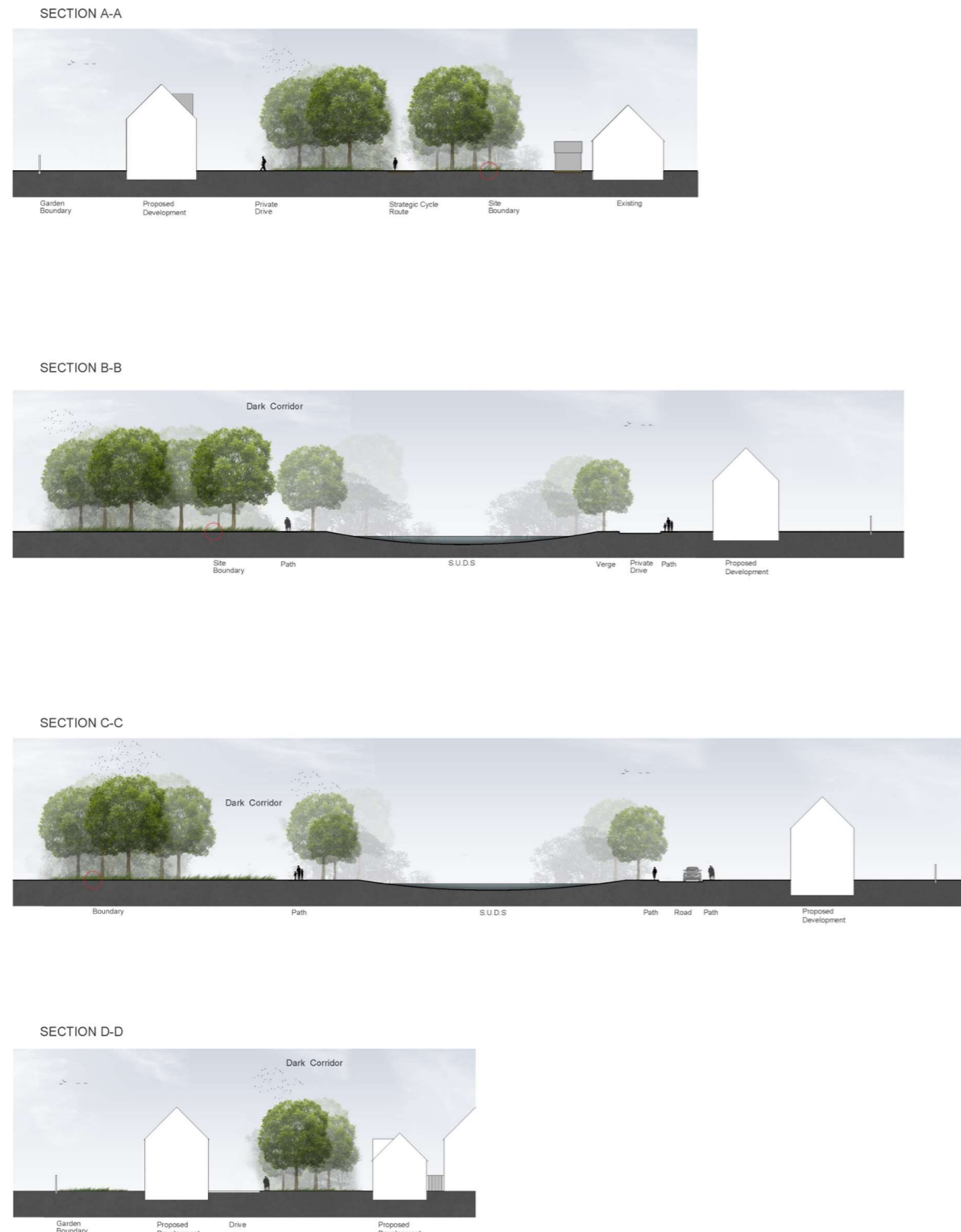


Figure 18: Dark Corridor Sections

The detailed internal landscaping and planting strategy will be determined at the detailed masterplanning stage and submitted as part of the planning application. The detailed strategy will need to take account of any easements; natural surveillance, habitat creation and connectivity; reducing/screening lighting; existing planting/tree belts and where relevant acknowledge the function of the open space/area in which it is provided, with species and placement appropriate to location.

