

Masterplan
Station Hill, Bury St Edmunds
7495 / Rev A04
July 2015



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Executive Summary

This masterplan has been prepared on behalf of Hopkins Homes to provide informal planning guidance for the future development of the site.

The masterplan was subject to a four week public consultation period from 1 July 2013 to 26 July 2013 following a public exhibition on 1 July 2013 held at St Edmundsbury Quaker House.

Comments received during the consultation period were carefully considered and amendments were made to the document prior to it being agreed with the Council for consideration for formal adoption in July 2015.



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1. Vision

Vision

Hopkins Homes has worked closely with St Edmundsbury Borough Council to develop this vision for the regeneration and re-development of the Station Hill site which contributes to a vibrant new 'Station Quarter' for Bury St Edmunds. This is a major 'gateway' location for the town and as such requires a high quality of development to act as a key point of arrival and departure.

The new Quarter will be formed by regenerating the land to the south west of the station. This land was predominantly used for rail sidings which will be relocated to release the site for development and by a series of derelict and poor quality buildings. The main purpose of the masterplan is to regenerate the area to provide a high quality place with a distinctive and vibrant character. This will be achieved through the delivery of a mixed use development in accordance with the local plan allocation for the site. The policy contains an overall ambition for a mix of uses to be provided across the site which is to be applied with flexibility when individual planning applications are considered.

Given the sites key location next to rail station and close to the town centre, it is important that a deliverable scheme is identified. A key issue will be the viability of any such scheme.

The development of this site has stalled as a result of the economic downturn and in particular the cost of relocating the railway sidings.

The 'Station Quarter' will complement the recent housing development to the west at Bulrush Crescent and the proposals for Tayfen Road to the south. These proposals for the Station Hill site will create an integrated and cohesive series of new spaces and places which will enhance and contribute significantly to the quality of Bury St Edmunds by positively linking the town centre and station.

"Welcome" to Bury St Edmunds....

Bury St Edmunds Rail Station will be a key component of the vibrant new 'Station Quarter' for the town around Station Hill, redeveloping a former industrial site to form a new distinct neighbourhood.



Station Hill, Bury St Edmunds July 2015



2. Introduction

Introduction

2.1 Purpose of the Masterplan

This document has been prepared by planning consultants Armstrong Rigg Planning (ARP) with architects Feilden+Mawson on behalf of Hopkins Homes who are one of the current landowners of the Station Hill masterplan site. The site is allocated in the Adopted Bury St Edmunds Vision 2031 Plan (Policy BV8) as one that should come forward for development.

St. Edmundsbury Borough Council consulted with the public and other stakeholders on a Concept Statement for Station Hill/Tayfen Road in 2006/2007, culminating in its adoption by the Council in October 2007. The Adopted Concept Statement provides the broad parameters within which any masterplan for the site should be prepared, to bring forward this last major site for development adjacent to the centre of the town.

The masterplan document therefore provides the next level of detail from the Adopted Concept Statement and has been prepared in accordance with it. The redevelopment of Station Hill has already been firmly established and approved through both the current Local Plan and the Adopted Concept Statement processes.

This masterplan has been prepared on behalf of Hopkins Homes in association with other landowners to provide planning guidance for the future development of the site. It was subject to a period of public consultation where the views of the public, statutory consultees and other stakeholders were sought.

Comments received during the consultation period were carefully considered and amendments were made to the document prior to it being agreed with the Council for consideration for formal adoption. Any future planning applications at the site will be submitted and determined in accordance with the approved masterplan. This masterplan document responds to saved Policy DS4 of the Adopted Local Plan which provides guidance to developers as to the form and content of a masterplan.

The drawings / plans contained within this document are illustrative only in order to indicatively demonstrate the development which could be delivered. The layout of buildings, and other detailed matters, will be considered on their merits as individual planning applications come forward.

2.2 Local Planning Guidance

Policy and guidance which covers the local area has been used to inform the design process. These include:

- Adopted Bury St Edmunds Vision 2031 Plan
- Adopted Joint Development Management Policies Local Plan 2015
- St Edmundsbury Core Strategy 2010
- Other non-statutory policy documents (e.g. Suffolk Local Transport Plan, etc.)
- The Station Hill and Tayfen Road Concept Statement
- Open Space, Sport and Recreation SPD
- Suffolk County Council Guidance for Parking: November, 2014.
- Development Design and Impact SPD

This Station Hill site has been allocated for redevelopment in successive versions of the SEBC Local Plan since 1994.

The key current Local Plan policies relating to the site are summarised below:

BSE Vision 2031 Policy BV8 - Station Hill Development Area:

The site is suitable for mixed development and is allocated for:

- a) residential 300 units indicative;
- b) offices and other B1 employment;
- c) leisure uses;
- d) small scale retail uses to serve local needs;
- e) parking ancillary to these uses and to supplement the requirements of the railway station;
- f) an improved public transport interchange; and
- g) strategic landscaping and public realm improvements.

Small scale retail development shall be interpreted as units not exceeding 150 sq. metres in net floor area.

The Policy refers to the amount of land available for development, phasing arrangements, location of uses, access arrangements, mix and design and landscaping being informed by a masterplan for the site. Applications for planning permission will only be determined once the masterplan has been approved. The masterplan should be prepared in accordance with the content of the adopted concept statement for the site unless a material change in circumstances indicates otherwise. Reference is also made to the need to provide satisfactory alternative provision for the rail sidings or to demonstrate that there is no demand for them in the area.

