

# TAYFEN ROAD

Bury St. Edmunds



## MASTERPLAN

Adopted  
March 2009



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<b>SECTION 1</b>	<b>01</b>
Introduction	
<b>SECTION 2</b>	<b>05</b>
Site and Location	
<b>SECTION 3</b>	<b>07</b>
Policy Context	
<b>SECTION 4</b>	<b>08</b>
Development Parameters	
<b>SECTION 5</b>	<b>11</b>
Opportunities and Constraints	
<b>SECTION 6</b>	<b>19</b>
Masterplan Proposals	
<b>APPENDICES</b>	<b>42</b>
1 - Development Sustainability Appraisal	
2 - Retail and Leisure Assessment	
3 - Public Consultation	
4 - Site Access Strategy	

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## INTRODUCTION

### 1.1 Frontier Estates and its Team

1.1.1 This masterplan has been prepared by Frontier Estates, who own the majority of the identified Tayfen Road regeneration area, with the assistance of its development team, comprising:

- Rapleys LLP - Town Planning Consultants
- Woods Hardwick - Architects and Development Consultants
- Mayer Brown - Transportation Consultants
- ACD Landscape Architects Ltd - Landscaping Consultants

1.1.2 Frontier is a UK-based development company, with extensive experience of delivering mixed-use regeneration schemes. Current schemes include major mixed-use regeneration developments at the Sun Print Works site in Watford and the new District Centre at the core of the former Hatfield Aerodrome Regeneration Area. Both schemes are exemplars for the Tayfen Road site.

### 1.2 Purpose of Masterplan

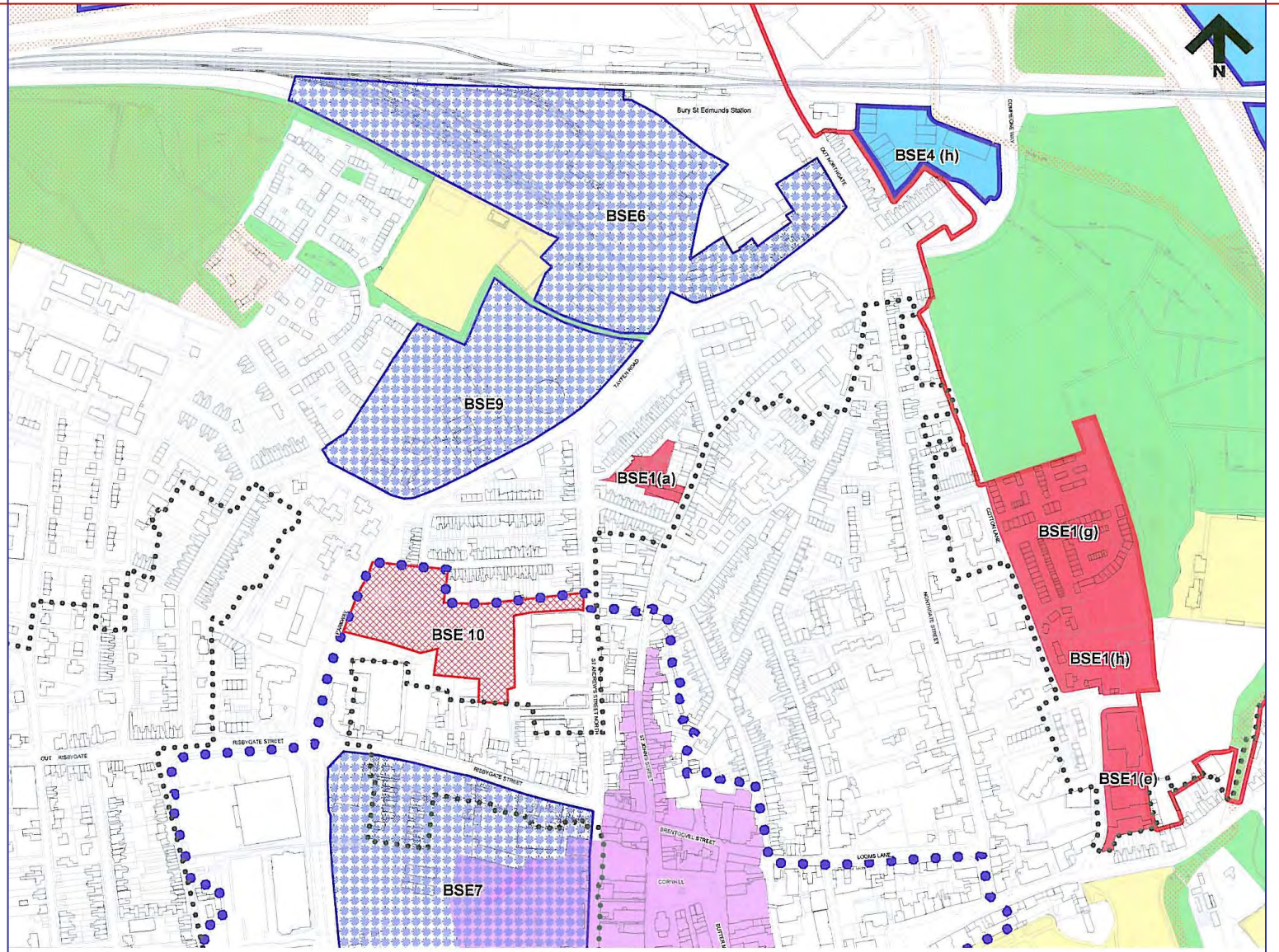
1.2.1 The site, as defined by the red line boundary, comprises two defined/adjoining areas of land. These two areas, located within the red line boundary will be known, herein, as “the site”. This site comprises the “allocated area”, which is allocated for development in the adopted Local Plan, and “additional land”, which comprises the former recreation (cricket pitch) and bowling green site. These two areas are referred to in these terms throughout.

1.2.2 The allocated area that forms part of this masterplan is allocated in the Bury St Edmunds Local Plan (2006) for mixed-use development (site BSE 9). Policy DS4 of the Local Plan requires the production of masterplans for a number of identified development sites in Bury St Edmunds, including Tayfen Road. The policy states that these are to be produced by the developer. An extract of the adopted local plan can be seen on the following page – with the Tayfen Road site labelled ‘BSE 9’.

1.2.2 The purposes of this masterplan are to:

- Develop an urban design vision for the site;
- Comply with the Local Plan requirement;
- Develop the themes in the Concept Statement;
- Set out development parameters;
- Develop design principles to be adopted in the final scheme, and
- Engage the community in the redevelopment of this important brownfield site.

1.2.3 The masterplan builds on a joint Concept Statement for Station Hill and Tayfen Road, approved by the Council in October 2007. This masterplan will inform the content of, and be a material consideration for, the determination of any forthcoming planning applications.





## INTRODUCTION

### 1.3 Processes and Outcomes

1.3.1 This masterplan has been produced following public consultation in January and February 2008, and further to specific alterations for revisions required by the Council, and amendments made as a result. This masterplan is produced as planning guidance pursuant to the Local Plan. It is not a rigid blueprint for the development, rather a framework that sets the context for development.

### 1.4 Progress to Date

1.4.1 Frontier Estates acquired the majority of the site in 2004 and have had an agreement option to buy the additional land since 2008. The remainder of the site is owned by National Grid and has been identified as being surplus to their requirements, provided that the existing gasholder can be viably removed and that an on-site operational facility can be accommodated permanently thereafter.

1.4.2 Frontier and National Grid are committed to the regeneration of the site and have been in discussions with stakeholders and Officers of St Edmundsbury Borough Council, since 2004.

### 1.5 Key Drivers and Vision

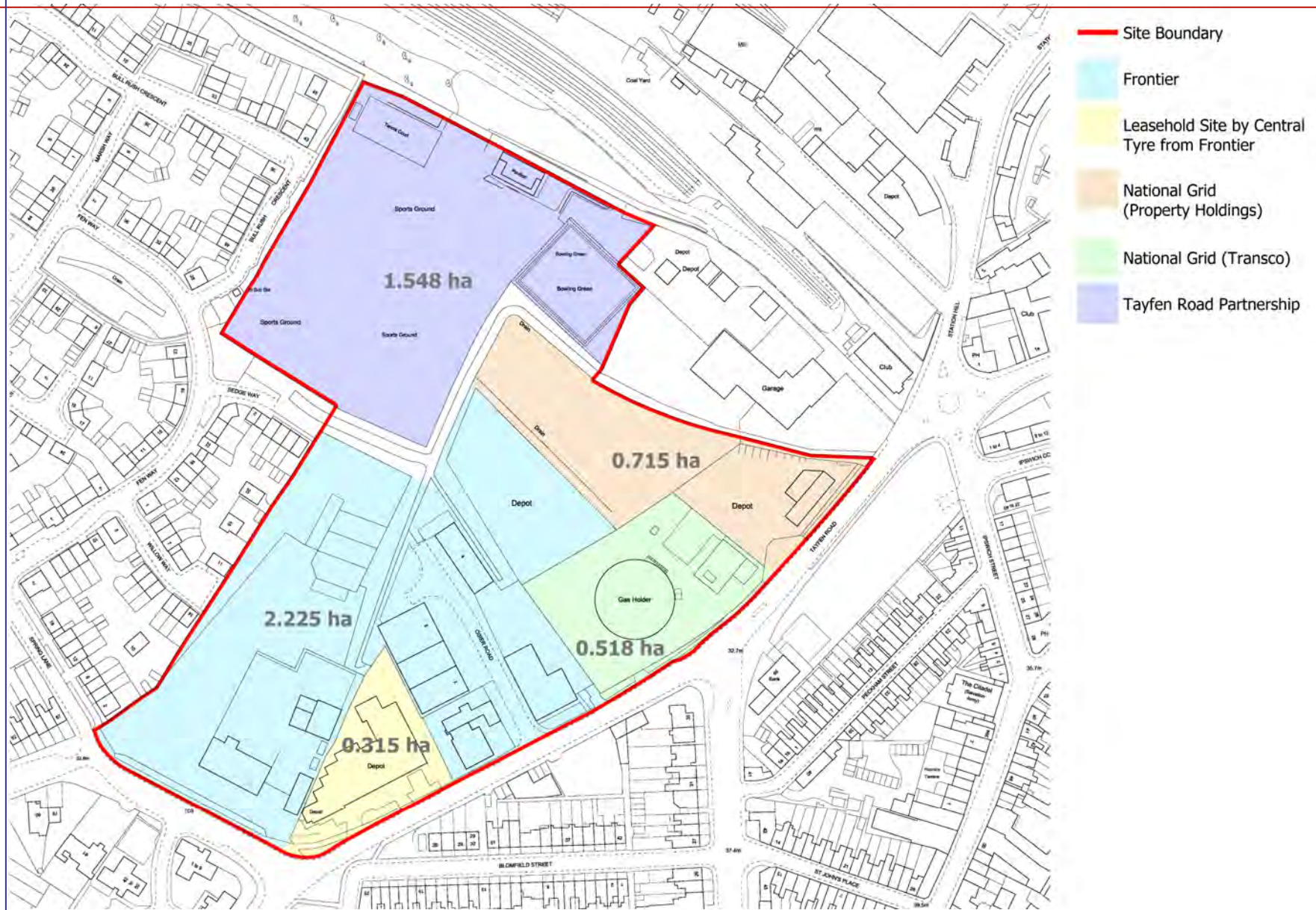
1.5.1 A successful masterplan should be “visionary, deliverable, flexible and the result of a participatory process” (ODPM (1999) ‘Towards an Urban Renaissance’). This masterplan therefore seeks to provide a more detailed framework for the effective delivery of the development site for the uses set out in policy and the additional land. The masterplan shows how the site could be developed successfully, drawing on the client team’s experience in the delivery of high quality mixed use development. It is also flexible enough to be able to adapt to changes that might be evident at the application stage.

1.5.2 This masterplan aims to generate public interest in the site’s redevelopment and create a sense of public ownership of the proposals, as they develop. Ultimately the document aims to ensure that the site is developed in a way that meets the aspirations of those who will view and use the facilities available and that the local plan allocation is realised. The vision for the site is to create a high quality development that is well connected with excellent permeability and enhanced pedestrian routes. The site will be a hub of mixed development activity on an important road link, and will serve as a ‘gateway’ to Bury St Edmunds Town Centre and the new Cattle Market development. The residential development will deliver high quality sustainable homes offering the latest in energy efficiency and will be designed to integrate with the existing development to the north. It is hoped that this masterplan will stimulate local involvement and help shape the future of this part of Bury St Edmunds.

1.5.3 The following sections explain the site’s location and its planning policy context. There are fixed parameters that inform the masterplan proposals and these are also reviewed. These include the themes explored in the Concept Statement, and commercial viability considerations, including phasing and operator requirements.

1.5.4 A full review of the site’s opportunities and constraint has been undertaken to set the context for the masterplan proposals, which are set out in Section 6.

# INTRODUCTION



## SITE AND LOCATION

### 2.1 Site

- 2.1.1 The site extends to 5.3 hectares and is an irregular shape. The ground level throughout the allocated area is relatively flat, however the additional land rises by between 3-5 metres toward a railway embankment. Adjoining levels elsewhere are broadly comparable to that of the rest of the site.
- 2.1.2 The allocated area is substantially taken up by built development and hard surfacing, though it includes two groups of trees, which are the subject of Tree Preservation Orders. The majority of the site therefore constitutes previously developed land in planning terms. The additional land is currently a disused former recreation area and a bowling green, including two associated clubhouses of wooden frame construction.
- 2.1.3 The buildings on the allocated area are in a range of commercial uses and include a substantial gasholder to the Tayfen Road frontage. Other uses comprise a tyre fitting depot, a petrol filling station, a former car showroom and a number of warehouses and retail uses. Some of the buildings are now vacant. In general terms, the site is visually unattractive and it creates a distinctly negative impression of this edge of the town centre.

- 2.1.4 Frontier Estates have an option to take control of the additional land. This area was previously used as a cricket pitch and bowling green, with associated club houses of wooded frame construction. This piece of land is not within the area allocated in the Local Plan for redevelopment. However, it is Frontier Estate's intention to redevelop these areas with associated benefits for the development scheme of flood risk mitigation and the provision of new open space.

### 2.2 Location

- 2.2.1 The site is located on the north side of Tayfen Road and about 250 metres to the north of Bury St Edmunds town centre. The allocated area's northern and eastern boundaries are delineated by a drain/stream. Beyond this, is the additional land which comprises a derelict bowling green and disused recreation field (as referenced above). To the south of the bowling green is a car dealership and workshop. In terms of what else surrounds the site, Tayfen Road is to the south, Spring Lane to the west and a relatively new housing development, comprising a variety of housing types, to the north.



aerial photograph of existing site

## SITE AND LOCATION

2.2.2 Tayfen Road is a major strategic route that forms part of the strategic highway network and is a busy (and heavily trafficked) road that by-passes the town centre to its north, providing access to the A14 to the north-east of the town. Traffic noise and the lack of crossing points make it an undesirable environment for pedestrians. It is not conducive to safe or comfortable pedestrian movement.

2.2.3 Whilst residential uses are present in the area, these do not (in the main) face onto Tayfen Road, which has a distinctly commercial character.

### 2.3 Access

2.3.1 Tayfen Road is mostly a single carriageway road, with some marked right-turn lanes. Access into the allocated site is gained via a number of existing accesses directly from Tayfen Road. There are 5 separate accesses at present, plus an additional two from Spring Lane. Osier Road is the main access into the site but this is currently un-adopted. There are no rights of way across the site. No access to adjacent sites, for vehicles or pedestrians, is possible at present. The site is within walking and cycling distances of the Town Centre and Primary Shopping Areas and is readily accessible by bus and train.

2.3.2 Vehicular access to the additional land is currently via a minor road off Tayfen Road, which runs along the eastern boundary of the Toyota Dealership.

### 2.4 Physical Context

2.4.1 The allocated area's ground conditions have been assessed by Frontier Estates and is shown to be contaminated in places, as a result of existing and former uses namely the petrol filling station and the gasholder.

2.4.2 The site has a high water table, requiring special consideration of foundations and flood risk mitigation.

### 2.5 Economic Context

2.5.1 Government policy and the Borough Council promote the re-use of brownfield land for higher density mixed-use development. In economic terms, the site is an important yet under-utilised resource. Much of the allocated area is vacant and most of the existing occupiers have intentions to relocate. Its current state means that its contribution to the economy is negative, as it adversely affects the town's appearance.