The SUDS attenuation features will form part of the landscaping structure and be elements of interest in their own right, but will not count towards open space provision.

A site wide planting scheme will include trees, native hedge and shrub planting, ornamental shrubs, climbers, turf and amenity and wildflower grass, with placement and species appropriate to the location within the site.

Open Space

The development will provide a strong open space structure, reflecting the landscape strategy. It will include a central green spine of amenity space that will provide a meaningful break between the two halves of the development. Open space will help create buffers with existing residential areas on the site’s norther boundary (The Drift and Chancery Park Phase 1).

The central green spine will help to unify the different green areas and provide for a series of linked informal green spaces, integrating the site into the wider site (Chancery Park Phase 1) and existing residential areas. Open spaces should be linked to improve ecological connectivity, and to allow for safe and secure pedestrian and cycle routes. Where footpath/cycle routes run through dark corridors they shall be unlit.

Green open space buffers shall be provided on the site’s boundaries with existing development to help to mitigate the impact of change on existing surrounding properties and the countryside whilst providing wildlife habitat and informal leisure space.

Key areas of open space will provide an appropriate green setting for important buildings/areas, such as: the site entrance/frontage with Burwell Road and gateway into the site; the interfaces with Phase 1 (Glebe Close and Mallard Way); and the intersection of the central green spine and green buffers to the east and west.

The Phase 2 'on-site' open space will be set out as informal amenity space. The open space should provide formal and informal walking/cycling routes. Direct walking and cycling routes will help to ensure safe and secure linkages with existing services and facilities, and more informal routes for leisure, to provide opportunities to allow circular routes.

Phase 2 will not include new play space. Instead, Phase 2 will provide financial contributions towards additional features on the existing substantial Chancery Park Play Area, with the provision of good, safe and secure footpath/cycle links between the site and the existing play area. Where roads abut open space, consideration will need to be given to the safety of pedestrians and user. Safe pedestrian/cycle crossing points across roads shall be provided from Phase 2 into the Play Area. The landscaping and green infrastructure principles are illustrated in Figure 19.



Figure 19: Landscaping and Green Infrastructure Principles

Development Numbers, Density and Phasing

The site will provide for 205 new homes and make an efficient use of the land. The site will deliver a proportion of 30% affordable housing in accordance with policy. A site of approximately 950 sqm (0.1ha) will be reserved for a potential early year's facility, with opportunities for access links to the north and south of the site explored. The location will be convenient for the Exning primary school. If the facility is not required, it will be made available for development.

The development will ensure the best and most efficient use of land taking into account site constraints and reflecting the density of neighbouring developments. The development of Phase 2 (excluding the undeveloped land; strategic open space, landscaping buffers and SUDs etc.) will achieve a density of between 25 and 30 dwellings per hectare.

Approximately 50% (7.4 hectares) of the total site area (14.6 hectares) will be developable land to accommodate the Phase 2 new homes and associated access roads and including a site reserved for a period of time to potentially accommodate an 'early years' school facility. Approximately 21% (3.1 hectares) of the site will be given over to informal amenity greenspace. Approximately 12% (1.6 hectares) of the site will be given over to structural landscaping and associated buffers. Approximately 5% (0.8 hectares) of the site will accommodate the Sustainable Drainage Systems and associated attenuation areas. 12% (1.7 hectares) of the site will remain undeveloped and may be considered for allocation for housing development in a future Local Plan review in the event that there is an identified housing need for more housing and the environmental and infrastructure constraints can be adequately addressed.

The area to remain undeveloped will be secured with fencing and will be managed as a grass sward or may be put to an agricultural use if viable. It will not need to form accessible public open space, as the site will provide more than the Council's current standards (Forest Heath Open Space, Sport and Recreation SPD, 2011, which requires 3.6 hectares of open space per 1000 population across all typologies including parkland, recreational land, outdoor sport children's play areas, informal open space, natural greenspace and allotments).

Vehicular Access

The development will include a clear hierarchy of streets and spaces that provide legibility and connectivity across the site, to Chancery Park Phase 1 and the village centre. Initially the access will be through Phase 1 from Burwell Road via Glebe Drive and enter Phase 2 via Glebe Drive and Mallard Way which will serve up to a maximum of 158 dwellings. Mallard Way and Glebe Drive can be used to form a loop road. Figures 20 (Mallard Way junction details), and 21 (Glebe Drive junction details) illustrate how these existing roads can be used to create the new accesses.