Joint Development Management Policies Document (2015)

Policy DM2: Creating Places - Development Principles and Local Distinctiveness

Contains a number of requirements to ensure that new development achieves a high quality design that enhances the unique characteristics of an area and provides a better quality of life for people within that area

Policy DM3: Masterplans

Masterplans will be required for proposals on land allocated in Local Plans and the Sites Allocations DPD, where a Concept Statement has been prepared, and exceptionally any sites which by virtue of size, location or proposed mix of uses is justified by the Local Planning Authority to require a masterplanning approach. Proposals for development of sites

subject to Masterplans will be permitted only where proposals accord with Policy DM2 and with any relevant design guidance, Concept Statements, and Development Briefs approved by the Local Planning Authority or other adopted Supplementary Planning Documents. Where appropriate, the masterplan will include an analysis of site conditions, consultation feedback and identification of key design issues.

Policy DM15: Listed Buildings

Proposals to alter, extend or change the use of a listed building or development affecting its setting will be permitted where they demonstrate a clear understanding of the significance of the building and/or its setting alongside an assessment of the potential impact of the proposal on that significance, contribute to the preservation of the building, are not detrimental to the building's character or any architectural, archaeological, artistic or historic features, are of an appropriate scale, form, height, massing, and design and use appropriate materials.

Policy DM16: Local Heritage Assets and Buildings Protected by an Article 4 Direction

Seeks to ensure that proposals respect the historic fabric, design, materials, elevational treatment and ornamentation of the original building, will not entail an unacceptable level of loss or damage and have regard to the setting, plot layout and boundary features. Any works which would cause harm must be weighed against

any public benefits.	that they will not cause or exacerbate flooding elsewhere.	Proposals for all new developments should minimise all emissions and other forms of pollution and ensure no deterioration to either air or water quality.
<p>Policy DM18: New Uses for Historic Buildings Permission for the adaptation of a historic building to sustain a new use will be permitted where the proposal will protect the special significance of the building and would not have a detrimental impact on the character, appearance and setting of the building.</p>	<p>Policy DM7: Sustainable Design and Construction New development will be expected to adhere to broad principles of sustainable design and construction.</p>	<p>Policy DM20: Archaeology Development will not be acceptable if it would have a material adverse effect on Scheduled Ancient Monuments or other sites of archaeological importance, or their settings.</p>
<p>Policy DM22: Residential Design Includes a number of detailed requirements to ensure that residential development proposals maintain or create a sense of place and/or character.</p>	<p>Policy DM8: Low and Zero Carbon Energy Generation All proposals for generation or recovery of low carbon or renewable energy, such as wind turbines, biomass, and combined heat and power will be encouraged.</p>	<p>Policy DM42: Open Space, Sport and Recreation Facilities Proposals for the provision, enhancement and/or expansion of amenity, sport or recreation open space or facilities will be permitted subject to compliance with other policies.</p>
<p>Policy DM37: Public Realm Improvements Proposals for major development or redevelopment in the towns and Key Service Centres will, where reasonable and necessary to the acceptability of the development, be required to provide or contribute towards public realm improvements appropriate to the scale and nature of the proposal.</p>	<p>Policy DM11: Protected Species Development must not have an adverse impact on protected species. Additionally, enhancement for biodiversity should be included in all proposals.</p>	<p>Policy DM45: Transport Assessments and Travel Plans For major development and/or where a proposal is likely to have significant transport implications, the Council requires the submission of a Transport Assessment and Travel Plan.</p>
<p>Policy DM1: Presumption in Favour of Sustainable Development The Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.</p>	<p>Policy DM12: Mitigation, Enhancement, Management and Monitoring of Biodiversity Measures should be included, as necessary and where appropriate, in the design for all developments for the protection of biodiversity and the mitigation of any adverse impacts. Additionally, enhancement for biodiversity should be included in all proposals, commensurate with the scale of the development (e.g bird/bat boxes, appropriate landscaping species etc).</p>	<p>Policy DM46: Parking Standards The authority will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. Development proposals will be required to provide appropriately designed and sited car and cycle parking, plus make provision for emergency, delivery and service vehicles, in accordance with the adopted standards current at the time of the application. In the town centres and other</p>
<p>Policy DM6: Flooding and Sustainable Drainage Proposals for new development must demonstrate</p>	<p>Policy DM14: Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards</p>	

locations with good accessibility to facilities and services, and/or well served by public transport, a reduced level of car parking may be sought in all new development proposals.

Core Strategy

Policy CS1 – St Edmundsbury Spatial Strategy

The policy indicates that opportunities to use previously developed land for new development will be maximized. The towns of Bury St Edmunds and Haverhill will be the main focus for the location of new development. The policy identifies a requirement that 15,400 new homes will be built between 2001-2031 of which 8,118 will be in Bury St Edmunds.

Policy CS2 – Sustainable Development

This policy indicates that development should incorporate the principles of sustainable development and construction in accordance with recognized national standards.

Policy CS3 – Design and Local Distinctiveness

Policy CS3 requires that new development must create and contribute to a high quality, safe and sustainable environment. In particular proposals will be expected to:

- Consider the protection of landscape and historic views;
- Understand local context and explain how a proposal will enhance the area and improve community safety;

- Provide an appropriate density and mix of housing

The policy notes that in Bury St Edmunds improvements to the environment of streets and spaces will be a priority.

Policy CS5 – Affordable Housing

The policy specifies that developers will be expected to provide 30% of housing developments to be affordable unless viability evidence suggests otherwise.

The rail sidings are identified in the Suffolk Minerals Local Plan as a strategic site for the handling of minerals. Proposals for development which limits the use of the rail sidings will not be granted until satisfactory alternative provision is made or it has been demonstrated that there is no demand for rail sidings in the area.

Suffolk Minerals Core Strategy - Policy 6:
Safeguarding of rail facilities.