2.5.2 The regeneration of the allocated area offers the potential to attract investment by new retail and leisure traders, through the provision of purpose-built modern premises. This will assist in expanding the range and choice of facilities available to the people of Bury St Edmunds generally, and specifically for visitors to the town centre. This will also enhance the overall profile and attractiveness of the town and enhance its profile in the regional context. The regeneration of the allocated area for mixed-uses, including retail, will complement recent and planned developments such as the Parkway Leisure scheme and the Cattle Market development.

### 2.6 Social Context

2.6.1 At present the site offers little social benefit to neighbouring occupiers nor the wider public. It is visually unattractive and offers the potential for greater social benefit through the provision of affordable housing, open space and landscape enhancement, for example.



## POLICY CONTEXT FOR MASTERPLAN PREPARATION

### 3.1 Local Plan

3.1.1 This masterplan is prepared in response to policies BSE9 and DS4 of the St Edmundsbury Local Plan 2006.

3.1.2 Local Plan policy BSE9 allocates part of the site for a mix of uses. It states that the amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a masterplan for the site. It requires public consultation to be undertaken and for the masterplan to be prepared in accordance with the content of the Concept Statement for the site.

3.2.3 Whilst the additional land does not form part of any site specific policy allocation in the Local Plan, the Concept Statement, (whilst it does not have policy status), is being used by the Council to set out their current aspirations for this site. This approach includes the additional land within the proposals on adjacent development site, to promote a comprehensive redevelopment scheme (which includes open space provision). The additional land is defined as “recreational and amenity space” within the adopted Local Plan.

3.1.4 Local Plan policy DS4 sets out the criteria for the preparation of masterplans. Criteria a), c), d), f) - h), k) - p) of that policy are agreed by Officers as relevant to this site and form the basis for this masterplan. These relate to the following matters:

- a) Development boundaries and phasing;
- c) Major landscaping and open space;
- d) Bio-diversity and habitat protection and sustainability;
- f) Provision of public art;
- g) Range and mix of housing types and affordable provision;
- h) Density of housing;
- k) Pedestrian and cycle links;
- l) Basic road network and links to the existing highway network;
- m) Public transport links and proposals to limit dependence on private car;
- n) Measures to promote sustainable living;
- o) Phasing for physical infrastructure, and
- p) How the development will protect amenity.

### 3.2 Other Guidance

3.2.1 The Suffolk Design Guide (1993) is primarily related to housing development, however its provisions can be applied to other types of development, too. It advocates a step-by-step approach to design layout, which should draw on the site's context. Some of this detail is more relevant to the planning application itself, however, concepts relating to layout and design in general are relevant and form an integral part of this masterplan concept. “Manual for Streets” (Department for Transport, 2007) confirms Government policy as prioritising non-car borne modes of transport. It has been applied in adopting the approach to the issues of accessibility onto and within the site, which is fundamental in establishing the layout of uses.

3.2.2 Other best practice advice in government publications is drawn on, including:

- By Design – Urban Design in the Planning System, DETR, 2000;
- Planning and Development Briefs: A Guide to Better Practice, DCLG, 2006;
- Creating Successful Masterplans: A Guide for Clients, CABE, 2004, and
- Building for Life, CABE, 2007.

## DEVELOPMENT PARAMETERS

### 4.1 Introduction

4.1.1 In addition to the design guidance set out above, and the opportunities and constraints reviewed in the following section, the relevant development parameters are considered under the following headings:

- Local Plan allocation and uses;
- Concept Statement;
- Commercial and operator requirements, and
- Phasing.

4.1.2 Fundamentally, the redevelopment of the site is driven by the need for regeneration and the removal of the gasholder.

### 4.2 Local Plan Allocation and Uses

4.2.1 The allocated area's Local Plan allocation (policy BSE9) determines the range of acceptable land uses for this part of the site, which are:

- Retail warehousing;
- Foodstore;
- Residential;
- Leisure, and
- Strategic Landscaping.

4.2.2 There is no specific definition of these uses, other than that the retail warehousing is for bulky comparison goods sales, and the supermarket is for discount convenience goods. The masterplan progresses the uses further, in light of all relevant factors.

4.2.3 The quantum of development within each use will need to be established at this stage as this affects the footprint, layout and height of development. Principally, this relates to the quantum of retail floorspace necessary for a discount supermarket and retail warehousing.

4.2.4 A floorspace of 1,548 sqm gross for the foodstore is proposed, determined by the size of discount foodstores of the type envisaged. Total floorspace for the retail warehousing is proposed as 3,000sqm gross. Both are based on assessments of retail needs appended to this masterplan (at Appendix 2) and as per the Council's study 2007.

4.2.5 In terms of leisure uses, this masterplan envisages a visual feature in the new freestanding leisure/eating/drinking unit, with frontage onto Tayfen Road, acting as a visual punctuation and gateway to the allocated area. This accords with the Local Plan allocation of "leisure" as part of the range of redevelopment uses. The appropriateness of this allocation was effectively confirmed in the Donaldson's Retail Leisure and Offices Study of January 2007, which concluded that there should be no additional development allocations for commercial leisure facilities, meaning beyond existing allocations at that time.

4.2.6 This masterplan also envisages a hotel on the allocated area, which functionally relates to this leisure/eating/drinking facility, though the Donaldsons' Study did not specifically address need for hotel space. Part of these proposals arise from the prerogative of creating visual mass, a vertical mix of uses and a landmark towards the western end of the site's Tayfen Road frontage. Market research has indicated strong demand from a number of hotel operators for the development of additional bed spaces to serve the town, which can appropriately be accommodated on this site, with visual and functional benefits.

## DEVELOPMENT PARAMETERS

- 4.2.7 As explained previously, the additional land is defined in the adopted Local Plan as “Recreational open space”, with the areas adjacent to the brook defined as “amenity open space”.
- 4.2.8 A range of housing is envisaged on both the allocated area and on the bowling green element of the additional land. The broad location and type of affordable housing to be provided should form part of the planning application and will comply with prevailing policy at that time. The recreation area to be accommodated on the majority part of the additional land will form part of the flood mitigation proposal and thus no houses have been proposed on this land.

### 4.3 Concept Statement

- 4.3.1 The Concept Statement indicates potential broad locations for these uses and sets out a number of other parameters or design concepts to guide the site's development (which are listed below). It provides for the progression of the scheme's development through the masterplan, allowing for the stated concepts to be reappraised, particularly that of access. Compliance with the concepts in that statement is not necessary where this masterplan demonstrates that there is an appropriate alternative solution. The key “design principles” arising from the Concept Statement (as set out in section 7 of that document) to be considered further are summarised as follows:

Concept	Masterplan Accordance
<b>Sustainable Development</b>	YES
<b>Access and Movement</b> Links with adjacent sites Access points rationalised Cycling and walking routes envisaged Provision for bus route enhancement or provision Minimise car parking	YES YES YES YES YES
<b>Public Realm and Open Space</b> Designing streets for pedestrians Provide open space Front developments to open spaces Investigate inclusion of water body in a linear open space	YES YES YES YES
<b>Active Frontages</b> Active frontage to streets and open space Windows and entrances facing streets/pedestrian links Car parking to rear of uses Non-residential with residential upper floors to be explored	All streets / pedestrian links in site - YES; Tayfen Road - PARTIAL Matter for detailed design, but compatible PARTIAL YES
<b>Massing and Density</b> Residential density above 30 dwellings per hectare Mixed-use buildings 3-4 storeys (excluding retail warehousing)	YES YES
<b>Landmark Buildings, Gateways and Vistas</b>	YES



## DEVELOPMENT PARAMETERS

### 4.4 Commercial and Operator Requirements

4.4.1 The redevelopment of the allocated area must be commercially viable and meet the needs and expectations of present and future occupiers. This is important because the costs associated with redevelopment are high, based on the development site's ground conditions. The Concept Statement states that the development should endure and be adaptable, but first and foremost, the development must meet current occupier needs, in order to be successful. This is relevant at the masterplanning stage, and sits alongside all the other development considerations, to produce a masterplan that can be delivered. This is compatible with the other planning objectives for the development of this site, as outlined in this masterplan. Appropriate weight must be attached to deliverability.

4.4.2 The requirements of the developer and operators, having an effect on layout, include the following:

- Lettability of units, focussing on layout, size and adaptability;
- Providing sufficient safe servicing;
- Separating service vehicles from customers and their vehicles;
- Easy access to parking areas for bulky goods purchases;
- Designing out crime;
- Avoiding conflict between users (e.g. servicing and residential use);
- Management issues (particularly of RSLs);
- Ownership issues, and
- Legibility, meaning visibility from Tayfen Road.

### 4.5 Phasing

4.5.1 Practical considerations pertaining to any need to phase development, based on land availability and suitability for development within a given timeframe is relevant at the masterplanning stage of the site's development. Redevelopment might proceed in a single or multiple phases, depending on whether it is possible to bring the component parts of the site forward for development at the same time. There is no overriding planning requirement in this regard.

## OPPORTUNITIES AND CONSTRAINTS

### 5.1 Context

- 5.1.1 An essential pre-requisite to developing a design and layout is to correctly identify and appraise the opportunities and constraints affecting the site's development.
- 5.1.2 The Borough Council's Concept Statement for Station Hill and Tayfen Road sought to identify the opportunities and constraints of this site in a collective form, alongside those of the adjoining Station Hill site. It is appropriate for these to be re-appraised in more detail at the masterplanning stage. Additional considerations, including an up-to-date review of market conditions and discussions with stakeholders, are also reviewed.
- 5.1.3 An assessment of the relative importance of each opportunity and constraint in the design process is also presented. Weighting of constraints and opportunities is an integral part of the design process, allowing for objective consideration of constraints that are fundamental to the site's development and those which are less so. This is a complex process and prioritisation of each consideration or requirement requires judgement on the practical implications of delivery and competing town planning and design objectives. Opportunities and constraints are presented collectively as some are considered to be both an opportunity and a constraint. A detailed assessment of the practical implications of each was not achievable at the Concept Statement stage, because factors relevant to deliverability (as known by the developer) were not assessed in detail.
- 5.2.4 Because this masterplan relates to the allocated area and additional land only, opportunities and constraints from the Concept Statement that relate only to Station Hill are not included.
- 5.2.5 The relevant issues are considered under the following sub-headings:
- Removal of Gasholder;
  - Tayfen Road Streetscape Improvements;
  - Junction Improvements – Traffic and Pedestrians;
  - Pedestrian and Cycle Connections to Town Centre;
  - Connections to Residential Development;
  - Creation of Landmark Features;
  - Landscape improvements and views over watercourses and open space;
  - Achieving a neighbouring adjoining use for residents to the north;
  - Creation of permeable routes through the site and to link with other developments;
  - Derelict Recreation Ground;
  - Flood Plain;
  - Decontamination Costs;
  - Gradients to the north;
  - Existing Uses/Developments;
  - Tree Preservation Orders (TPOs), and
  - Noise from Tayfen Road.

## OPPORTUNITIES AND CONSTRAINTS

### 5.2 Removal of Gasholder

- 5.2.1 This is a **pre-requisite** to the site's comprehensive development in terms of the proximity of proposed uses to the installation and in terms of its visual appearance. If the gasholder is retained, it would not deliver the comprehensive development of the allocated area, as required by the Local Plan.
- 5.2.2 A Gas Pressure Reducing Station (GPRS) is required on the allocated area after the decommissioning of the gasholder. This is a noisy and visually unattractive installation that must be sited away from noise sensitive uses. It can be accommodated within a louvered enclosure and requires maintenance. Access for service vehicles is required, with implications for the location of this facility. This is a **fundamental** requirement for the site's development. It is necessary to locate this away from the north west of the site, where residential uses will be appropriate, and close to existing residential areas. Logically the facility should be close to other servicing facilities, suitable for the required vehicular access. This constraint was not recognised in the Concept Statement.

### 5.3 Tayfen Road Streetscape Improvements

- 5.3.1 These are **important** to enhancing the appearance of Tayfen Road, and could be achieved by gateway/statement buildings, assisted by rationalisation of accesses, removal of older untidy buildings, and the addition of strategic landscaping.

### 5.4 Junction Improvements – Traffic and Pedestrians

- 5.4.1 These are **necessary** for the management of traffic flows. It is important to create a more pedestrian friendly environment with crossing points and control of traffic speeds. Provision for cyclists is desirable, to encourage travel to the site by more sustainable modes. The extent of junction works should be informed by a traffic study.

### 5.5 Pedestrian and Cycle Connections to Town Centre

- 5.5.1 Pedestrian linkage to the town centre is **essential**, and should be given the greatest weight in terms of accessibility considerations to satisfy policy and guidance. Improved crossings and creating legible routes to and on the site's boundaries are important. Crossings should be at places where pedestrians would naturally wish to cross, where this can be safely provided, and buildings should be positioned so that pedestrians are drawn to the site from the town centre streets. Existing patterns of retail development and observations of pedestrian activity indicate that pedestrians would be most likely to travel along St Andrew's Street North and St Johns Street. The opportunity also exists to create a better link at the site's western end towards the St.Andrews Street North car park and town centre, to encourage linked trips.

### 5.6 Connections to Residential Development

- 5.6.1 A pedestrian and cycle link with the existing residential development to the north of the site is **desirable** and the site's development should provide for this. It is understood that there are rights of access into the adjoining site, which could offer the opportunity for direct links.
- 5.6.2 A vehicular access from the proposed residential development through to the existing residential area is not appropriate based on the shared nature of the adjoining roads and their width. Whilst connections are desirable, the nature of the adjoining development indicates that Sedge Way and Willow Way would be better as cul-de-sacs rather than through routes for vehicles.
- 5.6.3 The locations of potential access points are therefore pre-determined, but a requirement for such linkage is not fundamental to the success of the development.

## OPPORTUNITIES AND CONSTRAINTS

### 5.7 Creation of Landmark Features

5.7.1 These are **desirable** for three reasons:

- To create a sense of place, in an area which is currently undistinguished;
- To act as legible focal points for pedestrians and cyclists approaching from the town centre, and
- To create visual punctuation for visitors arriving in the town along this major route.

5.7.2 These features should be located where they have good visibility and should provide visual interest. A site assessment indicates that these should be at the junction to the north of St Andrew's Street North, on the Tayfen Road frontage, and at the corner of Spring Lane and Tayfen Road, facing Parkway to the south west. There is potential, within the allocated area, to create focal landmark feature(s).

### 5.8 Landscape improvements and views over watercourses and open space

5.8.1 **Desirable** opportunities exist to vastly improve the visual appearance of the site and promote biodiversity through the provision of landscaping. The TPO trees should be retained if possible. It is possible that, at the detailed design stage, strategic landscaping considerations indicate that mature planting will be better located elsewhere on the site.

5.8.2 Any sustainable drainage system will be integrated into the redevelopment scheme, and within a wider landscaping scheme so far as possible, offering the opportunity to create water features as part of an holistic scheme.

5.8.3 New water features could create an attractive outlook for residential uses. The form of such features could be accommodated within the additional land (former recreation land), and could be integrated with the overall strategic landscaping scheme for the site.

### 5.9 Achieving a neighbourly adjoining use for residents to the north

5.9.1 The adjoining residential development to the north indicates that this will be a noise sensitive boundary and that the proposed residential elements should be located in this area. This is a **fundamental** objective for the site's development.

5.9.2 The detailed layout of this part of the site should respect the layout of the existing residential area, as an important constraint, and provide for non-vehicular links as a beneficial opportunity.

5.9.3 A suitable layout and road arrangement will be required to create an appropriate interface between the new residential and the commercial aspects of development.