The other access will be a new access direct from Burwell Road at the western end of the site which will serve the balance of development and potentially any future development on the undeveloped land. The two accesses will not connect other than by an emergency vehicle only route/footpath/cycleway.

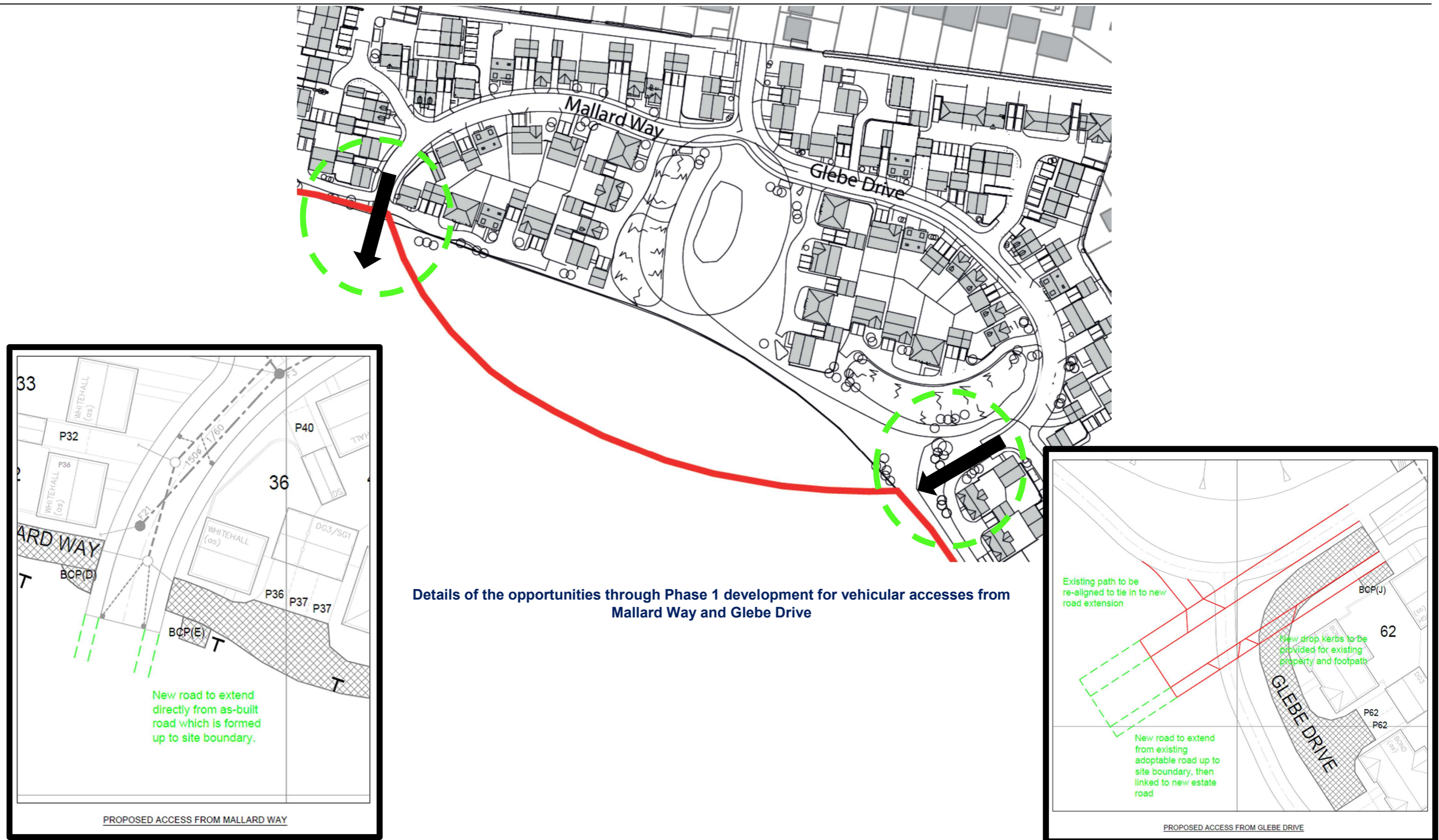


Figure 20: Mallard Way junction details

Figure 21: Glebe Drive junction details

Pedestrian and Cycle routes and Linkages to Facilities

The development will ensure priority of pedestrian and cycle movement across the site linking to key public spaces and the wider area, including facilities in Exning and beyond. Direct links shall be provided through phase 1 northwards to link with the two existing footpaths either side of the Burwell Road stub, which in turn link to the main Burwell Road footpath and bus stop. This route connects with the rest of the pedestrian network within Exning. Links shall also be provided eastwards via the existing phase 1 footpath/cycleway route and off-site to Queensway to link through to the village centre. Pedestrian and cycle links should be provided within the site including through the green buffers (this may not be possible within the buffer zone adjacent to the existing tree belt on the eastern part of the site's southern boundary due to the need to protect the roots of existing substantial trees. The routes should be linked to provide opportunities for circular routes.

The development will make provision for the strategic cycleway between Burwell and Exning (National Cycle Route 51) to come through the site and form part of the strategic route. The on-site section of the route will be from Burwell Road, through the site to link to the existing Phase 1 cycleway route through to Queensway.

There are options for the on-site section of the strategic cycle route: 1: adjacent to the main access road through the centre of the site; 2. along the site's western and southern boundaries (avoiding root protection areas); or within the buffer zones on the eastern and northern boundaries and adjacent to the main phase 1 open space and to link with the existing cycleway through phase 1.