2.3 Station Hill and Tayfen Road Adopted Concept Statement

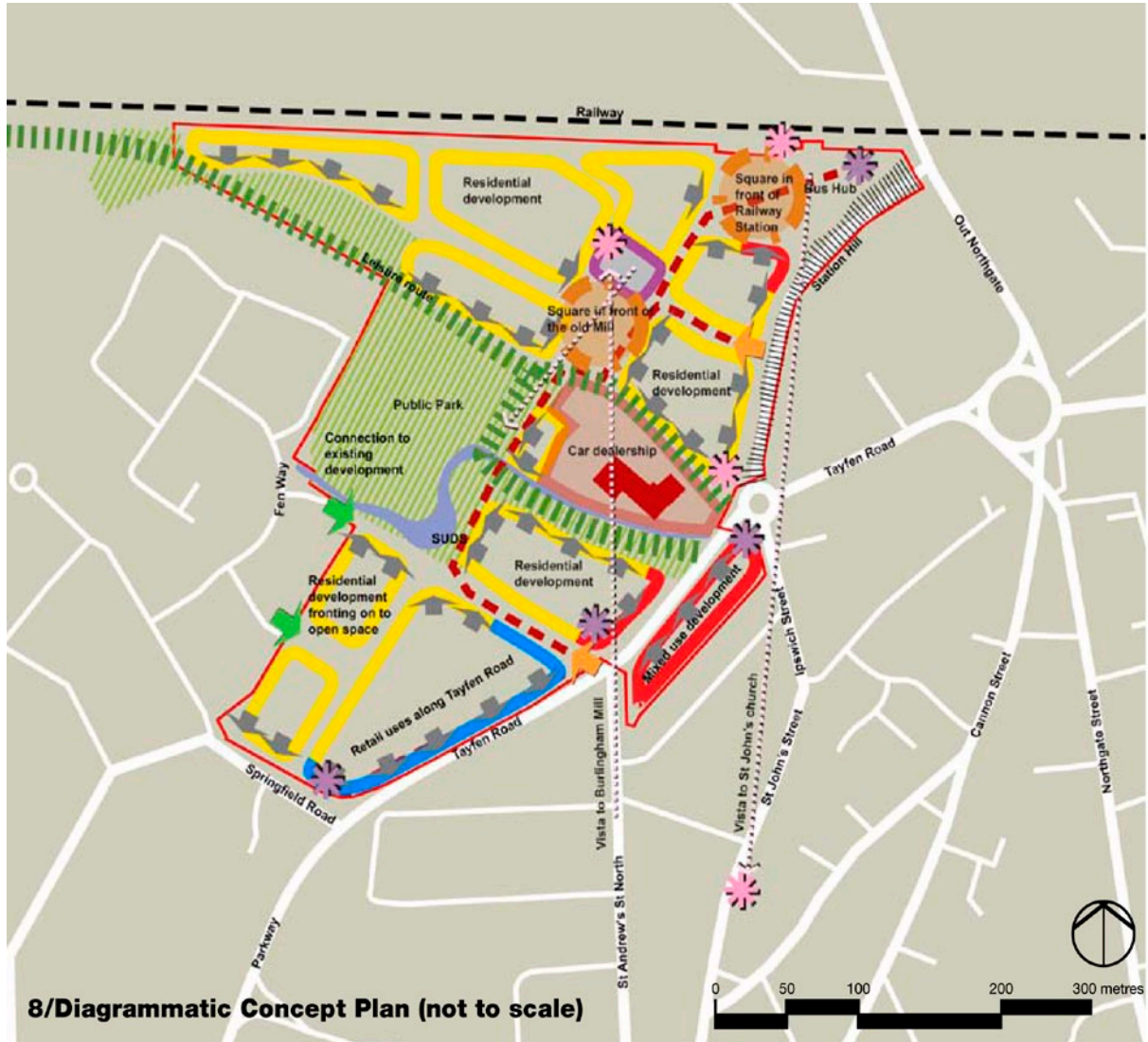
The Adopted Concept Statement for Station Hill (October 2007) is intended to: “inform the preparation of development proposals and provide a framework for the preparation of more detailed masterplans.”

The requirement to produce a masterplan for the Station Hill site flows from Policy BSE6 and there is a similar

but separate requirement relating to the adjoining Tayfen Road site in Policy BSE9.

Key design considerations and restrictions are summarised below:

- Retaining and enhancing the station as a transport interchange
- Co-ordination with the other land owners involved on Tayfen Road and Burlingham Mill
- Height restrictions:
- Mixed use/residential development along Tayfen Road will be 3-4 storeys in height.
- Development around the two public squares will be a minimum of three storeys.
- Development around Burlingham Mill should not exceed the ridgeline of the Mill.
- Generally, residential buildings will be 2-2.5 storeys in height.



2.4 National Planning Policy

In March 2012 the government published the National Planning Policy Framework (NPPF). This replaced almost all previous planning policy guidance in one consolidated document. The masterplan for the site and the subsequent planning applications must have regard to the NPPF. The main parts of the NPPF relevant to these proposals are summarised below:

National Planning Policy Framework (NPPF)

The NPPF states at paragraph 14 that the heart of the document is a presumption in favour of sustainable development. This is described as the 'golden-thread' running through plan-making and decision-taking.

The NPPF sets out a number of Core planning principles, which should underpin both plan-making and decision-taking. These include:

- Planning being a creative exercise in finding ways to enhance and improve places in which people live their lives;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;

- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
- Actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Transport

Paragraph 32 of the NPPF confirms that developments which generate significant amounts of movements should be supported by a Transport Assessment. It advocates that decisions should take account of whether opportunities for sustainable transport modes have been taken up. It goes on to confirm that development should not be prevented or refused on transport grounds unless the residual cumulative impacts of development are severe.

Housing

Paragraph 47 of the NPPF requires local planning authorities to significantly boost the supply of housing and to ensure their plans meet the full, objectively assessed needs for market and affordable housing in their areas.