## OPPORTUNITIES AND CONSTRAINTS

### 5.10 Creation of permeable routes through the site and to link with other developments

- 5.10.1 Permeability through the site, linking the residential, commercial open space parts of the development, is **desirable**, but general vehicular access through the site should not be provided, to avoid rat-running. Generally, pedestrian and cycle routes should be created from the residential part of this site towards the town centre, passing through the commercial development area. Linkage from and through the site towards the railway station is a desirable objective, with a possible route through the adjoining Station Hill development area. However, whilst providing for linkage should be incorporated into the internal layout of this site, the completion of that linkage through to the railway station cannot be guaranteed, at least initially. However, the existing route past the site along Tayfen Road towards the railway station will continue to be available, and will be made more attractive to pedestrians through the redevelopment of this site – providing a suitable interim arrangement, pending realisation of routes through the Station Hill development.
- 5.10.2 It is **desirable** to separate vehicles entering the development site to access residential areas from those accessing the commercial elements. Whilst the creation of a road link with the Station Hill site is suggested in the Concept Statement, this should be limited to a pedestrian / cycle link. The layout of this site can provide for such a link up to the boundary.
- 5.10.3 These are **important but secondary** considerations.

### 5.11 Flood Plain

- 5.11.1 Part of the site is within a flood plain. The flood plain covers a large area of the additional land, and part of the northeastern corner of the allocated area. This constraint should be taken into account in the detailed layout design.
- 5.11.2 A Strategic Flood Risk Assessment (SFRA) has been commissioned by the Council and was scheduled to be produced by December 2008. That assessment will inform the forthcoming Local Development Documents and will assist in the determination of a planning application on this site. Any planning application for the site will require a site-specific Flood Risk Assessment (FRA), under current Government guidance in PPS25.
- 5.11.3 A planning application will also require evidence of the sequential test to flood risk, as the current Local Plan was not informed by a SFRA. In advance of any site-specific FRA, it is noted that the Environment Agency categorises the site as partly within Zones 2 and 3a.
- 5.11.4 Whilst this is fundamental to the site's redevelopment, the detailed application of guidance and policy on flood risk is a matter for consideration in the preparation of a planning application, requiring the detailed analysis of a site-specific FRA. Generally, residential development is considered more vulnerable to flood risk and might be directed towards the parts of the site with lower risk.
- 5.11.5 Frontier Estate's control over the additional land offers the opportunity to achieve an integrated flood risk mitigation and landscaping scheme, as suggested in the Concept Statement.

### 5.12 Derelict Recreation Ground

- 5.12.1 The additional land, which has been incorporated into the masterplan area, is currently derelict and unused. The Council's Concept Strategy identifies the additional land as having potential of being integrated into, and forming part of, the comprehensive redevelopment of the site. The Concept Statement also identifies the types of development that would be preferable on the additional land. The majority of the additional land is to remain for recreational purposes, as part of the open space provision for the site.



## OPPORTUNITIES AND CONSTRAINTS

5.12.2 The Concept Statement identifies this as having potential to be integrated with the new developments (presumably including Station Hill). This site is outside the development allocation, but the layout of the Tayfen Road site could face onto this area, which is not essential but **desirable**, particularly if that area is made more attractive through a landscaped scheme.

### 5.13 De-Contamination Costs

5.13.1 The allocated area is contaminated as a result of past uses and de-contamination is an essential **pre-requisite** to ensure that it is suitable for redevelopment. The cost of this is such that the allocated area must be developed comprehensively, in order to achieve viable development. The site's high water table and need for specialist foundations are constraints on development in terms of physical limitations and costs.

### 5.14 Gradients to the north

5.14.1 This constraint relates to the elevated nature of the land to the south of the railway sidings, within the adjoining Station Hill site located to the north-east of the site boundary. The change in levels between the two sites potentially precludes any vehicular access, which is overlooked in the Concept Statement analysis. Vehicular access directly between the sites is therefore unlikely to be a realistic opportunity. The change in levels does, however, mean that the Station Hill development will look down onto the additional land and development site, indicating that roof treatments are **important**.

### 5.15 Existing Uses/Developments

5.15.1 Some existing uses on the allocated area have the potential to delay the development if alternative re-location premises are not available. Central Tyre's interest in its premises means that it must be relocated on the allocated area in any redevelopment. This is a **fundamental** constraint on the site's development that affects its delivery. This is a constraint that it is appropriate to plan for at this stage, and one which cannot be overlooked.

5.15.2 Similarly, the adjacent Toyota dealership and workshop, forming part of the Station Hill site, is not to be redeveloped in the immediate future, so it is correct to plan the development with this use remaining. This constrains development in terms of suitable adjoining uses, indicating that residential development on this boundary will not be appropriate.

### 5.16 Tree Preservation Orders (TPOs)

5.16.1 TPOs were made following the allocated area's draft Local Plan allocation for development. The location of new strategic landscaping will be affected by the fundamental constraints on layout and access. The potential loss of trees should be weighed against other constraints as **important but not essential**, with the potential for more beneficial planting borne in mind.

### 5.17 Noise from Tayfen Road







5.17.1 This is a **significant** constraint on the location of uses. Frontier's assessment of noise indicates that residential development is effectively precluded from the part of the site fronting Tayfen Road, as the noise rating exceeds recommended guidelines, due primarily to the heavy traffic using this route. Noise from Tayfen Road cannot readily be reduced in the vicinity of the site (in terms of reducing the number of passing vehicles).

5.17.2 In recognition of this, commercial uses should be orientated to shield, as far as possible, the effects of noise for site users – particularly pedestrians and more noise-sensitive residential uses. This indicates that new buildings should either be side on to, or set back from, Tayfen Road. Active frontages (in terms of Concept Statement parameters) can be created, but this need not be incompatible with the objective of creating an environment that is shielded from noise. The treatment of buildings facing  
**15** Tayfen Road can be enhanced through design, and activity created through the layout and separation of activities, to create an active frontage that achieves the objective of protecting users from excessive noise in Tayfen Road.

# OPPORTUNITIES AND CONSTRAINTS

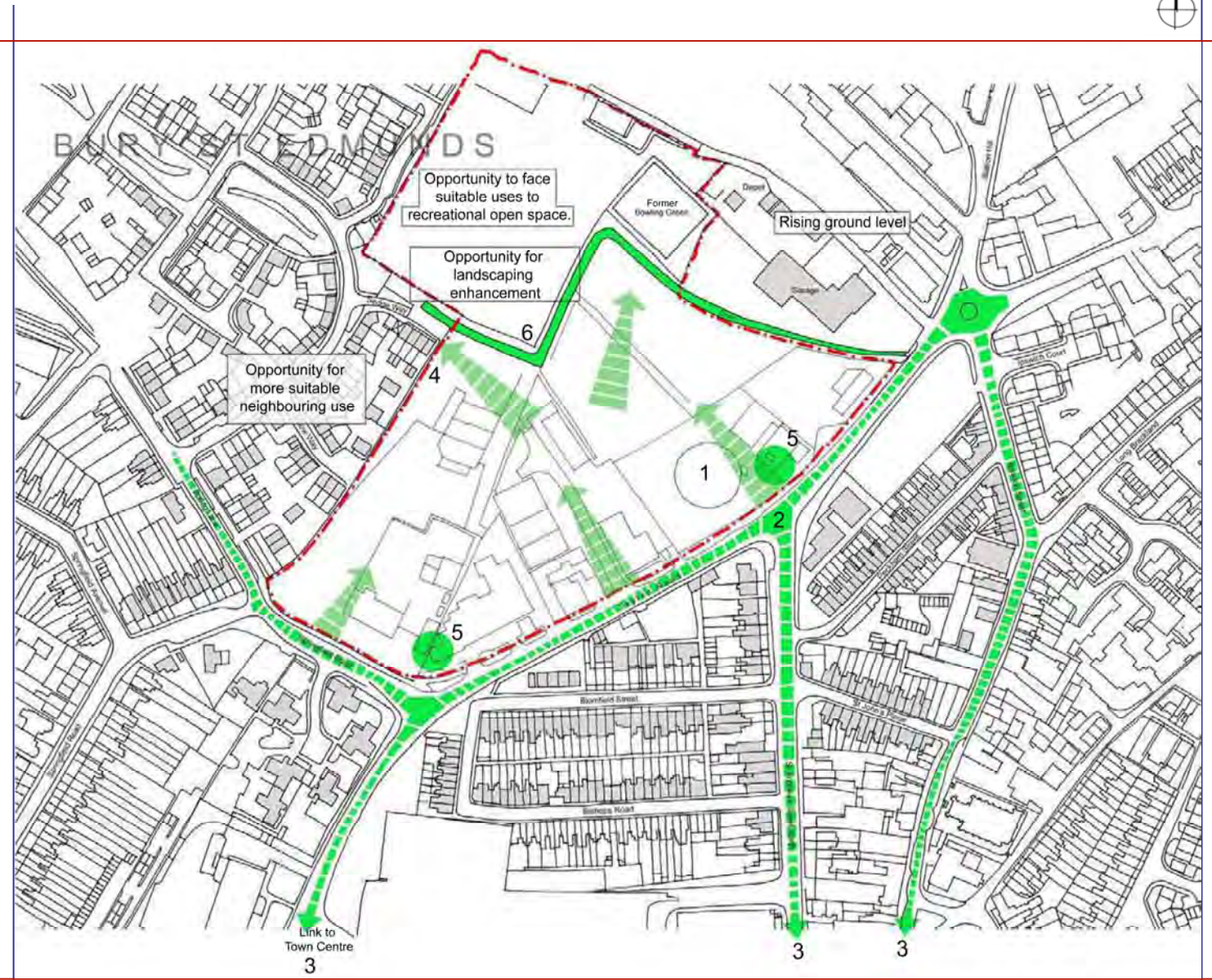


**KEY**

-  Gasholder
-  Main vehicular routes
-  Focal point
-  Stream
-  Masterplan area boundary
-  General location of potential permeable routes

**Opportunities.**

- 1) Removal of Gasholder: Facilitates decontamination and lifts restriction on HSE PADHI level 2 development.
- 2) Junction Tayfen Road/ St Andrew St North: Potential for reconfiguration of junctions, improve pedestrian crossings.
- 3) Connections to town centre.
- 4) Potential connection to residential development to the west: Integrate new development with existing, improved pedestrian / cycle connections up to boundary.
- 5) Landmark feature.
- 6) Stream: Potential for landscaping and views.



# OPPORTUNITIES AND CONSTRAINTS

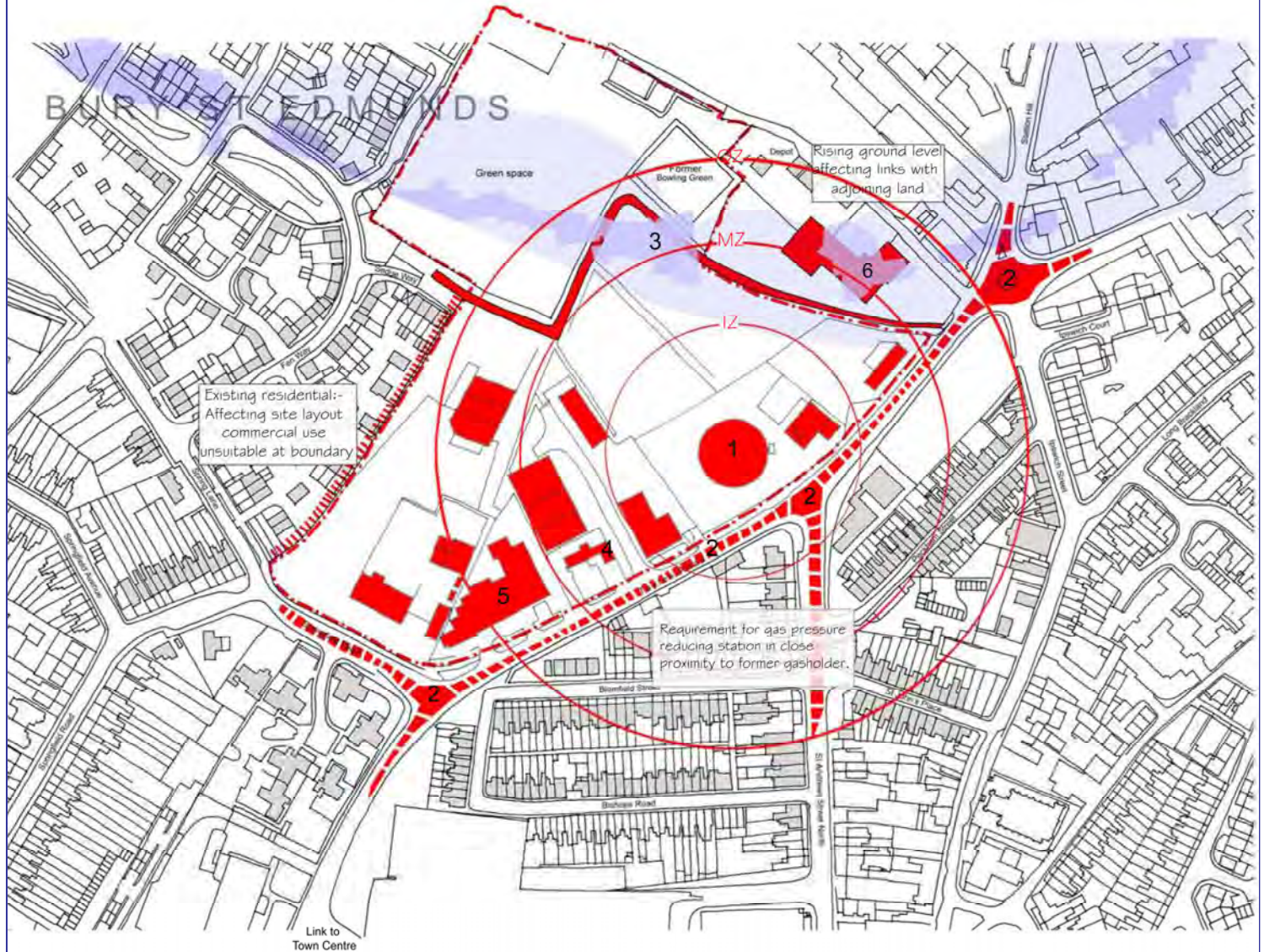


## KEY

- Masterplan area boundary
- Adjacent residential development
- Vehicular routes
- Stream
- flood zone 2  
Flood risk area as defined by Environment Agency map
- flood zone 3

## Constraints.

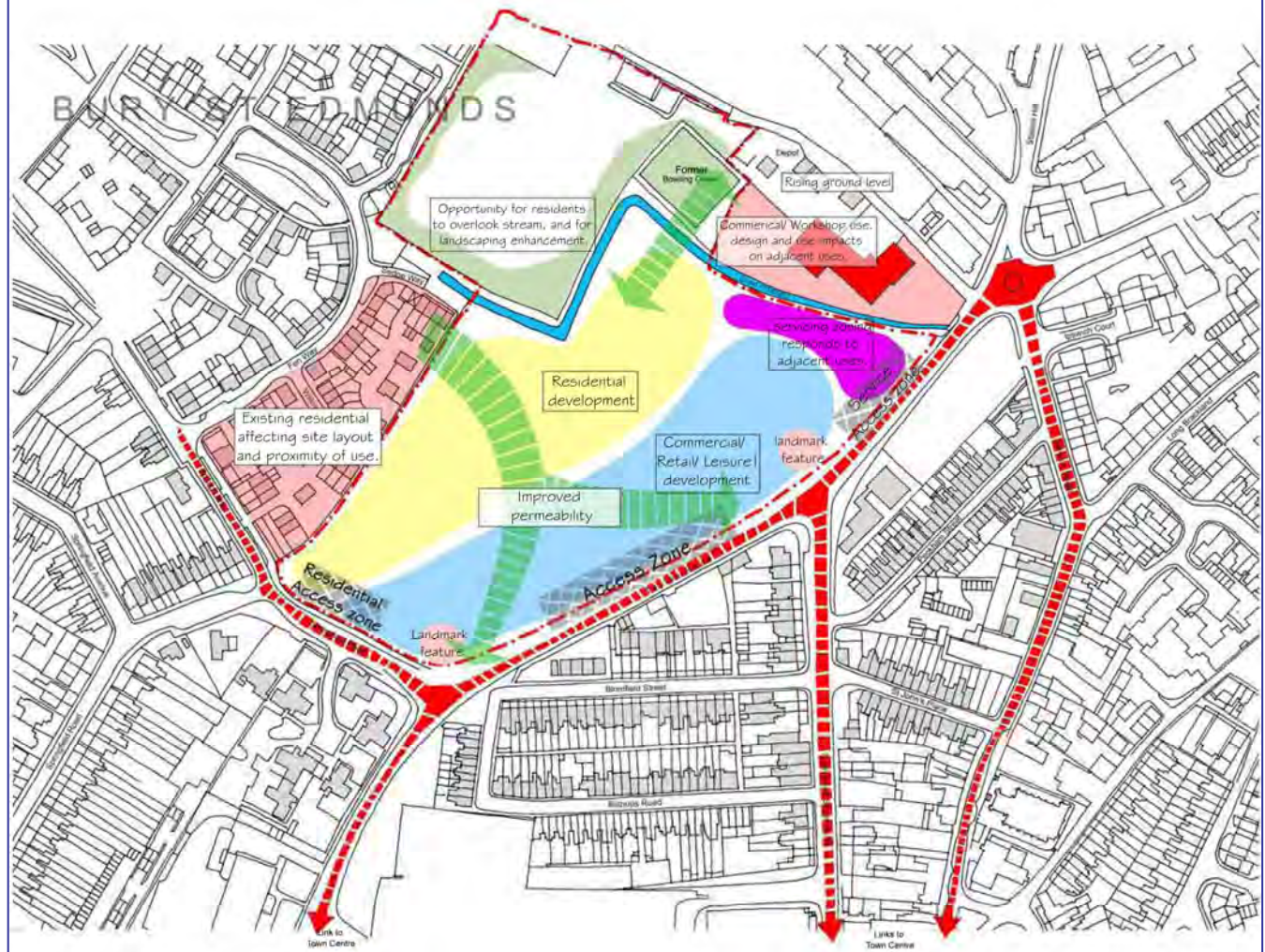
- 1) Gasholder: Relocation costs, contamination, remediation costs. HSE PADHI planning use methodology level 2 developments, not permitted within inner zone.
- 2) Tayfen Road- strategic route, multiple accesses, heavily trafficked and hostile pedestrian environment.
- 3) Flood risk area: Potential restrictions to development.
- 4) Petrol Filling Station: Existing use, Contamination, remediation costs.
- 5) Existing uses: Need to be relocated.
- 6) Existing workshop use retained - impact on future adjacent uses.