The preferred route is a dedicated route along the site frontage, within the landscaped area, to continue along the green buffer adjacent to the properties on Burwell Road and south of The Drift; and to follow a route adjacent to the Phase 1 open space to eventually link with the existing cycle way close to Glebe Drive and continue along the existing cycleway through Phase 1 to link to Queensway. The route is shown on Figure 22, the Access and Movement Principles Plan, and within the context of the wider cycling and footpath network on the Concept Masterplan (Figure 24). This route is preferred because:

- It is the most direct route through the site;
- It is within a pleasant landscaped setting;
- It has less crossing points than the main access road option, reducing potential conflicts with vehicles;
- It provides connectivity to the Phase 1 open space and Phase 1's existing cyclepath network;
- It provides opportunities for natural surveillance with all parts of the route overlooked by residential properties.

The detailed specification for the on-site section of the strategic route, its crossing and connection point treatment will be provided at the detailed masterplanning stage and submitted with the planning application.

The Council has funding towards the route's development and is working with partners and landowners to secure the necessary consents, agreements and land needed for the link between Burwell and Exning. A financial contribution towards the offsite sections of the cycle path shall be provided, although where the link is within land in the ownership of the site's owners the site's developers may seek to construct the cycle route up to boundaries within its control and thereafter hand over to the Council for construction of the remaining sections.