Paragraph 49 of the document states that applications for housing developments should be considered in the context of the presumption in favour of sustainable development. It goes on to state that relevant policies for the supply of housing should not be considered up-to-date if the LPA cannot demonstrate a five-year supply of deliverable housing sites.

2.5 Design

Paragraph 56 states that good design is a key aspect of sustainable development and should contribute positively to making places better for people.

Paragraph 60 indicates that new development should seek to promote or reinforce local distinctiveness but that decisions should not attempt to impose architectural styles or particular tastes and should not stifle innovation, originality or individual buildings.

The NPPF highlights that applicants will be expected to work with those directly affected by their proposals to evolve designs which take account of the views of the community.

Paragraph 69 promotes the importance of facilitating social interaction and creating healthy, inclusive communities. To achieve this places should be created which promote opportunities for meetings between members of the community and safe and accessible developments, containing clear and legible pedestrian routes and high quality public space, which encourage the active and continual use of public areas.

Flooding

The NPPF advises that inappropriate development in areas of risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary it should be made safe without increasing flood risk elsewhere (paragraph 100).

Paragraph 103 confirms that in determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where informed by a site specific flood risk assessment.

Heritage

In determining applications, local planning authorities should require an applicant to describe the significance of any heritage asset affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and the potential impact of the proposal on their significance.

Planning Practice Guidance

The national Planning Practice Guidance (PPG) published in March 2014 contains an increased emphasis on bringing brownfield land into use, the importance of good design, and describes how masterplans can set out the strategy for a new development.



3. Assessment

Assessment

This section provides a summary of the assessment undertaken of the site and its surroundings used to inform the proposals and the content of this masterplan.

Thorough reference has been made to the Adopted Concept Statement for Station Hill and Tayfen Road including the opportunities and constraints identified. Information from this has been supplemented by an environmental constraints exercise to inform the site assessment.

3.1 The Site

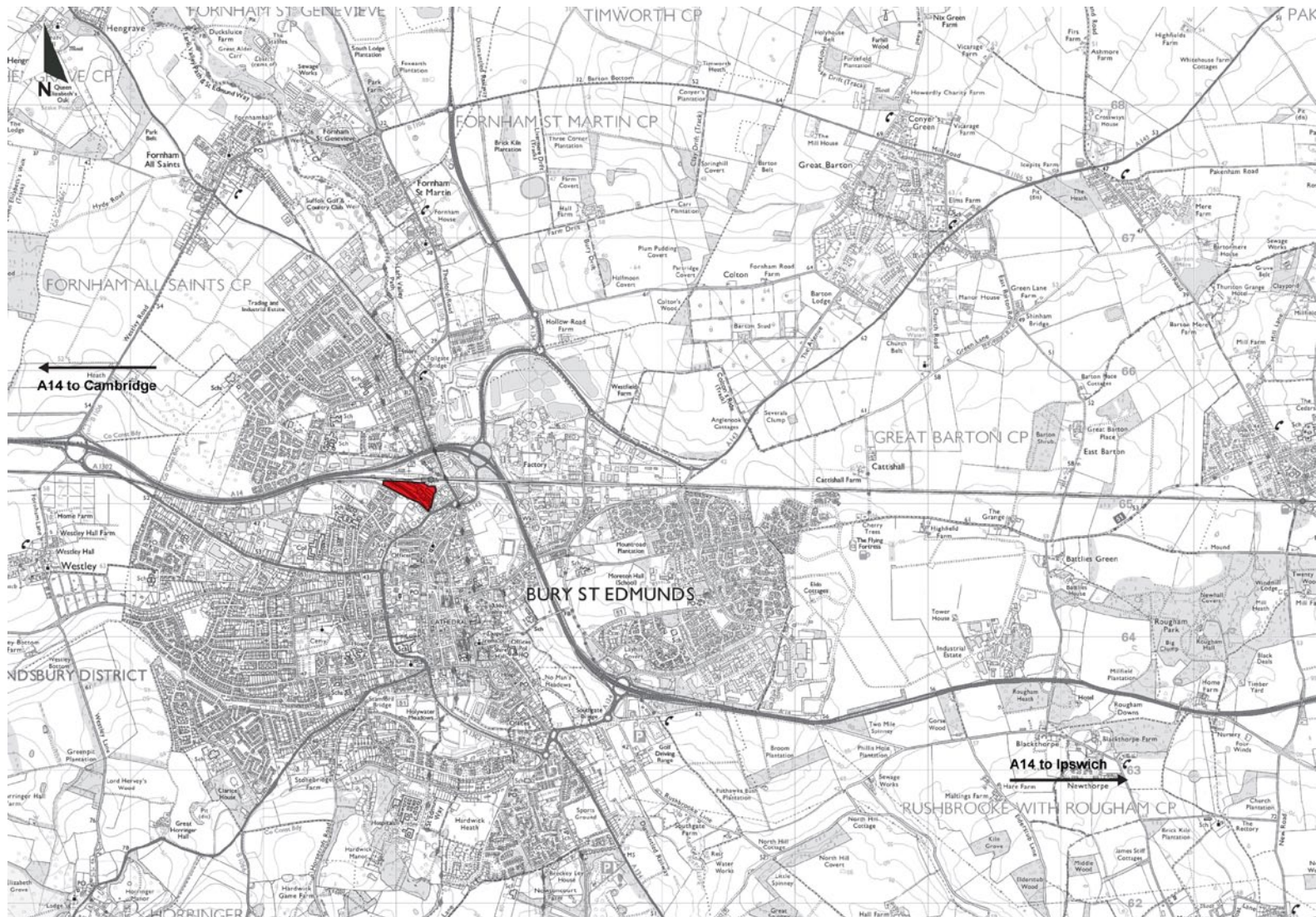
The Station Hill site is located immediately adjacent to Bury St. Edmunds Railway Station which is on the Cambridge to Ipswich line and approximately 750m from the centre of the town and 250m from the town centre boundary, as measured from Inset 2 of the adopted Local Plan Proposals Map (2015). The masterplan area adjoins the Bury St. Edmunds Town Centre Masterplan Area (Vision 2031 Policy BV27). The site is well placed in easy reach of community facilities such as schools, and convenience retail as well as key local employment sites.