# OPPORTUNITIES AND CONSTRAINTS

## 5.18 Conceptual Strategy

5.18.1 The above review of opportunities and constraints, as presented on the two preceding pages, inform the masterplan proposals for the redevelopment of the site. These together form the basis for the Conceptual Strategy Plan below, which provides, in simple terms, the basis for the masterplan, over which the more detailed design and layout considerations are applied in the comments presented in the following section (“masterplan proposals”).



### 6.1 Introduction

6.1.1 In accordance with the framework set out in section 3, this masterplan seeks to inform and guide a forthcoming planning application, in line with the allocated area's Local Plan allocation and regeneration of the additional land. The site must be developed viably in terms of market conditions in order to deliver the Local Plan and Concept Statement visions.

6.1.2 This masterplan's proposals are presented under the following sub-headings, which should be considered in the context of the masterplan itself, presented at page 44:

- General Design Principles;
- Access and Movement;
- Mix of Uses;
- Siting/Layout Principles;
- Drainage and Flood Risk;
- Residential Development Layout;
- Type and Density of Housing, and Affordable Housing;
- Types and Quantum of Commercial Floorspace;
- Layout of Commercial Development;
- Interface between uses;
- Open Space and Landscaping;
- Habitat creation;
- Public Realm and Landmarks;
- Views and Vistas;
- Building Heights and Massing;
- Architectural Treatments;
- Contamination;
- Sustainability Appraisal;
- Phasing;
- Services, and
- Other Requirements.

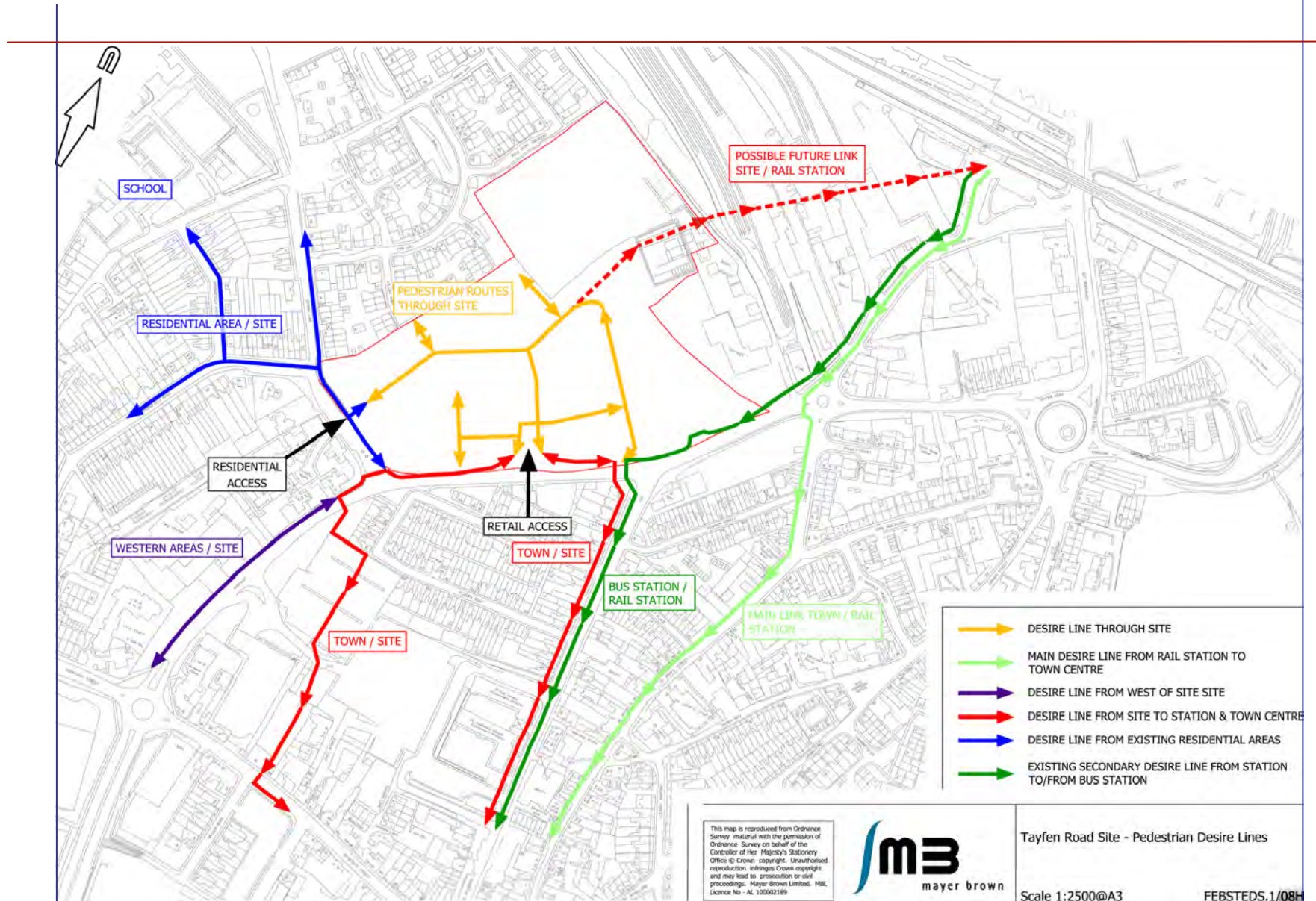
## KEY DRIVERS AND VISION

### 6.2 General Design Principles

- 6.2.1 The site occupies an important location within the urban core and represents a major opportunity to improve the general profile of Bury St Edmunds, and its immediate locale. The design approach is to provide for high quality regenerative, sensitive and sustainable urban design and architecture.
- 6.2.2 In terms of approach to “Urban Design” the following objectives are aspired to:
- CHARACTER: To create a place with its own identity responding to and reinforcing local distinctive patterns of development.
  - QUALITY OF THE PUBLIC REALM: To create a place with attractive, safe and successful outdoor areas.
  - EASE OF MOVEMENT: To create a place that is easy to get to and move through.
  - LEGIBILITY: A place that has a clear image and is easy to understand.
  - DIVERSITY: To create a place with variety and choice.
- 6.2.3 CHARACTER: An exciting contextual, contemporary design response is generated from a careful analysis of the existing character, urban form and grain, tradition and materials, richness of details and scale of the immediate area. Views and vistas into and out of the site, particularly those that exist along the Tayfen Rd edge, together with existing pedestrian and vehicular access and linkage from the immediate adjoining area and the town centre, should be reinforced, as should the natural environment, the drainage features, and ecology to include a local provenance of plants and trees.
- 6.2.4 QUALITY OF THE PUBLIC REALM: The design of the spaces between buildings is akin to designing a complex of outdoor rooms, with different, sometimes overlapping but well defined functions. The proposals should offer a network of sheltered, safe, accessible spaces, with different functions and a clear definition between public, semi public and private space. Reinforced by high quality hard and soft landscaping, the public realm will offer a sense of place and local identity. The potential also exists, through detailed design, to design out crime and provide for optimal security through activity.
- 6.2.5 EASE OF MOVEMENT: Fundamental to the design approach is the underpinning and implementation of good access and connections. This has been achieved by considering and proposing a movement framework that will knit the new site with the existing infrastructure. Provision has been made for both vehicular and pedestrian movement, with positive discrimination in favour of walking, cycling and direct footpath connections to the town centre and railway station. Pedestrian activity will be the life blood of the success of the development. Enabling free and easy pedestrian movement has therefore been given a very high priority working to achieve the five “Cs” - connected, convenient, comfortable, convivial and conspicuous.
- 6.2.6 LEGIBILITY: The existing Tayfen Rd frontage is made up of disparate range of infrastructure, commercial and industrial uses that have established themselves over time with very little visual quality or unity. The new proposals, including both buildings and open spaces, will mend this ‘missing tooth’ in the urban grain providing a new dramatic street scene along the Tayfen Road edge. The dramatically theatrical sinuous buildings with a common thread of architectural language will be landmarks as well as defining gateways and points of access into and out of the site. Their form will also respond to the existing context and vistas, as will their scale to local context.
- 6.2.7 DIVERSITY: The variety of uses will attract varied people at varied times and will contribute to a successful active and mixed public realm changing appearance depending on time of day.

### 6.3 Access and Movement

- 6.3.1 The creation of a new network of streets and spaces, which enhances pedestrian and public transport access through this site, has been emphasised in the Concept Statement as being central to the general design principles for the site. Set out below are the principles of access for the site. Additional justification to support the access rationale for the site has been provided in Appendix 4, in the form of a Site Access Strategy.
- 6.3.2 The design and layout approach should be based on the hierarchical approach presented in the Local Plan, reflecting the Government's policy and guidance. That is, that the highest priority should be given to pedestrian and other non-car borne modes, over vehicular access by private car. Additionally, there is a site-specific objective of reducing the number of vehicular access points serving the site from Tayfen Road.
- 6.3.3 The starting point for design is therefore to provide pedestrian access points and approaches for the site, as described in the preceding section. This indicates that the key pedestrian access point from Tayfen Road should be located immediately adjacent to the Tayfen Road/St Andrews Street North junction, with the benefit of dedicated pedestrian crossings integrated into a re-designed junction. This location benefits from adjoining a proposed Landmark, acting as a focal point for pedestrians approaching from the town centre and bus station direction.
- 6.3.4 In order to maximise the benefits of this pedestrian access, vehicular access to the site should be segregated from it, which additionally, is beneficial in minimising the potential for pedestrian and vehicular conflict throughout the site. The main commercial visitor vehicular access point should be proposed to the south west, along Tayfen Road, in a position between the two existing major junctions of Tayfen Road with St Andrews Street North and Springfield Road/Parkway (i.e. at Osier Road).
- 6.3.5 A secondary pedestrian access into the site is thereby provided at the main vehicular access point, and a further pedestrian access, primarily serving the parts of the site which will be developed residentially, is combined with a vehicular access from Springfield Road. A simple, legible network of pedestrian access throughout the site is created by the interconnection of these access points with accesses into the residential areas, at the existing points of potential access, and with a pedestrian link towards the Station Hill site and Bull Rush Crescent, to the north, as promoted in the Concept Statement.
- 6.3.6 As the preceding section indicates, adopting the Tayfen Road/St Andrew Street North junction as the main pedestrian access point offers the opportunity of creating a new pedestrian only street through the site, utilising the frontage of new retail development and adjoining new residential development. Such a route can link directly with the main pedestrian spine through the site, running on a south west/north east alignment, between Springfield Road and the northernmost boundary of the site. This conceptual pedestrian network is shown on the 'Access and Permeability Plan' on page 22.
- 6.3.7 The segregation of vehicular accesses, and thereby vehicular circulation within the site, is considered desirable in terms of creating a residential character in those parts of the site intended for such purposes. It is envisaged that a combined pedestrian, cycle and vehicular access network will be created, with its main access from Springfield Road, to serve the residential development.
- 6.3.8 That vehicular access should be separate from the commercial visitors access as described above. That access in turn should be segregated, in so far as it is possible, from service vehicles for the commercial parts of the development. In these terms, new retail development towards the north eastern part of the site can be serviced from a dedicated access point from Tayfen Road. Vehicular access will be required at this point in any event to meet essential access requirements for the GPRS. This combined use of such an access serves to minimise the number of access points necessary from Tayfen Road, achieving the Concept Statement objective in those terms.

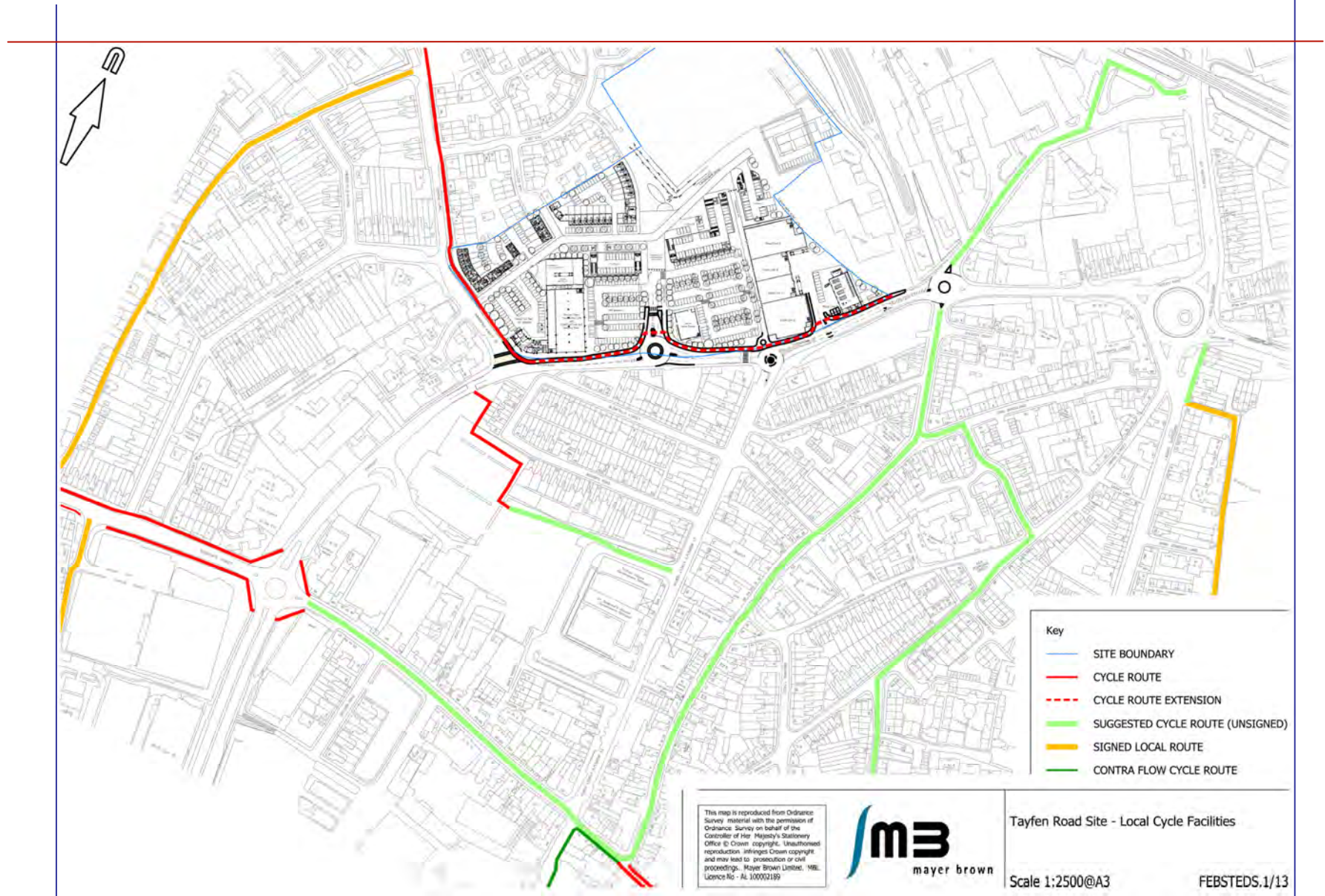


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Tayfen Road Site - Pedestrian Desire Lines  
Scale 1:2500@A3  
FEBSTEDS.1/08H