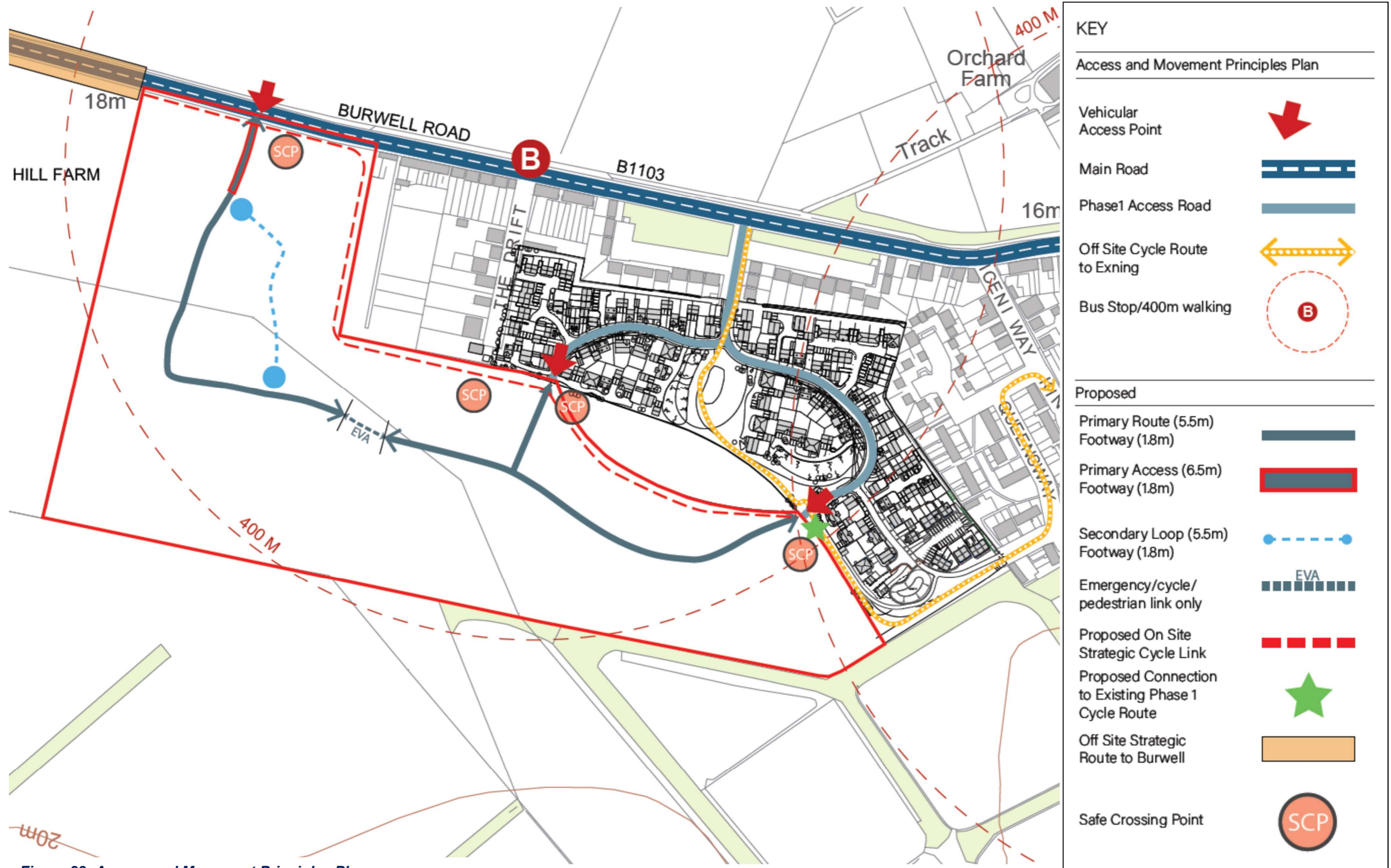


Figure 22: Access and Movement Principles Plan

Sustainable Urban Drainage Approach, Infrastructure and Services

The development will deliver a Drainage Strategy for surface water being returned to the natural ground water system, without increasing the risks of flooding elsewhere. This will be achieved through a Sustainable Urban Drainage system and a series of treatment trains will need to be installed where necessary to ensure that the discharge to surface water attenuation features does not increase the risk of pollution to groundwater.

The site shall be divided into separate catchments, each with its own drainage attenuation basin sited in the lowest part of the catchment. Each drainage attenuation basin should become a landscape feature in its own right, and be considered as such in the landscaping strategy, but they will not count towards public open space provision. Opportunity for creating wildlife habitats should be included. A minimum 3 metre access strip for maintenance vehicles and activity shall be provided. The maximum water depth should be no more than 1.5 metres.

The detailed foul and surface water drainage proposals are to be agreed with Anglian Water and the Lead Local Flood Authority.

The development will ensure that all services and utilities required to supply the dwellings are either on site, or located just out of the development within the local highway. Connection points for potable and foul water are likely to be into existing services on Burwell Road.

Electric vehicle charging points will be provided.

Ecological Enhancements

Updated ecological surveys will be undertaken and will inform the approach to habitat creation and connectivity. The site shall provide ecological improvements through on-site habitat creation and connectivity. This will form part of the design and planting considerations of the tree belts on the site's boundaries; buffer zones and along the 'utility' corridor. Landscaping schemes could include bird and bat boxes; woodpiles etc. The SuDs attenuation features shall also include habitat enhancements.