The northern boundary of the site is defined by the railway line and much of the site currently accommodates operational railway sidings. The rail sidings are identified in the Suffolk Minerals Local Plan as a strategic site for the handling of minerals and in the Suffolk Minerals Core Strategy - Policy 6: Safeguarding of rail facilities. Proposals for development which limits the use of the rail sidings will not be granted until satisfactory alternative provision is made or it has been demonstrated that there is no demand for rail sidings in the area. An alternative site will need to be found for the sidings which will be the subject of a separate application not addressed by this masterplan.

The eastern boundary is formed by Station Hill which connects Tayfen Road (A1302) to Out Northgate (A1101). These routes provide access to the wider local and strategic road network, including the A14.

To the south is a currently operational car showroom

which will be retained and a former cricket ground which has been out of use for several years next to Bulrush Crescent. Backs of houses and a lit footpath form the south west edge of the site which comes to a point with the railway line.





3.2 Current Site Uses and Areas

The site is approximately 6.64 hectares (see opposite) encompassing a number of buildings which vary in use including entertainment, leisure, business and residential. All of the existing properties are leased and will therefore be made available to facilitate redevelopment of the site.

The majority of the site area is occupied by rail sidings. These would need to be relocated to an alternative site to release this land for redevelopment. Development ahead of any relocation would not threaten the continued operation of the permitted use of the rail sidings; the existing vehicular access to the rail siding land being retained and protected during the development of the land between the sidings and Station Hill (ie: phase 1).

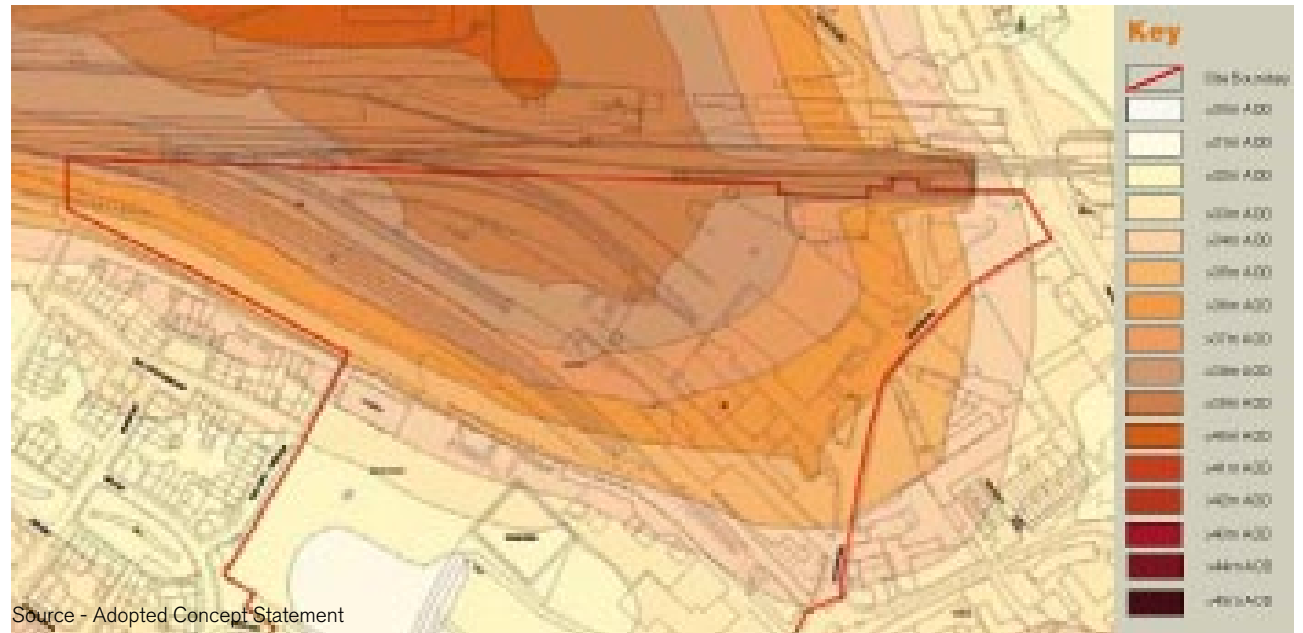
The area is currently a dis-jointed collection of buildings and undefined spaces which have grown incrementally over time and the majority of which detracts from the quality of the urban fabric of the historic medieval market town (see images opposite).



3.3 Topography

The site is located on a ridge which stretches north westwards and terminates towards Tayfen Road. The railway line is located along the top of this ridge with the Station Hill site on the southern slope offering opportunities for good solar orientation of buildings to maximise this aspect. The land rises from 30m AOD at the low point in the south east corner of the derelict open space up to 39m AOD at its highest point to the north of Burlingham Mill. This is a 9m rise over approximately 170m (average 1 in 19 slope).

The slope is not however evenly distributed across the Station Hill site. There are steep engineered rises behind the car showroom which stretch to the north western corner of the site at the railway line. The slope is generally steeper in the west of the site than in the east. Station Hill traverses the ridge rising from 33m AOD at the roundabout with Tayfen Road to 36m AOD at its highpoint.