## MASTERPLAN PROPOSALS

- 6.3.9 There are currently 7 access points into the site from Tayfen Road and 2 from Springfield Road. Due to the nature of the businesses on the allocated area, vehicles regularly park and load from Tayfen Road, causing significant delays. There is a clear opportunity to rationalise the existing number of accesses into the site to provide significant highways benefits, both in terms of operation and safety. In terms of the internal site layout the most logical location for the main site access is the route of the existing Osier Road site access. This has been shown to function safely over a number of years, but would require improvements to manage the additional traffic attracted to the site shows that this should be via a roundabout, without causing increased congestion on Tayfen Road.
- 6.3.10 The location of the main visitor vehicle access point has been the subject of extensive research and discussion between the development team and the Council's Transport Officers. Comparative modelling of the alternative locations for the main access point in the location proposed in this masterplan (at Osier Road) and at the Tayfen Road/ St Andrews Street north junction (as proposed in the Concept Statement) indicates that there are significant traffic capacity benefits in the former location, which this masterplan therefore promotes. The details of these assessments are presented in a separate Access Statement.
- 6.3.11 The road layout within the site should aim to create a series of streets that provide access to the uses proposed, without creating a new road link through the site that could act as a 'rat-run'. The central road for vehicles will access the retail developments fronting Tayfen Road, and provide access to the car parking areas.
- 6.3.12 Pedestrians and cyclists routes have been created within and around the site to enable safe passage between the site and the existing residential development to the north, but it would not be desirable to create vehicle, linkages as this would erode the quiet character of these residential areas.
- 6.3.13 An analysis of bus routes concludes that Tayfen Road itself provides the most convenient existing link for public transport. The strategy of creating a pedestrian priority environment within the site means that links to buses should be provided to Tayfen Road. This would provide residents with a link to the town centre (should they choose not to walk), and shoppers at the site to carry out linked trips with the town centre by bus.
- 6.3.14 Car parking will be provided in accordance with standards, for each use, adjacent to the relevant areas. The areas needed for car parking should be kept to a minimum, and be efficiently laid out but broken up by landscaping. The commercial car parking will be closely related to the individual uses.

### 6.4 Mix of Uses

- 6.4.1 The uses to be provided are retail warehousing, foodstore (compatible with the requirements of discount retailers), leisure (hotel and eating/drinking), residential and open space. The relocation of the existing tyre and exhaust auto-centre should also be included in the uses to be accommodated.
- 6.4.2 The mix of development uses within the allocated area and on the additional land reflects those outlined in the Local Plan and Concept Strategy. The uses are broadly compatible with each, subject to detailed design and landscaping.

### 6.5 Siting / layout Principles

- 6.5.1 Residential development will be focussed towards the rear/northern perimeter boundary of the site, away from Tayfen Road, where noise levels exceed acceptable standards. The additional land would also accommodate some residential development to enable the comprehensive redevelopment of the site and create a continuous flow of residential development through this part of the site, which also makes the best use of the recreational land and enables better integration with the existing housing development. The requirement for the GPRS on or close to the road frontage (for maintenance access) also determines that the residential uses should be located towards the rear of the site – the GPRS being a relatively noisy installation and of an industrial appearance.
- 6.5.2 It is established that residential development should be located to the rear of the site, adjacent to existing residential uses, and thereby follows that commercial elements must be positioned fronting Tayfen Road. These uses (comprising retail warehousing, a foodstore, and leisure uses, as per local plan policy, as well as the tyre and exhaust centre) should be mixed as much as possible, in line with government guidance. Those uses most compatible (as noted from previous experience of the developer) are the hotel and foodstore, and as such these are positioned together in the south-western corner of the allocated area. The retail warehousing and the tyre and exhaust centre are compatible uses, albeit they are not vertically so. These uses are best located along the north-eastern boundary of the allocated area, adjacent to the (retained) car showroom. Finally, the leisure uses are incorporated into the boulevard design feature, providing a high quality architectural design at the entrance, as a focal point.
- 6.5.3 The development will be focussed around the creation of three landmarks as shown on the masterplan at page 44. The landmark buildings fronting Tayfen Road will be of high quality and striking appearance, and will generally be greater in height than the remainder of the development. They will front Tayfen Road and face outwards, with active frontages to the streets and pedestrian routes created within the site. These landmark buildings lend themselves to the retail and hotel elements of the development that can be accommodated satisfactorily within the constraints created by the through traffic.
- 6.5.4 The creation of these landmark buildings, with associated active frontages, leads to the orientation of buildings, such that servicing can abut the less sensitive boundaries. The retail warehousing should be sited adjacent to the retained Toyota buildings, with servicing located towards it, screening it from public view and enabling activity to occur on the road and street frontages. The foodstore with the hotel above can create a landmark on the frontage, calling for sensitive servicing to remove any potential for vehicle conflict with adjoining residential.
- 6.5.5 Frontages to Tayfen Road and internal roads should be created as far as possible, recognising the nature and quality of the roads created, and the desirability for creating activity along them. The pedestrian routes that are to be created within the site generate strong frontages for movement and activity. This access-led design approach serves to maximise the vitality of the main streets and routes created.
- 6.5.6 The format of retail warehousing affects the layout insofar as the unit(s) cannot be oriented with the car parking wholly to the rear, as customers would not wish to carry goods over unnecessary long distances to reach their car (the nature of the goods being bulky). Retailers and retail agents indicate that this would be an unsatisfactory arrangement and would deter potential occupiers. It would also result in residential development adjoining the rear of commercial uses and car parking, and would necessarily preclude segregation of customers and service vehicles. The proposed Masterplan layout represents the best possible reconciliation between these two competing objectives. Flexibility has also been shown in developing the massing of buildings to avoid a format-driven approach to the site's layout. Retailer requirements are important but compromises should and can be made, where the resulting development will benefit.
- 6.5.7 Consideration has been given to the provision of entrances and additional fenestration onto Tayfen Road. However, this approach is firmly rejected on the basis that Tayfen Road, as a hostile pedestrian environment, is not conducive to providing a welcoming entrance to any commercial use. Additionally, any entrances will not be utilised by those visiting the site, and will not perform a useful function in these terms.

### 6.6 Drainage and Flood Risk

- 6.6.1 The constraint's of the flood plain are discussed at 5.11, and the implications of flood risk should be addressed through a site specific FRA. That said, Frontier's design team has assessed the requirements for flood risk mitigation and sustainable drainage resulting from the site's redevelopment. A range of options have been considered and can be incorporated within the broad layout indicated in this masterplan. The site will include a Sustainable Urban Drainage System (SUDS) that will incorporate a range of measures to sustainably drain the site. Measures that are considered feasible at this stage, as part of an evolving strategy, are underground storage cells, filter drains, soakaways (in certain areas) and green roofs. The inclusion of the additional land into the masterplan has enabled the creation of an attenuation pond, which would provide mitigation for any future flooding and would also give a sense of character to the recreation space by virtue of the varying ground levels that would be created.
- 6.6.2 The area of the site subject to flood risk is only in the north-easternmost corner of the site and can adequately be accommodated within the broad development parameters shown on this masterplan. The detailed flood mitigation requirements can be addressed through the landscape and design strategy to be adopted at the detailed design stage, as part of the planning application.

### 6.7 Residential Development Layout

- 6.7.1 Amenity considerations are essential to consideration of where residential development can be located. The most constrained part of the site adjoins Tayfen Road, in terms of noise, odour and air pollution. This indicates that residential development should be away from the Tayfen Road frontage. Within the site, servicing areas are to be located as far from residential uses as possible to avoid noise and disturbance conflicts. The additional land has allowed for the creation of a non-vehicle zone, which is secluded from Tayfen Road.
- 6.7.2 The detailed design phase should address the amenity issue through the alignment and layout of residential units and blocks, the internal arrangement of residential units and the related fenestration, and, if necessary, the use of hard and soft landscape screening and buffers.
- 6.7.3 The residential development will be compatible with existing residential areas, and as such will be positioned (predominantly) along the northern boundary (with the Tayfen Meadows area). A small proportion of residential development, in the form of a block of flats, is to be sited on the former bowling green. The overall residential development will comprise houses and apartments – the latter providing a higher density transition on the boundaries adjoining the new commercial development. The detailed layout requires careful consideration, in relation to both the adjoining residential uses (and amenity), and with commercial uses. This can only be addressed through the application stage. That said, the layout of such areas will be informed by the existing movement patterns that characterise the traditional street network of Bury St Edmunds. This will be applied to the layout of residential units on the site, whilst restricting the adjacent residential area(s).
- 6.7.4 The rear boundary of the car dealership, which currently abuts the bowling green, and on which residential development is proposed, would be reinforced by boundary treatment to protect the amenity of any future residents. The block of flats would be sited away from the dealership[ itself (positioned at the front of its site), and to ensure the car parking area is located to the rear, adjoining the rear boundary to the car dealership. The residential zone would be pushed away from the boundary, so that it engages with the recreation area.
- 6.7.5 A mix of housing types will be provided to reflect needs and demands. This will comprise 1 and 2 bed flats and 2, 3 and 4 bed town houses. The mix will be determined at the detailed design stage.

### 6.8 Type and Density of Housing, and Affordable Housing

- 6.8.1 The development will be of medium to high density, of around 3/4 storeys in height in the residential blocks adjoining the commercial parts of the site, with courtyard arrangements, dropping to more domestic scale residential blocks towards the north of the site. Residential density would range between 60 dwellings per hectare to the northern boundary, rising to about 100 dwellings per hectare in the form of apartments, adjoining the commercial elements. The residential part of the development will cover about 4 acres (1.6 hectares) of the site and, whilst unit numbers will be established through a planning application, this area is likely to accommodate upwards of around 100 dwellings in total.
- 6.8.2 The design, type and quantum of affordable housing to be included in a redevelopment scheme will be determined at the detailed design stage, to reflect the latest statement of local needs and the local planning policy context.

### 6.9 Types and Quantum of Commercial Floorspace

- 6.9.1 The range of commercial uses within the allocated area must follow those appropriately defined within the Local Plan Policy BSE9, and the most recent guidance on need presented in the Council's Retail, Leisure and Office Study of January 2007. The deliverability of the potential full range of uses is defined by market conditions and user demand and requirements, which have been reviewed by Frontier and should continue to be reviewed throughout the evolution of more detailed designs and proposals. This context indicates that the following range of commercial uses will be appropriate and deliverable across the site:
- Retail Warehousing;
  - Discount foodstore;
  - Food/drink (Classes A3-A5);
  - Hotel, and
  - Tyre and exhaust centre.
- 6.9.2 The constantly changing nature of the retail warehouse occupiers' market indicates that it would be inappropriate at this stage to prejudge the likely traders or exact types of goods to be sold, but it is appropriate to define the type of building for which typically retail warehouse operators (operating within the definition of such units in PPS6) have generic shared requirements. Such requirements relate to the general form of such buildings, requiring regularly shaped buildings with minimal intrusions into internal space, and with servicing and customer movements (and access) segregated. Direct and convenient access for customers to ground level car parking is also essential. Within these general requirements, the detailed design process should provide maximum flexibility in terms of the sub-division of the overall aggregate retail warehouse floorspace, so far as possible. This is relevant to both the initial occupation of this floorspace, and to the sustainability of the development in terms of the ready conversion of such floorspace at future dates when alternative occupiers might need to be accommodated. The external treatment of these buildings can be bold and innovative, thus creating high quality and interesting architecture, without compromising the internal needs of the occupier.
- 6.9.3 The discount foodstore is to be provided as a direct response to the Council's Local Plan policies and its consultant's advice on the need for such a trader in the town. A specific retailer has been identified to occupy this unit. The external treatment of these buildings can be bold and innovative, thus creating high quality and interesting architecture without compromising the internal needs of the occupier.

## MASTERPLAN PROPOSALS

- 6.9.4 The leisure uses proposed reflect the most recent Study for the Council, pursuing the site's policy allocation for food/drink use. The introduction of a hotel is compatible with the leisure allocation, and is a suitable use to combine in a single building with the foodstore, which in combination have the potential to create a landmark building, as promoted in the Concept Statement. The hotel use is, moreover, particularly appropriate in terms of such a landmark location adjoining the ring road, with ready pedestrian access to the town centre and with a potentially symbiotic relationship with a new food/drink use. The hotel also is capable, through careful design, of creating a frontage development on to the part of Tayfen Road which is characterised by levels of noise which are incompatible with residential use.
- 6.9.5 The relocation of the tyre and exhaust auto centre arises due to an ownership / lease consideration. Nevertheless, this use is compatible with adjoining retail and existing commercial uses and is easily accommodated as part of this master planning exercise. The floor space associated with this use is relatively small in comparison to other commercial elements of the scheme and will not adversely affect the ability to deliver these other uses. Its design can respond to its location by adopting a more innovative appearance.
- 6.9.6 The amount of floorspace and scale of the commercial uses have been based directly on the Local Plan context and the latest Retail, Leisure and Offices Study prepared for the Council. In terms of relevant needs and market demand, the following scale of commercial uses will be appropriate:

Use	Floorspace
Retail Warehousing	3,000 sqm gross
Discount Foodstore	1,548 sqm gross
Food/Drink	325 sqm gross
Hotel	74 bedrooms
Tyre and exhaust centre	500 sqm gross

- 6.9.7 This quantum of floorspace can comfortably be accommodated on the development site, without adversely affecting the design rationale nor the overall objective to create a well connected and comprehensively developed site.

### 6.10 Layout of Commercial Development

- 6.10.1 The commercial zone will be located towards Tayfen Road aspect of the allocated area, comprising the retail and leisure uses. In terms of floor areas and the requirement for accessible customer car parking and servicing, the proposed retail uses should be addressed in the first instance in terms of their location within this part of the site, and their potential for combination with the other commercial uses and the wider design context.
- 6.10.2 The retail warehousing represents the largest single building block and its associated car parking and servicing arrangements indicate that this use will take up the largest proportion of this part of the development site. As explained above, the eastern boundary of the allocated area, facing the existing car dealership premises, will be inappropriate for sensitive development (residential uses or pedestrian environments), so this represents the best opportunity within this part of the allocated area to create a screened area (as set out in 5.2.2) to accommodate a servicing yard for the retail warehousing. This area can also accommodate a relocated tyre/exhaust depot, and is the only suitable location within the site for the required GPRS. It is logical to group these uses towards this boundary. This has the added benefit of consolidating most service and maintenance vehicle access into a single point of access from Tayfen Road, segregated from other access points.

## MASTERPLAN PROPOSALS

6.10.3 The location of the retail warehouse servicing area means that the main block of retail warehouse floorspace should then face towards the proposed new pedestrian route running into the site from the main point of pedestrian access at the junction of Tayfen Road and St Andrews Street North. This design approach offers the opportunity of creating a new street running across the site frontage, perpendicular to Tayfen Road, avoiding the adverse pedestrian environment of Tayfen Road, due to its heavy through-flows of traffic, but whilst presenting a visible attractive public realm, defined (in part) by an active retail frontage. This also offers the opportunity of achieving the optimal arrangement of uses around purpose-built retail warehousing, creating car-free space and safety, which dictates that buildings, circulation and floorspace should be arranged in the following sequence:

- Servicing
- Retail warehouse back-up space
- Retail warehouse sales space
- Pedestrian circulation
- Car parking
- Customer access

6.10.4 Towards the south western corner of the site, adjoining the Tayfen Road/Parkway/Springfield Road junction, is the logical location for a building to accommodate the proposed foodstore and hotel. This building offers the best potential for creating the height and scale compatible with the creation of a landmark building at this visually significant junction. Both uses also offer the opportunity of creating a built frontage to this part of Tayfen Road, which links with a pedestrian access point.