Dark corridors, particularly on the site's boundaries and tree belts, along the utilities and services corridor and the buffer zones adjacent to existing development should be provided in order to minimise impact on nocturnal animals including bats. 'Hedgehog highways' i.e. routes/provisions to allow hedgehogs to traverse the site should be included to support the species. Off-site mitigation for skylarks will be required.

Design Approach - Local Distinctiveness, Gateways Character and Identity

The development will acknowledge key spaces, important building plots that form vista stops or are on significant corners and different frontage treatments. The site's frontage onto Burwell Road will provide a new entry point into the village; and the site. It will need to be well designed and provide for a high quality setting for the site's main entrance and key frontage. Building design, materials, orientation, layout and landscaping and signage will be employed to create a new 'gateway' into Exning; and provide a distinctive entrance into the site.

The development will be separated into different and complimentary character areas. The character areas will be determined at the detailed masterplanning stage. The character areas will reflect the different areas of the site and the opportunities arising, with each area's layout, design, materials and detailing features taking its cues from existing development in and around Exning (as described in section 5 of this brief).

The development will include key buildings and architectural detailing that reinforces local distinctiveness, drawing on key character traits found within the Exning Conservation Area and surrounding area to create a strong sense of place and presence, with materials appropriate to the context and influenced by the local Suffolk vernacular. The site's overriding character will be influenced by the informality, variety and distinctive qualities of Exning's Conservation Area, and will also reflect Chancery Park Phase 1.

Design and external appearance of the buildings (including fenestration, detailing and the use of materials), and the treatment of common areas and hard surfaces, will follow established design principles that make a positive enhancement to the area's character and appearance and wider setting, including the consideration of the need to reflect the scale, appearance and landscaping of the 'arc' shaped Chancery Park.

The dwellings will be predominately two storey to reflect the scale of the surrounding housing, although there will be some 3 storey dwellings which will use dormers to keep the height and scale in keeping with the adjacent buildings.

There will be a range of material and architectural detail finishes throughout the site, which will connect the development's key physical features and characteristics that combined will give the settlement its local distinctiveness and identity.

Materials will reflect the local character, and generally be from a palette of materials as already seen within phase 1 of the development, which may include red and buff brick, slate, terracotta and dark grey pantiles and cream render. Windows will be UPVC double glazed. Where possible, materials will be procured from a sustainable source and during construction, waste will be minimized.

A wide range of house types will be used with detailing and materials informed by the local vernacular and neighbouring development. Designs will create an attractive development reflecting the local character in a simple, cohesive and uncluttered manner with architectural emphasis as necessary to help create a strong sense of place and presence. Signage, boundary treatments and public realm areas will also follow the same principles to ensure a simple, cohesive and uncluttered character.

The dwellings will be traditional in shape with roof pitches with dormers and chimneys adding interest to the roofs with canopies and plinths enhancing the elevations.

Architectural detailing will reflect that seen in the locality, including window and door lintels and ledges; porches, contrasting brickwork; brick detailing and overhangs; and chimney design. The new homes will include a variety of porches and bay windows.

All homes will store bins in rear/side gardens. Bin collection points for individual homes will be adjacent to the highway and communal bin collection points will be provided for homes served by shared driveways. Litter and dog waste bins will be provided where necessary and appropriate.

The public realm will provide shallow gradients to ensure equal access to all people.

The development will aim to have crime 'designed out', and where appropriate follow 'Secured by Design' principles. Open space and pedestrian/cycle routes, parking courts will be overlooked wherever possible.

Education requirements

The development will include a reserve site of approximately 950 sqm (0.1 ha.) to accommodate an 'early years' facility. The facility will need to be conveniently located, close to the primary school to allow parents to make linked trips. If the site is not required for educational use alternatives will be explored.

Planning Obligations

Proposals for the site will need to demonstrate that any impacts caused by the development can be reasonably mitigated. This includes ensuring that the necessary on and off-site infrastructure has the capacity required to support the development.

The development should be supported by contributions/interventions, where appropriate, necessary and justified in accordance with the Community Infrastructure Levy Regulations, to mitigate any impacts.

The combined development principles are illustrated in Figure 23.