From behind Risbygate Street



From top of Parkway car park



Along St. Andrew's Street toward the site

3.4 Built Form

A number of existing buildings are important to the context of the new development on the site. These include:

- a) Bury St. Edmunds Railway Station (north) – this is a Grade II Listed Building c.1847 - with ancillary Grade II Listed signal box;
 - b) Burlingham Mill (central) – of local historical interest (not listed);
 - c) The former Ipswich Arms (now Beer House) on the corner of Station Hill and Tayfen Road (south east) - of local historical interest (not listed);
 - d) Residential homes on Bulrush Crescent, Fen Way and Willow Way (south west).
 - e) The 'Forum' residential apartments on Station Hill (east);
 - f) The retained car showroom (south);
- The Station public house (formerly the Linden Tree) is also Grade II listed (north, at opposite end of Station Square)

Each of these buildings displays characteristics which have informed the approach to new built form on the Station Hill site at the various locations. These have been connected by other appropriately scaled and detailed buildings to form the relevant enclosure and structure for the site to 'knit' into the surrounding diverse built fabric as is demonstrated in section 5.



3.5 Existing Landscape Features

The main body of the site has no major landscape features worthy of retention given it is predominantly in industrial use as rail sidings, other than its aspect from the town. The opportunity is to improve the poor quality of the landscape which consists of spoil heaps, concrete and scrub vegetation. The proposals connect a number of surrounding open spaces together with new open spaces to improve the setting of retained buildings such as Burlingham Mill.

The space in front of the railway station is currently used for vehicular access to the station and car parking. This has potential to be improved to form a high quality civic space for Bury St Edmunds. The space needs to be enclosed by new buildings to improve its definition and would be enhanced with new formal tree planting and improved materials/removal of clutter in the streetscape. The adjoining space to the west in front of the former Station Master's House also needs improving, retaining its character, whilst opening up views to the existing building.

Upgrade to this area will be sought as part of Phase 1.

Station Hill is a road of generally poor quality and is not a good pedestrian environment.



Adjacent to the masterplan areas, is a derelict area of grassland which has been designated as 'recreational open space' in the Local Plan. It is currently overgrown and unmanaged but again has potential to form a central park feature for the wider area.

The north western corner of the site adjoins an extensive naturalistic area of grassland and waterbodies created from a former landfill site and areas of remnant flood meadow (Tayfen Meadows). The land drains to this system of ponds and ditches which forms a key feature running throughout the recent residential development to the west linking Tayfen Meadows and the derelict open space.



The other landscape feature of note is the large plane tree in the south east corner of the site at the junction of Tayfen Road and Station Hill (below). This landmark tree will be retained and a suitable stand-off distance adopted to ensure its long term survival. Its setting and relationship to surrounding buildings has been carefully considered in the masterplan proposals.



3.6 Ecology

An ecological desktop and walkover survey of the Masterplan area carried out in 2007 indicated that habitats present were common and widespread, but may have the potential to support protected species. An extended phase 1 ecological survey of the Phase 1 area carried out in 2013 identified the need for further surveys for roosting bats within buildings and trees in this area.

A further and more thorough survey was undertaken in October, 2013, which found no roosting bats using any of the buildings on the site. It was considered that a maternity roost was not present within any of the buildings due to the lack of signs indicating the presence of such a roost and the lack of any bats recorded emerging or returning to roost during surveys.

The site was not considered suitable to support hibernating bats due to the lack of roosting opportunities with stable winter temperatures. Despite the absence of roosts, the bat report recommended enhancement of foraging habitats following the completion of the development through addition of green space including tree planting.

Additional surveys for bats, great crested newts and reptiles may be required for the wider Masterplan site, however these are not required to enable development of the Phase 1 area.

3.7 Archaeology and Heritage

There are no scheduled monuments within or near the site. The rail sidings have occupied the site since at least 1885-6. Prior to construction of the railway the majority of the site was arable land, enclosed in large regular fields.

No remains of archaeological interest are known on the site. The site lies beyond the northern extent of the medieval town of Bury St. Edmunds and is therefore unlikely to yield finds of archaeological interest. Information will be submitted with the individual planning applications following liaison with Suffolk County Council regarding archaeology matters.

Burlingham Mill is recognised by the concept statement as an important landmark building and will be sensitively integrated with key views to the Mill from the town retained.

The rail station is Grade II Listed and built in 1847 so the setting of this building is carefully considered in these proposals to retain its importance in the structure of the town and its local setting.

The station's signal box, which dates from 1888, was given Grade II Listed status in May 2013 as one of 26 in the UK, following a joint English Heritage and Network Rail project to safeguard the nation's railway signaling heritage. The setting of the signal box will be carefully considered in the detailed proposals.

North of the site, the railway bridge and the Station public house are also Grade II listed.



3.8 Flood Risk

There are no surface water features on the site but there is a network of drainage ditches to the south of the site into which water from the site will drain. Consideration will be required of any increase in surface run-off into these ditches and elsewhere and an assessment of capacity will need to be undertaken to inform detailed planning application submissions.

The majority of the site benefits from an elevated position within flood zone 1 so has a low probability of flooding. A small section of the south east corner of the site is located within Flood Zone 2 as defined by the Environment Agency and requires an appropriate response. Beyond the site boundary, the adjacent car showroom is in Flood Zone 3, so downstream impacts will need to be considered.

3.9 Visual Context

Key views into the site consist of the following:

- Panoramic views from the south eastern corner of Bulrush Crescent where views across the derelict open space allow;
- Screened views such as from the north western end of Bulrush Crescent where a line of scrubland restricts views;
- Views from St. Andrews Street north towards Burlingham Mill;
- Rail passenger views on approach to Bury St Edmunds by train.

Key views out of the site consist of the following:

- Long panoramas over the town to the south and west; and
- To St. Johns Church spire to the south.
- The importance of these views to knitting the site, station and Mill into the structure of the town is acknowledged and underpins the proposals in this masterplan.