6.10.5 It will be an essential requirement for any discount food retailer that customer car parking is available at ground level, with immediate direct access for the trolleying of purchases from the store's sales area to customers' vehicles. This necessarily requires that car parking must be either in front or to the side of the foodstore. In recognition of the Concept Statement objective of not placing new car parking facing the Tayfen Road frontage, it will be most appropriate therefore for car parking for foodstore customers to be located to the side of this building. This also avoids parking in close proximity to the residential development.

6.10.6 A further added advantage of this approach will be that such car parking can effectively perform a dual function for shoppers wishing to use both the proposed foodstore and retail warehousing. The car parking will be shared between these uses, by way of promoting linked trips as part of a sustainable development scheme.

6.10.7 This design approach does however, potentially create a broken frontage of car parking on to Tayfen Road, albeit that most of the Tayfen Road frontage would be taken up by the built frontage of the commercial uses described so far. In order to increase the built frontage to Tayfen Road, it is further proposed that a Leisure/Eating/Drinking use be accommodated in a building block adjoining the new proposed main vehicular access point, fulfilling the dual function of creating built frontage to the main road and creating punctuation and legibility for this point. This building will then also define part of the proposed boulevard running through the site, with the potential to enhance this feature and create an external public realm, drawing on the visual context of a boulevard vista and a food/drink building.

6.10.8 The overall effect is to create a predominantly built frontage to Tayfen Road, with excellent pedestrian permeability through the site on three alignments from that road, with two of the main pedestrian routes defined by active retail frontages. Car parking areas will also be screened from Tayfen Road by a significant area of strategic landscaping. The Hotel will be about 11 metres (maximum) height and the leisure use of about 1½ to 2 storeys, to create a feature on the Tayfen Road frontage. The retail warehousing will be equivalent to two storeys, of about 8 metres in height.

## MASTERPLAN PROPOSALS

### 6.11 Interface between uses

6.11.1 The mixed use nature of the site and its surrounding environmental character requires imaginative and careful consideration of the interfaces between uses, and particularly the relationship of the residential development to the adjoining commercial uses. There are a number of ways in which the detailed design can achieve a successful layout and the masterplan philosophy is to aim for part integration and part separation between the residential, car parking, and commercial units. The design of residential units should be more contemporary and higher density where they adjoin commercial areas, with a more traditional feel towards the north of the allocated area where the development should adopt a more traditional feel, with more town and mews houses. Flats are to be located in the intermediate part of the site, between the commercial uses to the south, abutting Tayfen Road and the traditional residential housing area and green space to the north. The treatments to the commercial buildings should include concealed service areas with green/brown roofs and a design solution that avoids the rear of buildings giving the impression of being the non principal elevation. Design features should also be present on rear or flank elevations to create an interesting outlook.

### 6.12 Open Space and Landscaping

6.12.1 The open space to be provided for the development will be determined precisely as part of the detailed design work for the planning application. However, the development of the site will include the former recreation field, which forms part of the additional land and will account for the majority of the open/recreation space for the site, to meet policy requirements.

6.12.2 The open space will be landscaped to enable its use as such for the future residents. A footpath will run around the perimeter of the open space, which could enable routes through to adjacent sites. Other elements of green space within the development will be of a formal urban character, serving the purpose of defining and enhancing a new public realm and contributing to the legibility and attractiveness of pedestrian links within and out with the development. It will be linear in nature and serve to improve the site's permeability. The masterplan layout allows for some of the relevant trees to be maintained as part of the interface between the commercial and residential development towards the centre of the site. Any necessary removal will be supplemented by additional planting in any event.

6.12.3 Landscaping will create a softened urban feel to the site with areas of structured and more informal landscaping in defined zones, as explained below and shown on the landscape strategy plan (at page 43):

- Landscape Zone: The existing vegetation will be enhanced with additional planting, so as to create a natural riparian habitat. A potential walkway connection to the existing development (at Tayfen Meadows) will provide the transition between the new and the old for pedestrians. The inclusion of native based plant species will create a natural feel to the new landscape zone, as well as providing a green visual boundary to the development edge.
- Residential Zone: A calm, peaceful area, with tree-lined roads and pedestrian only areas. Alternative surface materials will provide delineation of pedestrian routes, and areas between buildings are to be softened by shrub and ornamental tree planting. Planting to soften the streetscape is proposed, with the use of clipped hedges to create individual areas in front of the houses and to provide distinction between public and private areas.
- Car Parking Areas: Neatly formed shrub beds with clear stemmed trees will provide a 'greening' to the car parking areas. Large specimen trees will provide a balance in height and form between the landscape and the buildings. Car parking within the residential areas will include pergola structures and climbing plants over a selection of the parking courts so as to provide a clear visual distinction between the residential and commercial areas, and to increase biodiversity.
- Pedestrian/Cycleway Avenue: The Avenue will connect Tayfen Road with the landscape zone, and provides the main access into the site. This link will be pedestrian and cyclist friendly with the use of alternative surface materials to distinguish the different uses. Tree-lined avenues, clear signage, and contemporary lighting will create a distinctive and safe route through the development. The inclusion of cycle racks within the development will encourage the use of bicycles throughout the site and beyond.
- Focal Feature: The focal feature will form the centre of the landscape zone space. Teamed with contemporary planting and modern street furniture, this will ensure that this is a place for people to meet, relax and enjoy. A water feature towards the centre of this area will provide the visual focus and interest. The exclusion of vehicles from this area (with bollards) will provide a clear separation between vehicles and pedestrian zones. Neatly clipped trees within planters will provide a permeable visual boundary to this space, whilst maintaining an safe and airy atmosphere. Contemporary lighting, both bollard and lamp, will be provided so as to create a safe place at night. The palette of materials from adjacent sites will influence the final surfacing selection at this location to ensure fluidity throughout the site and its surrounding context.



## MASTERPLAN PROPOSALS

### 6.13 Habitat Creation

6.13.1 The environment will remain urban and within this context the site's development offers the potential to promote biodiversity and urban habitats. Careful attention will be needed at the detailed design and landscaping stages to promote suitable opportunities. A consideration of the requirements in this respect will be made with regard to the former recreation space, as part of an overall landscaping scheme.

### 6.14 Public Realm and Landmarks

6.14.1 Spaces within the development blocks will be pedestrian oriented. They will comprise areas safe for walking and cycling (as appropriate), which will be prioritised over vehicles, where access is permitted. The spaces allocated to pedestrian walkways or areas for sitting will be generously laid out. They will be sustainably drained and hard-paved, supplemented by greener areas towards the rear of the site, associated with residential use.

6.14.2 Landmarks are to be incorporated into the overall design for the masterplan area. Such features will be provided in a manner of ways. As discussed in section 6.5, landmark buildings will define the Tayfen Road frontage. In addition, features will be incorporated into the built form, and within the landscape zones, as described above.

### 6.15 Views/Vistas

6.15.1 Key views are those of the site, from the direction of the town centre, at the road junctions of Tayfen Road with St Andrews Street North and Spring Lane. Feature buildings facing towards the town centre should be provided in these locations.

6.15.2 Within the development, it is envisaged that views and vistas will be created as part of the public realm, using the design and layout of buildings, landmarks, and routes through the site.

6.15.3 The main vehicular access point into the site from Tayfen Road should be marked by a visual feature. It is proposed that a leisure/eating/drinking use building should be created at this junction, providing a focal point, marking the access and creating a hard frontage to Tayfen Road. That access point offers the opportunity of creating a boulevard through the centre of the site, providing a visual link between Tayfen Road and the northern site boundary, passing through the residential area between. The layout of this route, with appropriate planting and landscaping, offers the opportunity of creating an attractive urban vista.

6.15.4 The masterplan shows the potential to create a series of three access routes penetrating the site from Tayfen Road, representing a series of vistas for those passing along Tayfen Road – providing a high level of permeability for the site and its component development, consistent with the urban setting.

### 6.16 Building Heights and Massing

6.16.1 Building heights are intended to take account of the surrounding development, whilst maximising the site's potential for a higher density development than at present. Accordingly, the non-food retail development will be the equivalent of around two conventional storeys in height—rising to about 8m. The hotel/foodstore building will be higher (at around 11m), having 3 storeys (comprising a foodstore on the ground floor and two floors of hotel above). The leisure/eating/drinking unit will be 1.5-2 storeys high to create a feature to the site's frontage and rising to about 6m. The residential development will comprise 2 and 3 storey town houses to the northern boundary, potentially rising higher towards the commercial development (where its form will be mainly apartments), to tie in with the massing of those buildings.

6.16.2 The potential massing of the development as a whole is shown in the indicative sketches on the following pages. These show how the development might look in broad terms and shows the strong frontage to be created to Tayfen Road, the key visual appearance of the leisure/eating/drinking building and the relationship between the commercial and residential elements. It is emphasised that these drawings are for illustrative purposes only, and that the detailed design is not for consideration at this stage, but will be agreed with relevant parties prior to submission of a planning application.

**LEGIBLE STREET SCENE**

As well as mending the urban grain by providing a new dramatic street scene, the proposals will also define gateways and points of access into and out of the site.



**LANDMARK BUILDING**

The hotel and supermarket building will stand out, by virtue of its size and location, as it responds to its context. Offsetting the building's angles will increase the sense of surprise.



**VIBRANT PUBLIC REALM**

The variety of uses will attract visitors at various times and will contribute to a successful active and mixed public realm changing appearance depending on time of day.



**TAYFEN ROAD EDGE**

An analysis of the opportunities and constraints suggests a layout where the commercial element is located along the Tayfen Rd frontage, on to which are placed varied, architecturally dramatic, visually open building types of appropriate mass and scale, responding in their form to the important defined visual nodes, vistas and pedestrian access points.



**GATEWAY BUILDING**

The leisure/restaurant building provides a dramatic entrance gateway, establishing an axial promenade route through to the residential development beyond. It is proposed that the architecture will be aspirational, visionary, risky and use new materials in an innovative way.

**FOCAL POINT BUILDING**

The dramatic architectural response will terminate views and vistas into the site from the wider settings of Station Hill and Tayfen Road as well as the town of Bury St Edmunds.

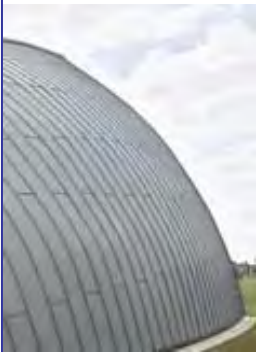
Materials and components will be chosen on the basis of their environmental performance.



**PEDESTRIAN ACCESS**

Effect pedestrian access is fundamental to the design approach of the buildings. There is evident definition between public, semi-public and private space and the safe accessibility for pedestrians is celebrated.





**URBAN EDGE**

The design and positioning of buildings into clusters will achieve an overall harmony to the various buildings within the development and provide a strong urban edge to the site along Tayfen Road.



**OPEN SPACE**

The residential area will define the open spaces around them as well as being striking contextual, contemporary landmarks, which are easily accessible while seeking to use sustainable materials and construction in a sensitive and integrated manner. The provision of strategic landscaping will create recreational space and promote biodiversity.



### 6.17 Architectural Treatments

6.17.1 It is proposed that architecturally the new buildings will define the public spaces around them as well as being striking contextual, contemporary gateway landmarks in their wider settings of Station Hill and Tayfen Road as well as the Town of Bury St Edmunds generally. They will be dramatic visually open building types with rhythm to the facades using sensuous architectural devices such as wavy and raked roofs, colonnades and canopy forms and glazed facades, of appropriate mass and scale which respond in their form to important vistas, visual nodes and pedestrian access points. The resultant sense of surprise, drama, promenade and connectivity will also be further enhanced by the use of strategic high quality soft and hard landscaping defining, framing and creating new public places, destinations and vistas. The buildings themselves will be easily accessible and seek to use sustainable renewable materials and forms of construction in a sensitive and integrated manner to give richness that will contribute to the character of the area.

### 6.18 Contamination

6.18.1 Site investigations have established that the development site is subject to adverse ground conditions and pockets of contamination, but can be made suitable for the uses proposed in the locations outlined.

### 6.19 Sustainability Appraisal

6.19.1 A Sustainability Appraisal has been undertaken to assess the overall contribution that the proposed scheme will make towards the aims of sustainable development. This Appraisal is set out in appendix 1 of this masterplan document, in table format (the template for which has been provided by the Local Council). Various sustainability measures are to be incorporated into the masterplan scheme (such as green roofs, and the use of SUDS—as set out in the preceding sections), albeit the detailed design components for such measures are a matter to be dealt with at the planning application stage, and will be set out within a comprehensive Sustainability Appraisal that will need to accompany any application submission.

6.19.2 Overall, the Sustainability Appraisal demonstrates that the proposed masterplan scheme will positively contribute to the sustainability objectives set out. In particular, several significant positive benefits can be identified:

- A regeneration scheme on a brownfield site, contributing to the revitalisation of the town of Bury St Edmunds;
- Comprehensive redevelopment of the site, including the additional land for flood mitigation and recreational purposes;
- Improving access for all to key local services and shopping facilities;
- The provision of a range of housing mix and tenure, including affordable homes for local people;
- Involving the local community within the regeneration process, through public consultation;
- The use of a sustainable drainage system, and green roofs and walls where appropriate;
- Inclusion of strategic landscaping within the fabric of the redevelopment scheme, which will enhance biodiversity;
- A layout designed to meet the needs of pedestrians as a priority;
- A redevelopment scheme located within close proximity to the town centre, as well as public transport nodes, and
- Use of sustainable sources for construction material.

### 6.20 Phasing

6.20.1 Whilst there is no over-riding planning requirement to do so, the development scheme can be built out in phases, which could comprise the following:

- Removal of gasholder and remediation of the site thereafter;
- Relocation of the Central Tyre operation;
- Foodstore and hotel building, with associated elements, to be erected;
- Retail warehousing, with associated elements;
- The residential development which is likely to involve a series of further sub-phases and,
- The creation of an open/recreation space.

### 6.21 Services

6.21.1 Appropriate services will be incorporated as part of the new build redevelopment scheme, and in line with operator requirements. This is a matter for the detailed design stage, at which point careful consideration will be given to incorporating services that respect the fabric of the site, and allow for sufficient levels of strategic landscaping within the overall redevelopment scheme.