Renewables

We note the requirements of Policy CS4 of the Core Strategy and DM7 of the Joint Development Management Policies Document and that West Suffolk Council has declared a climate emergency. Persimmon Homes are committed to bringing forward sustainable dwellings which will help fight climate change and will be cheaper to run for those who live in them. Accordingly Persimmon Homes will be incorporating photovoltaic panels into the construction of some the dwellings which will reduce CO2 emissions by at least 14%. This means that the development will exceed Building Regulations. Joint Development Management Policy DM7 and current Building Regulations restrict water consumption to the same level, and accordingly the water consumption of the dwellings will meet these requirements.

Persimmon Homes acknowledges the shift towards the use of electric vehicles. Consequently, all houses will have a suitable consumer unit and ducting to allow a 7.4kW connection for EV charging as per the SCC Guidance for Parking, the details of which shall be clarified at the planning application stage. The utility provider for the site will ensure there is sufficient capacity within their network for this provision. For communal parking areas, ducting will be installed to allow the installation of electric vehicle charging points at a later date by owners/occupiers. For off-site visitor parking Suffolk County Council Highways does not currently allow communal EV charging points within adoptable highways therefore we cannot offer it.

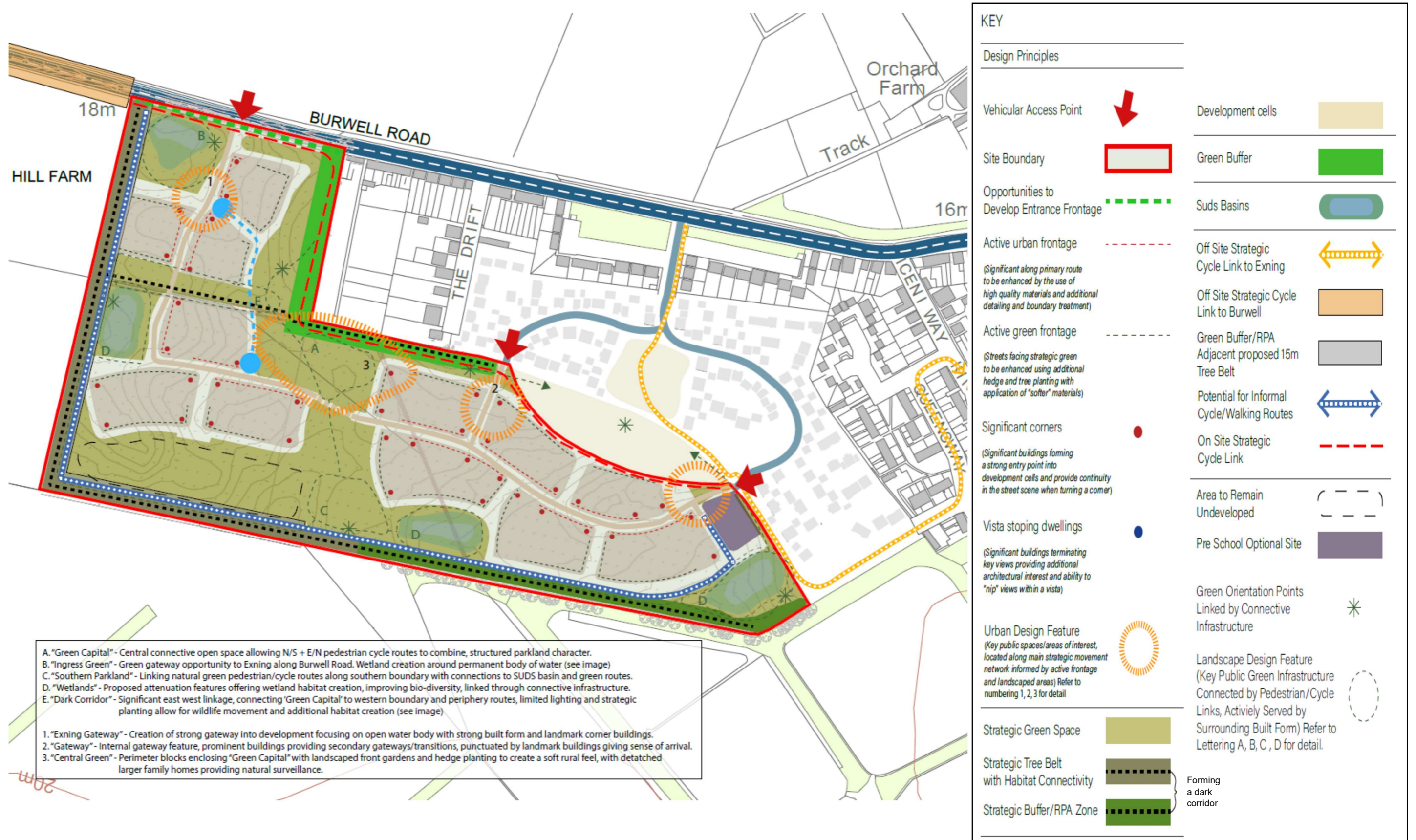


Figure 23: Combined Development Principles Plan

8 CONCEPT MASTERPLAN

The Opportunities and Constraints Plan (Figure 16) sets the parameters that help establish the site's developable area taking into account the constraints, development in the locality, and opportunities.

The Development Principles follow the consideration of the site's opportunities and have informed the treatment of the developable area. The Design Principles Plan (figure 23) follows on from the consideration of the site's opportunities and constraints, and design objectives and identifies the key matters for the Concept Masterplan and subsequent planning proposals to respond to.

The Concept Masterplan is shown at Figure 24 and is a response to the Development Principles and illustrates, at a reasonably high level, the indicative scheme upon which detailed planning proposals will need to be based.

The Concept Masterplan shows that site can accommodate 205 new homes and achieve an overall density of approximately 25-30 dwellings per hectare, to make the best and most efficient use of the land. The Masterplan shows that an area of approximately 1.7 hectares can be reserved for future development, if required, and in the meantime will remain secure and not publicly accessible. The density will not be uniform across the site with different parcels having different densities dependent upon their position and immediate context.

The Masterplan illustrates that the generous use of green buffers will help to mitigate the impact of change on existing surrounding properties and the countryside while providing wildlife habitat and informal leisure space.