View towards St Johns spire from the Station entrance



View of St Johns spire from the bottom of Station Hill



View of St Johns spire from the corner of the kebab shop



St. Johns spire from the top of Station Hill



View up Station Hill from Tayfen Road



View from St Andrews Street looking towards Burlingham Mill



Station tower and sugar beet factory from station car park



View from Bulrush Crescent



Various views of the Mill from the south





View of the rear of the station from Fornham Road

3.10 Existing Site Access

The site benefits from a highly accessible location with direct access to rail and bus services at Bury St Edmunds station adjacent to the site. Station Hill offers excellent opportunities for sustainable travel with key local facilities in easy reach of the site on foot or by cycle (see plans on pages 53 and 54).

Pedestrian access is currently available from Station Hill only, with no existing public access through the site or connections to the public rights of way to the south west of the site. However, the existing footways on Station Hill are well lit and well connected to the surrounding pedestrian network, offering convenient access to schools, employment, recreation facilities and foodstores within a 5-10 minute walk from the site.

Bus and rail services are immediately accessible from the adjacent rail station offering a wide range of bus services covering a variety of key local destinations within Bury St Edmunds urban area as well as rural villages and key market towns in the wider area. Destinations accessible by bus include Ipswich, Thetford, Mildenhall Long Melford, Stowmarket, Diss Haverhill, Brandon and Newmarket, with frequent train services to Cambridge, Ipswich, Peterborough and Ely amongst others providing supplementary longer distance travel options.

Vehicular access to the site is currently available from several points on Station Hill. The Railway Station is accessed via an entry-only and exit only one-way loop within the station forecourt and this is currently well-used by cars and bus services alike. The existing site access to the commercial leisure building car park is about 40m south west of the station entry junction. This serves the existing surface car park within the site and does not link through to the station forecourt.

Access to the rail sidings is south of the leisure building access and the Burlingham Mill has a further separate access point further south.

A final access point north of the Hyundai car showroom onto Tayfen Road also links the Railwayman's Social Club across to the derelict playing field.

Station Hill connects with the A1101 Out Northgate at a priority junction 100m to the north east of the site and to the A1302 Tayfen Road 150m to the south at a roundabout junction with Ipswich Street. The A1101 and A1302 intersect at a large roundabout connecting to Compiegne Way leading to the A14 which offers strategic access to the wider region.



Station access road off Station Hill



Access road to the Mill

3.11 Social Context

The site is well served by public transport given the proximity of the railway station and bus services along Station Hill and bus stops within easy walking distance of the majority of the site. The closest school to the site is the St. Edmundsbury Church of England Primary School, located on Grove Road, approximately 0.6 miles south west of the site via existing pedestrian footways.

The nearest amenities are in the town centre which is approximately ten minutes walk south of the site. Employment areas are nearby in the town centre and to the north at the large supermarket.



4. Evaluation

Evaluation

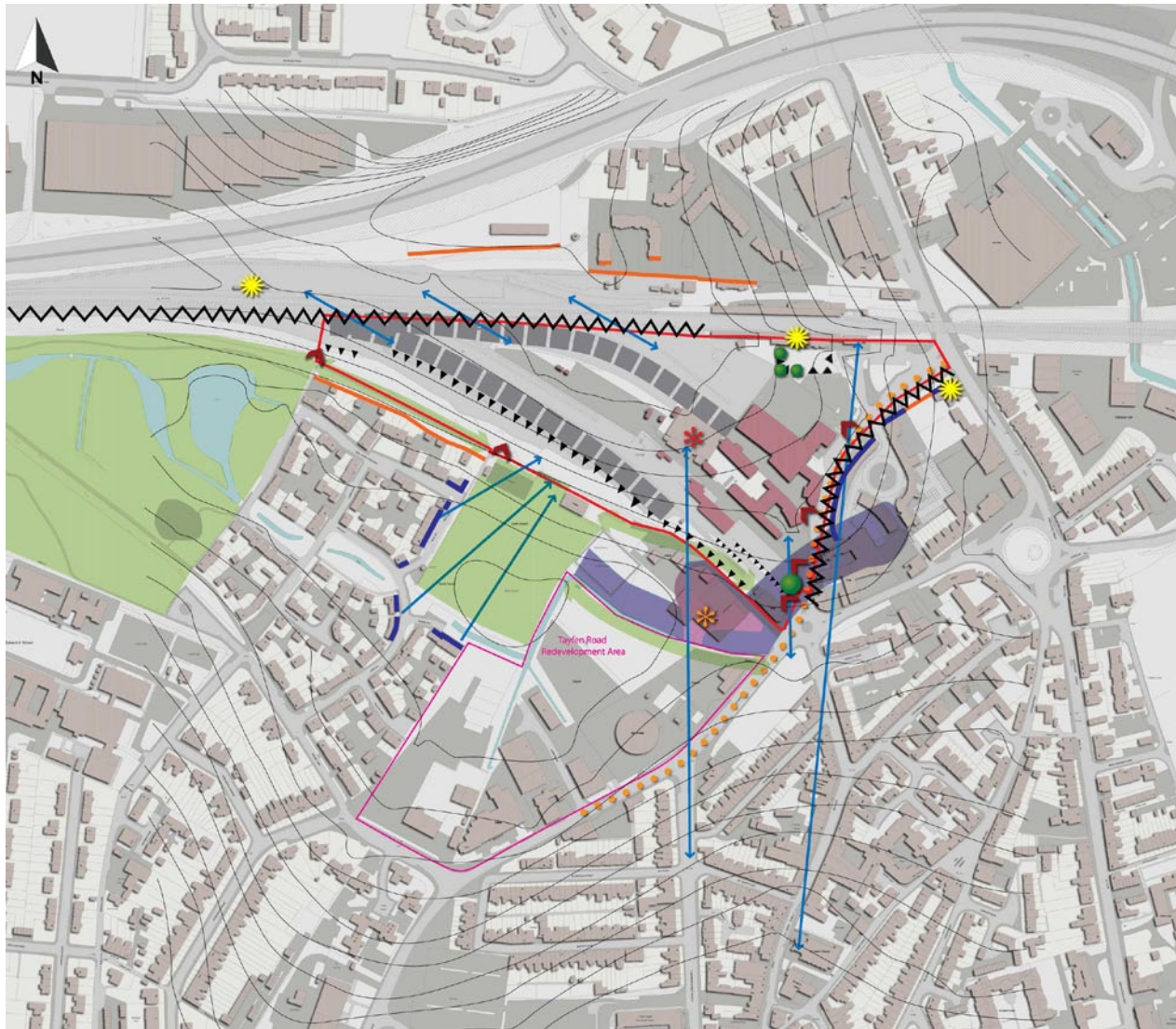
Based on site visits, review of existing data including the Adopted Concept Statement and an environmental constraints exercise, the following key opportunities and constraints of the area have been identified.