### 6.22 Other Requirements

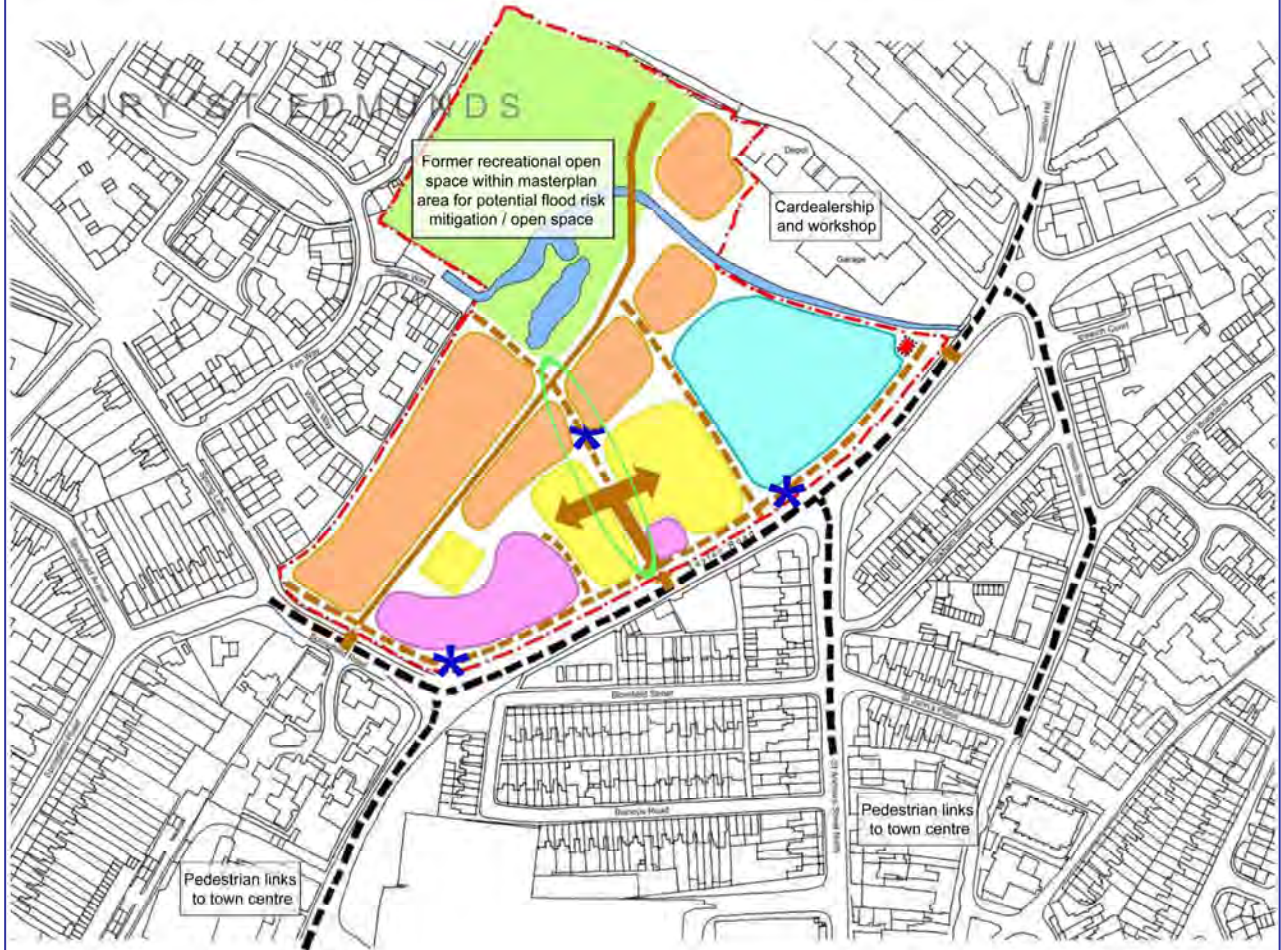
6.22.1 In addition, the Concept Statement identifies a number of more detailed Planning Requirements, which will be taken into account in the detailed design phase for the Tayfen Road site, namely:

- Sustainable development measures for dwellings (bins, recycling boxes, water butts, compost bins, etc)
- Recycling facilities
- Public art provision/contributions
- Improved pedestrian/cycleway signage to/from town centre

6.22.2 Any other possible planning requirements should appropriately be addressed at the detailed planning phase, when the detailed composition of the scheme can be more closely defined.

# MASTERPLAN PROPOSALS

- KEY**
-  Masterplan area boundary
  -  Existing road network
  -  Stream
  -  Main access routes for pedestrians / cyclist / vehicles
  -  Pedestrians only routes
  -  Car parking facilities
  -  Retail / Leisure uses, including foodstore / hotel / restaurant / cafe
  -  Residential Zone to include parking, landscaping and open space
  -  Retail / Commercial development including tyre and exhaust centre, and servicing
  -  GPRS
  -  Landscaping zone
  -  Proposed landmark features
  -  Former recreational space



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## APPENDICES

1. **Development Sustainability Appraisal**
2. **Retail and Leisure Assessment**
3. **Public Consultation**
4. **Site Access Strategy**

## APPENDIX 1

### DEVELOPMENT SUSTAINABILITY APPRAISAL

SA Objective	Question: Will this proposal help to...	Rating	Comment
<b>SOCIAL</b>			
To improve the health of the population overall	Will it improve access to high quality, health facilities?	0	Through the promotion of walking and cycling via dedicated routes.
	Will it reduce death rates?	0	
	Will it encourage healthy lifestyles?	+	
To maintain and improve levels of education and skills in the population overall	Will it improve qualifications and skills of young people?	0	
	Will it improve qualifications and skills of adults?	0	
To reduce crime and anti-social activity	Will it reduce actual levels of crime?	?	Through the inclusion of street activity and frontages within the development site.
	Will it reduce the fear of crime?	+	
	Will it reduce noise and odour concerns?	?	
To reduce poverty and social exclusion	Will it reduce poverty and social exclusion in those areas most affected?	+	Provision of an identified required foodstore in a location accessible to the town centre and public transport will serve to improve access to such services for all members of the community.
To improve access to key services for all sectors of the population	Will it improve accessibility to key local services?	+ +	A range of services are included within the proposals—including retail units, a discount foodstore, and leisure uses.  The proposed shopping facilities will enhance the provision of such facilities within Bury St Edmunds, with the introduction of a discount foodstore for the town.
	Will it improve accessibility to shopping facilities?	+ +	
	Will it provide access to childcare?	0	



## APPENDIX 1

### DEVELOPMENT SUSTAINABILITY APPRAISAL

To offer everybody the opportunity for rewarding and satisfying employment	<p>Will it reduce unemployment overall?</p> <p>Will it reduce long-term unemployment?</p> <p>Will it provide job opportunities for those most in need of employment?</p> <p>Will it help to improve earnings?</p>	<p>+</p> <p>+</p> <p>?</p> <p>?</p>	There will be opportunities for increased employment provision, within both the retail and leisure sectors. The exact amount and type of employment will be determined at the detailed design stage.
To meet the housing requirements of the whole community	<p>Will it reduce homelessness?</p> <p>Will it provide enough housing?</p> <p>Will it increase the range and affordability of housing for all social groups?</p> <p>Will it reduce the number of unfit homes?</p>	<p>+</p> <p>++</p> <p>++</p> <p>0</p>	<p>The proposals include residential development, which will be provided to meet the needs of the local community through the inclusion of a housing mix of type and tenure.</p> <p>Affordable housing will be provided within the scheme, with the exact numbers a matter for consideration at the planning application stage.</p>
To improve the quality of where people live and to encourage community participation	<p>Will it improve the satisfaction of people with their neighbourhood as a place to live?</p> <p>Will it increase access to natural green space?</p> <p>Will it encourage engagement in decision making?</p> <p>Will it increase the number of people involved in volunteer activities?</p> <p>Will it improve ethnic relations?</p> <p>Will it improve access to cultural facilities?</p>	<p>++</p> <p>+</p> <p>++</p> <p>0</p> <p>0</p> <p>0</p>	<p>The scheme will provide regenerative benefits for the site and the wider community, with social, economic and environmental improvements made.</p> <p>Open space will be provided within the scheme, to accord with local standards. There is also the potential, through utilising the adjacent former recreation ground, to create access to a substantial area of open space, which is currently an under-utilised resource.</p> <p>The site has been the subject of significant consultation-undertaken as part of this masterplan, as well as throughout the preparation of the Local Plan and other guidance, such as the Concept Statement.</p>

## APPENDIX 1

### DEVELOPMENT SUSTAINABILITY APPRAISAL

ENVIRONMENTAL			
To maintain and where possible improve water and air quality	Will it improve the quality of inland waters?	0	To be addressed in an Environmental Impact Assessment, which will accompany a planning application.
	Will it improve the quality of coastal waters?	0	
	Will it improve air quality?	?	
To conserve soil resources and quality	Will it minimise the loss of greenfield land to development?	+ +	The site is a brownfield site, situated in close proximity to the town centre. Therefore, the redevelopment constitutes sustainable development in that it uses previously developed land in a sustainable location. No Greenfield land is to be incorporated within the proposals.
	Will it minimise loss of the best and most versatile agricultural land to development?	+ +	
	Will it maintain and enhance soil quality?	+	
To use water and mineral resources efficiently, and re-use and recycle where possible	Will it promote sustainable use of minerals?	0	A Sustainable Urban Drainage System (SUDS) will be incorporated into the redevelopment scheme and the storage and use of rainwater will be utilised where possible. There is potential to incorporate water habitats on adjacent land.
	Will it promote sustainable use of water?	+	
	Will it maintain water availability for water dependent habitats	?	
To reduce waste	Will it reduce household waste?	+	A detailed Waste Strategy will be included as part of any detailed planning application, albeit at this stage it is the intention to provide recycling facilities for future residents where possible.
	Will it increase waste recovery and recycling?	+	
To reduce the effects of traffic on the environment	Will it affect traffic volumes?	0	The layout for the scheme is based on the premise of prioritising pedestrian movement, with the most accessible parts of the site reserved for pedestrian access into the site. Routes through the site are also geared towards pedestrians. The location of the site within close proximity to the town centre and train and bus stations will encourage journeys using modes other than the private car.
	Will it reduce the need for local travel?	+ +	
	Will it increase the proportion of journeys made using modes other than the private car?	+ +	

## APPENDIX 1

### DEVELOPMENT SUSTAINABILITY APPRAISAL

To reduce contributions to climate change	Will it reduce emissions of green house gases by reducing energy consumption?	+	Whilst the detailed design is not yet at an advanced stage, the intention of the developer is to incorporate renewable energy where possible.  The affordable housing units will aim to achieve Sustainable Homes Level 3 performance.
	Will it increase the proportion of energy needs being met by renewable sources?	+	
To reduce vulnerability to climatic events	Will it minimise the risk of flooding to people and property from rivers and watercourses?	+	A flood mitigation scheme must be presented as part of the Flood Risk Assessment, which will accompany a planning application. This will demonstrate that all uses can be accommodated on site without increasing the risk of flooding to people and property.
	Will it minimise the risk of flooding to people and property on the coast?	0	
	Will it reduce the risk of coastal erosion?	0	
	Will it reduce the risk of damage to people and property from storm events?	+	
To conserve and enhance biodiversity	Will it maintain and enhance sites designated for their nature conservation interest?	+	There are no proposals within the masterplan that will have a negative impact on any existing conservation sites.  Strategic landscaping is proposed as part of the redevelopment scheme, which will provide enhanced biodiversity and access to amenities.
	Will it help delivery the targets and actions for habitats and species within the Suffolk Biodiversity Action Plan?	+	
	Will it help to reserve the national decline in farmland birds?	0	

## APPENDIX 1

### DEVELOPMENT SUSTAINABILITY APPRAISAL

To conserve and where appropriate enhance areas of historical and archaeological importance	Will it protect and enhance sites, features and areas of historical and cultural value in both urban and rural areas?	+	The urban design of the proposed scheme will respect existing historical and cultural features within the immediate area, and the town as a whole.
	Will it protect and enhance sites, features and areas of archaeological value in both urban and rural areas?	0	
	Will it protect and enhance sites, features and areas of geological value in both urban and rural areas?	0	
To conserve and enhance the quality and local distinctiveness of landscapes and townscapes	Will it reduce the amount of derelict, degraded and underused land?	+ +	The existing site is an eyesore for this part of the town, and the redevelopment of the site provides an opportunity for the revitalisation and regeneration of the area. The land is currently underutilised and the redevelopment of the site will improve its social, economic and environmental contributions.
	Will it improve the landscape and/or townscape?	+ +	

## APPENDIX 1

### DEVELOPMENT SUSTAINABILITY APPRAISAL

ECONOMIC			
To achieve sustainable levels of prosperity and economic growth throughout the plan area	Will it improve business development and enhance competitiveness?	++	The provision of a mixed-use development scheme accords with Local Plan policy, in meeting its objectives to achieve a thriving business community for the town of Bury St Edmunds. A range of retail units are proposed, to include both retail warehousing and a foodstore within the sector. Further, a hotel will enhance the contribution towards the growth of the economy, and will contribute towards the tourist industry of the town and the wider area.
	Will it improve the resilience of business and economy?	++	
	Will it promote growth in key sectors?	+	
	Will it improve economic performance in advantaged and disadvantaged areas?	+	
	Will it encourage rural diversification?	0	
To revitalise town centres	Will it increase the range of employment opportunities, shops and services available in town centres?	++	The proposed shopping facilities will enhance the provision of such facilities within Bury St Edmunds, with the introduction of a discount foodstore accessible from the town centre. There will be opportunities for increased employment provision, within both the retail and leisure sectors. The exact amount and type of employment will be determined at the detailed design stage.
	Will it decrease the number of vacant units in town centres?	0	
To encourage efficient patterns of movement in support of economic growth	Will it reduce commuting?	+	The layout for the scheme is based on the premise of prioritising pedestrian movement, with the most accessible parts of the site reserved for pedestrian access into the site. Routes through the site are also geared towards pedestrians. The location of the site within close proximity to the town centre and train and bus stations will encourage journeys using modes other than the private car. Such facilities can be utilised for commuters from the site to other parts of the town as well as for longer journeys.
	Will it improve accessibility to work by public transport, walking or cycling?	++	
	Will it reduce journey times between key employment areas and key transport interchanges?	+	
	Will it increase the proportion of freight transported by rail or other sustainable modes?	0	
	Will it increase the consumption of locally produced food and goods?	+	

## APPENDIX 1

### DEVELOPMENT SUSTAINABILITY APPRAISAL

To encourage and accommodate both indigenous and inward investment	Will it encourage indigenous business?	0	The provision of a mixed-use development scheme accords with Local Plan policy, in meeting its objectives to achieve a thriving business community for the town of Bury St Edmunds. A range of retail units are proposed, to include both retail warehousing and a foodstore within the sector. Further, a hotel will enhance the contribution towards the growth of the economy, and will contribute towards the tourist industry of the town and the wider area.
	Will it encourage inward investment?	+	
	Will it make land available for business development?	0	

#### Key to Scores

++	Major positive	+	Minor positive
-	Minor negative	--	Major negative
0	Neutral effect	?	Uncertain effect

Significant Positive Effects: 15

Significant Negative Effects: 0

Timescale: Short and medium term.

Likelihood: Achievement of positive effects likely.

Recommendation for mitigation of adverse effects and/or enhancement of positive effects: To be assessed at the planning application stage.

ASSESSMENT CARRIED OUT BY: Rapleys LLP DATE: August 2008

## APPENDIX 2

### RETAIL AND LEISURE ASSESSMENT

#### A2.1 Policy Context and the Retail / Leisure Study

- A2.1.1 The site is allocated for mixed-use development in the current Local Plan, under Policy BSE9. The policy specifically refers to development for retail warehousing floorspace and a foodstore, together with leisure uses.
- A2.1.2 Whilst this policy does not include guidance on the appropriate scale of such development, it states that any retail and leisure uses will be required to satisfy the requirements of Policy TCR1, which lists the following criteria:
- i) A demonstration of need;
  - ii) Adoption of the sequential approach;
  - iii) Consideration of retail impact, and
  - iv) Accessibility by a choice of means of transport.
- A2.1.3 Some further guidance on the need for retail warehousing and convenience goods stores is provided in the context of Bury St Edmunds in the Plan. A need for around 3,600 sqm gross of retail warehouse floorspace within the Local Plan period is identified and capacity for an additional smaller-scale foodstore of about 1,500 sqm gross noted. These figures are based on a Shopping Study which has now been superseded by the Bury St Edmunds and Haverhill Retail, Leisure and Offices Study of January 2007, prepared for the Council by Donaldsons.
- A2.1.4 In terms of the location at which the needs identified in the Local Plan should be accommodated, the Plan's commentary is not specific, apart from indicating that the retail warehousing can, in part, be met through extensions to existing retail warehouses, and otherwise by implication should be on allocated sites – including the subject site at Tayfen Road.
- A2.1.5 In terms of the need for a smaller-scale foodstore, only this subject site is specifically allocated for the development of such a facility within the town.
- A2.1.6 The 2007 Study included in its brief providing updated advice on the quantitative and qualitative needs for new retail development and considering potential development sites for their commercial suitability – including this site.
- A2.1.7 The following comments address the retail planning issues arising from the policies identified above in relation to retail need and the sequential approach. As there have been no significant changes to the circumstances affecting these considerations since that Study was produced, it presents an up-to-date review of these issues and provides site specific commentary. The following comments thereby draw on that Study primarily, with additional comments based on the adopted Local Plan.