The provision of (at least) 15 metre tree belts to the western half of the southern boundary and the full length of western boundaries can respect the area's 'studland' setting and provide a soft buffer between the new development and the countryside. The boundary landscaping will reflect the existing tree belts that define the field pattern of this area. The substantial open space structure can also accommodate informal footpath and cycle routes.

The Masterplan illustrates that the main vehicular routes are legible, site responsive and designed to reduce traffic speeds. A clear road hierarchy can be provided, with the site being accessed by two separate accesses that will only be linked by an emergency vehicle route/footpath/cycleway.

The layout creates an opportunity for a number of pedestrian and cycle routes to serve the whole development and open up new links to Phase 1 and the existing village amenities. The circulation routes provide permeability throughout the site and provide opportunity for circular routes. It also provides the strategic cross-county cycle link between Burwell and Exning.

The layout provides opportunities for focal points and areas of interest at key interfaces and intersections. These will help to provide strong gateways into the development and provide a local distinctiveness to the scheme and a strong degree of legibility.

The layout's use of perimeter blocks provides for opportunities for a number of green edges in the site, with the potential for active frontages overlooking areas of green space. The open space will help to define different character areas within the site.

Substantial planting and landscaped buffer zones are shown on the western and southern boundaries, to help screen the development from the western approaches (i.e. from Burwell), and provide new habitats and a biodiversity resource.



Figure 24: Concept Masterplan

9 CONCLUSIONS

This Development Brief supports the Forest Heath Site Allocation Local Plan SA12(a). It provides contextual information, such as the relevant planning policy and planning history; physical context including a description of Exning's local vernacular, and the area's key landscape and townscape characteristics and a description of the development site and its setting, identifying the site's key features, its opportunities and constraints. It also sets out a number of development objectives and principles intended to guide the preparation of detailed planning proposals for the site, which will ensure the Local Plan policy requirements are delivered.

These development objectives and principles are illustrated in a drawing intended as a high level concept plan, to inform the preparation of a more detailed masterplan for the site, and the planning application.

The resulting planning application will deliver 205 new homes, in a sustainable location at the edge of Exning that will accord with the Local Plan's requirements and provide a number of benefits, including new homes of different types, sizes and tenures, formal and informal open space and contributions to local infrastructure including education and community facilities. The brief will ensure the scheme's design is respectful of its location at the edge of the village, and result in the delivery of a high quality development.