## APPENDIX 2

### RETAIL AND LEISURE ASSESSMENT

#### A2.2 Tayfen Road Site

- A2.2.1 The Study reviews a number of sites in Bury St Edmunds in terms of their potential to accommodate the retail needs identified in the Study. It is concluded that the Tayfen Road site is commercially suitable for a discount supermarket and retail warehouses, and would also be attractive to the operators of commercial leisure uses such as *"branded"* restaurants, in conjunction with such retail development.
- A2.2.2 On the sequential approach, it is concluded that the site is out-of-centre, but that its accessibility in terms of bus routes and its proximity to the town centre mean that it can accommodate *"lower density retail uses such as retail warehouses and a discount supermarket"*. (Donaldsons Study, January 2007 – paragraphs 7.10-7.11).
- A2.2.3 The Study concludes that the site should continue to be designated for these uses. The appropriate scale of such development is considered through the issues of quantitative need.
- A2.2.4 In describing the Tayfen Road site, the Study refers to existing retail uses on the site. These comprise the use of parts of warehouse buildings and a converted car showroom. The sales areas of the former units represents about 303 sq.m net and the latter extends to a gross floor area of 510 sqm. In addition, there is a convenience goods shop of about 100 sqm net associated with the existing petrol filling station on the site. These uses are relevant insofar as the redevelopment of the site will result in their demolition, which will release the spending and thereby retail need for an equivalent floorspace.

#### A2.3 Retail Warehouse Need

- A2.3.1 The Donaldsons' Study assesses comparison goods retail capacity/need for Bury St Edmunds in terms of Town Centre and Non-Central locations, under two scenarios.
- A2.3.2 Scenario 1 forecasts a capacity of 5,200 sqm net by 2011, rising to about 13,000 sqm net by 2016, for retail warehousing.
- A2.3.3 The alternative Scenario 2 assumes that a large proportion of capacity is accommodated in Town Centre floorspace, reducing the capacity for additional retail warehouse floorspace to about 2,050 sqm net by 2011, rising to about 9,300 sqm net by 2016.
- A2.3.4 Scenario 2 is not presented as necessarily the only possible conclusion, as it is described as *"more realistic"*. By implication, the relevant capacity and need for retail warehouse floorspace by 2011 will be between 2,050 sqm net and 5,200, in both scenarios increasing steadily thereafter. 2011 is a reasonable design year for the current proposals, if they proceed immediately. However, within the timescale of this Masterplan, it is reasonable to conclude that the forecast relevant retail warehouse need will exceed the proposed 3,000 sqm gross promoted through this Masterplan.
- A2.3.5 Even if the estimates of Scenario 2 are taken at the minimum level of the forecast range of Non-Central need, and if the earliest possible design year of 2011 is used, the forecast of 2,050 sqm net will justify a growth of retail warehouse floorspace of 3,000 sqm taking account of the need for replacement of lost retail warehouse type sales floorspace resulting from the site's redevelopment.



## APPENDIX 2

### RETAIL AND LEISURE ASSESSMENT

#### A2.4 Discount Foodstore Need

- A2.4.1 A floorspace of 1,548 sqm gross is proposed through this Masterplan, reflecting the requirements of Aldi, which is the intended operator for this store. Aldi is one of the leading operators of this type of discount foodstore in the UK and, indeed, is specifically referred to in the conclusions of the Donaldson's Study as an appropriate operator for such store.
- A2.4.2 The Donaldsons' Study concludes that there is capacity for a new discount supermarket by about 2011, or soon after, of the size and type currently operated by, inter alia, Aldi. Reference is made to a net sales area of 750 sqm, presumably relating to the sale of convenience goods from such stores, equating with Aldi's trading profile for the gross store size promoted in this Masterplan.
- A2.4.3 The compatibility of these net and gross figures is confirmed by the Study's reference to Aldi's requirements in February 2006 being 1,357 sqm (Appendix 5). Aldi have subsequently increased their optimal gross store size requirements, with the increase being attributable to improved customer circulation. There has been no expansion in the range of goods sold from these stores.
- A2.4.4 Additional reassurance on the appropriateness of the level of convenience goods floorspace promoted in the Masterplan is provided by taking into account additionally the replacement convenience goods floorspace for that which will be lost by the site's redevelopment.

#### A2.5 Leisure Need

- A2.5.1 The Study specifically addresses a range of leisure uses, including pubs, cafes and restaurants. Bury St Edmunds is concluded as being currently reasonably well served by leisure facilities, with no pressing need to identify or allocate any site for additional commercial leisure facilities. This effectively confirms the appropriateness of retaining the allocation of the Tayfen Road site under Policy BSE9, in terms of need, as it is an existing Local Plan allocation.

#### A2.6 Sequential Approach

- A2.6.1 The Study confirms that this is the most appropriate location to meet the needs for retail warehouse and discount supermarket development (paragraph 7.11). The Study refers to this site as being "out-of-centre" for retail purposes, but nevertheless confirms a preference for the Tayfen Road site for such development within the town.
- A2.6.2 It is notable that in terms of applying the sequential approach to other uses than retail, the appropriate distance by which "edge-of-centre" locations are defined from Town Centres varies, reflecting the greater willingness and ability of users towards greater distances when not carrying purchases. In these terms, suitability of the site for the proposed leisure uses is particularly appropriate. The Study reaches a site-specific conclusion on restaurant development in relation to this site, stating that if operator demand is forthcoming, such uses could potentially be included in a retail-led mixed use development.



## APPENDIX 2


### RETAIL AND LEISURE ASSESSMENT

#### **A2.7 Scale**

A2.7.1 The issue of scale should be addressed in detail at the planning application stage, when it will be possible to address a specific proposal. At this stage it can be concluded that the scale of retail and leisure provision as promoted in the Masterplan is appropriate in terms of the needs of the town and the size and visual characteristics of the subject site. The site is evidently physically capable of accommodating the scale of provision envisaged, together with the associated ancillary facilities and a substantial residential development element.

#### **A2.8 Retail Impact**

A2.8.1 This issue should be addressed in a planning application, in accordance with Government guidance in PPS6 and Policy TCR1 of the Local Plan. In broad terms, the proposed quantum of retail development envisaged is within the Donaldsons' study's forecast spending capacity, providing a broad indication that this development can be accommodated within the predicated growth in retail spending available within Bury St Edmunds.



## APPENDIX 3 PUBLIC CONSULTATION

### METHODOLOGY

1. Circulation of notification letter, summary leaflet and comments form to:
  - All households in close proximity to the site
  - Commercial premises in the vicinity of the site
  - Other parties who responded to the Station Hill and Tayfen Road Concept Statement Consultation Parties
  - Statutory Consultees
2. Full document to be produced for comment:
  - Link to be provided on St Edmundsbury Borough Council website
  - Hard copies to be provided to St Edmundsbury Borough Council for distribution at its offices
  - Other hard copies to be made available from Rapleys on request

### RESPONSES

1. All responses collated and considered.
2. Schedule of Developer responses and associated changes (as necessary) issued in tabular form to Officers
3. Respondents advised of next stage in process.

### OUTCOMES

1. Masterplan reviewed and revised and issued to LPA to present to Committee
2. Matters of detail inappropriate for Masterplanning stage noted but reserved for development of detailed planning application

**APPENDIX 4**  
**SITE ACCESS STRATEGY**  
**Technical Note**



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Job title	<b>Tayfen Road</b>	Job Code	<b>FEBSStEds.1</b>
Prepared By	<b>Ben Smith-Laing</b>	Date	<b>05/11/08</b>
Subject	<b>Site Access Strategy</b>		

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- 1.1 The Masterplan is intended to be an evolution of the Concept Statement, taking it to the next stage of development. This means examining the Council’s aspirations in more detail and looking at the practicalities of the suggestions put forwards. This includes some initial junction modelling work.
- 1.2 The proposed land uses have different access requirements, and it will therefore be necessary to have more than one access route into the site. However, it is important that the number of access points is minimised. In order to achieve this, the accesses will need to be efficiently located within the context of the site, and thus able to serve as much of the site as possible in an efficient and safe way.
- 1.3 ny development should be designed and conceived in line with modern, sustainable development principals. Many of these are set out in the Department for Transport Document "Manual for Streets" (MfS). Whilst mainly intended for residential areas, it also applies to “streets”, which it defines as follows:

*"For the purposes of this document, a street is defined as a highway that has important public realm functions beyond the movement of traffic. Most critically, streets should have a sense of place, which is mainly realised through local distinctiveness and sensitivity in design. They also provide direct access to the buildings and the spaces that line them. Most highways in built-up areas can therefore be considered as streets."*

1.4 Given the nature of the proposed development, it is considered that much of the guidance and many of the principles contained within MfS would be applicable.

1.5 MfS promotes a shift in approach when designing new layouts, stating:

*"The main changes in the approach to street design that MfS recommends are as follows:*

- applying a user hierarchy to the design process with pedestrians at the top;*
- emphasising a collaborative approach to the delivery of streets;*
- recognising the importance of the community function of streets as spaces for social interaction;*
- promoting an inclusive environment that recognises the needs of people of all ages and abilities;*
- reflecting and supporting pedestrian desire lines in networks and detailed designs;*
- developing masterplans and preparing design codes that implement them for larger-scale developments, and using design and access statements for all scales of development;*
- creating networks of streets that provide permeability and connectivity to main destinations and a choice of routes;*
- moving away from hierarchies of standard road types based on traffic flows and/or the number of buildings served;*
- developing street character types on a location-specific basis with reference to both the place and movement functions for each street;*
- encouraging innovation with a flexible approach to street layouts and the use of locally distinctive, durable and maintainable materials and street furniture;*
- using quality audit systems that demonstrate how designs will meet key objectives for the local environment;*
- designing to keep vehicle speeds at or below 20 mph on residential streets unless there are overriding reasons for accepting higher speeds; and*
- using the minimum of highway design features necessary to make the streets work properly."*

1.6 This is further reinforced in Section 3.6.8:

*"It is recommended that the design of a scheme should follow the user hierarchy shown in Table 3.2.*

*Table 3.2: User hierarchy*

<i>Consider first</i>	<i>Pedestrians</i>
	<i>Cyclists</i>
	<i>Public transport users</i>
	<i>Specialist service vehicles (e.g. emergency services, waste, etc.)</i>
<i>Consider last</i>	<i>Other motor traffic</i>

1.7 It is clear that the emphasis has shifted away from car users towards more sustainable forms of transport.

1.8 In order to meet this objective, the main site access should be for pedestrians and should be segregated from the vehicular access. The concept statement promotes a vehicular access from the Tayfen Road / St Andrews Street North junction, this is located very much to the eastern side of the site, and is therefore not well placed to create easy and efficient vehicular access to all areas within the site.

1.9 In terms of the internal site layout (and thus the commercial viability of any scheme), the most logical location for the main site access is the route of the existing Osier Road site access. This has been shown to function safely over a number of years, but would require improvements to manage the additional traffic attracted to the site.

- 1.10 Osier Road provides good separation from both St Andrews Street North and Springfield Road and is also centrally located within the site frontage, making it an obvious point of access. A vehicular access at Osier Road access would also allow a separate pedestrian access on the main desire line from town at the Tayfen Road / St Andrews Street North junction, as put forwards in the CS. This would also be in line with the approach set out in MfS. This route is on the clear pedestrian desire line from the town centre and could, in future, link through to the rail station (Figure 2.2), promoting sustainable transport choices. A crossing should be provided across Tayfen Road on this desire line.
- 1.11 Within the site itself, there should be clear links through the car parking areas in order to create a permeable development. In future this would facilitate the provision of a pedestrian / cycle link through to the rail station, encouraging sustainable transport choices. Any pedestrian routes should be wide and street lit, providing an attractive and inviting pedestrian environment.
- 1.12 In addition to these, there would be pedestrian routes from Springfield Road into the residential area of the development, although direct access to this area could also be taken via the accesses from Tayfen Road. There is an aspiration to link these in with existing facilities within the residential development off Springfield Road.
- 1.13 Pedestrian / cycle improvements should not be limited to those with the site. A widened pedestrian / cycle route could be created along the site frontage with Tayfen Road, ensuring continuity with the existing facilities. There is also an opportunity to widen and improve the footway on the southern side of Tayfen Road. At present, Tayfen Road is an uninviting pedestrian environment and it is considered that these improvements will greatly enhance pedestrian linkage.
- 1.14 Given the different types of development proposed on the site, it is logical that there would be a requirement for different vehicular accesses. For example, it would unusual to access a residential or hotel development through a retail warehouse car park. In addition, there is likely to be a need for separate servicing arrangements.

- 1.15 It would seem logical that the residential portion of the site be taken from Springfield Road. This has an existing high quality junction with Tayfen Road and serves existing residential areas. The new development would thus be integrated with the current residential area. A further advantage is that no additional accesses would be created onto Tayfen Road. This residential access could potentially be shared with the hotel development.
- 1.16 Due to the need to separate servicing for the retail units from the main public access to the site, it will be necessary to use a separate access from Tayfen Road. Whilst servicing and deliveries can be scheduled to take place outside peak hours if necessary, the access should be provided with a right turn facility in order to avoid creating delays on Tayfen Road.
- 1.17 Appropriate kerb radii should be provided to allow HGVs to access the site easily and without undue delay. All service vehicles should be able to turn on site and enter and exit in forward gear. A logical location for this service access would be close to the existing gasholder access point.
- 1.18 In total, the number of vehicular accesses to the site from Tayfen Road would thus be reduced to two, with the residential access taken from Springfield Road. The current indiscriminate access and parking arrangements would be removed, significantly improving the operation of Tayfen Road. The development would therefore bring forward significant benefits to the local highway network by the reorganisation and rationalisation of the existing operation of the Tayfen Road site.
- 1.19 In order to examine the deliverability of an Osier Road site access, some initial junction modelling has been carried out based on an indicative development scheme for the site. This is clearly preliminary work, and would require further assessment once a detailed scheme emerges. However, it does provide reassurance that the options put forwards are realistic.
- 1.20 Two options have been put forwards, a roundabout and signalised junction. Designs for both options have been drawn up and modelled.



- 1.21 A TRICS assessment of the indicative development scheme has been carried out to determine its likely traffic attraction. It is considered that retail related traffic attracted to the site would largely be pass-by and diverted traffic that is already on the highway network, which will link a visit to the site with an existing visit to the town centre. Residential and hotel traffic can be considered to be new to the local highway network.
- 1.22 The roundabout option has been modelled using the Transport Research Laboratory's ARCADY software. This is industry standard software for assessing the capacity of roundabout junctions. The modelling work demonstrates that a roundabout at the Osier Road junction would have adequate capacity to serve the site and would be a practical solution for site access.
- 1.23 The suggested Site Access / Tayfen Road signal junction has been modelled using the JCT Consultancy's LINSIG software, a well recognised method of testing signal junctions. The LINSIG modelling shows that a signalised junction would also have adequate capacity to serve as the main site access.
- 1.24 Both options have been shown to be suitable in capacity terms. This has been accepted by the County Council, which has no "in principal" objections to Mayer Brown's proposals.
- 1.25 Mayer Brown's recommendation would be provide a roundabout at the existing Osier Road site access. This has a number of advantages:
- "fits" with existing roundabout junctions along Tayfen Road
  - provides improved access to existing MOT station and car hire yard
  - better overall capacity than signals, as no time lost to intergreen periods, maintaining vehicle flow on Tayfen Road
  - creates the opportunity to widen much of the footway on the southern side of Tayfen Road, significantly improving pedestrian access
  - could potentially be converted to signals if in future a comprehensive linked signal system is introduced along Tayfen Road

1.26 In summary:

- the residential section of the development could be accessed via a priority junction with Springfield Road
- the main vehicular access should be via a roundabout junction close to the existing location of Osier Road
- servicing for the bulk of the retail development should take place from a ghost island priority junction in a similar location to the existing gas holder access point

1.27 These arrangements provide a number of advantages:

- existing accesses to be rationalised
- residential traffic would use the existing right turn ghost island facility into Springfield Road
- the main pedestrian and vehicular accesses would be segregated
- the main pedestrian access could be located on the main desire line to the town centre
- the site layout could provide a “future proof” pedestrian link through to the rail station
- the servicing access would have a ghost island turning facility so as not to impede traffic on Tayfen Road
- the overall number of accesses into the site would be significantly reduced
- the main vehicular access would be from the location of Osier Road, which is central to the site frontage
- the main access (whether roundabout or signals) will be in keeping with the existing junctions along the length of Tayfen Road and would have a higher capacity than the existing St Andrew’s Street North junction”