4.1 Opportunities

- Listed station building – setting and space in front of the station can be improved;
- Opportunity to provide high quality new area of public realm/community space;
- Well linked to the Town Centre – enabling people to walk and cycle to and from key local facilities whilst supporting the local economy;
- Excellent public transport links – maximise benefit of sustainable location immediately adjacent to Bury St Edmunds station offering regular train and bus services covering a wide range of local and regional routes;
- Substantial opportunities for environmental improvement within the site, providing wider benefit to the local area with enhancements to the public realm along Station Hill;
- Highly accessible location with a range of non-car travel options available immediately from the site offering a sustainable opportunity to introduce a small element of car free development within the scheme;
- Consolidation of existing vehicular access points – to maximise connectivity within the site and encourage travel by non-car modes;
- Burlingham Mill – retain and redevelop to keep a local landmark in active use and secure its future contribution to the townscape;
- New high quality residential frontage to compliment the Mill when viewed from the town centre;
- Established community in adjacent residential development – opportunity for new neighbourhood to knit into existing social fabric;
- Good provision of open and amenity space for future residents – both on site and to support redevelopment of the derelict open space to the south;
- Opportunity to create pedestrian and cycle linkages through the site to existing Public Rights of Way to the south west of the site boundary and enhance access to recreational facilities and safer routes to school;
- Enhancement of ecological habitats, creating green links throughout the site and wider landscape, and providing dispersal and commuting routes for a range of wildlife.
- Key opportunity of this site is to create a new welcome point to Bury St.Edmunds with a high quality, well designed development.

4.2 Constraints

- Financial viability - including the cost of relocating sidings and remediation;
- Noise from Station Hill and the railway line – mitigation by built form and window specification;
- Multiple landowners;
- Setting of the Mill and retention / framing of views;
- Topography - links to adjoining site to south given height difference;
- Visual impact of the car showroom and ability to have quality frontage;
- Interface with derelict recreation space outside of masterplan site;
- Finite capacity of existing junctions off Station Hill – supporting and encouraging non-car travel via a site-wide travel plan to minimise development traffic impacts;
- Flood zone 2 in south east corner – directing more vulnerable land uses away from the floodplain and appropriately mitigating downstream impacts and incorporating SuDS features to attenuate and manage surface water flows within the site;
- Rear of adjacent properties on Bulrush Crescent – need to consider building orientation and height differences relative to existing housing units;
- Topography – use the elevated position to compliment the Mill's visual dominance and respond to slopes to integrate with adjoining areas.
- Possibility of contamination from railway sidings land.



Key

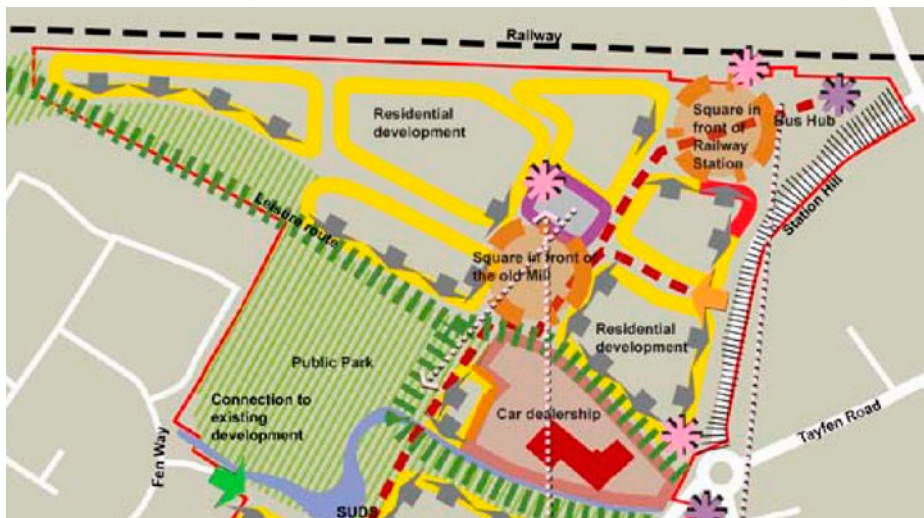
-  Site Boundary
-  Listed Buildings (Station)
-  Historic Building (Mill)
-  Car Show Room
-  Buildings to be Demolished
-  Key Green Spaces
-  Green Links
-  Topography
-  Existing Access Points
-  Slopes
-  Noise (Road/Rail)
-  Adjoining Backs of Properties
-  Adjoining Frontages
-  Flood Risk Zone 2
-  Flood Risk Zone 3
-  Trees to be Retained
-  Key View Corridors
-  Rail Sidings to be Removed
-  Bus Route

4.3 Tayfen Road Masterplan

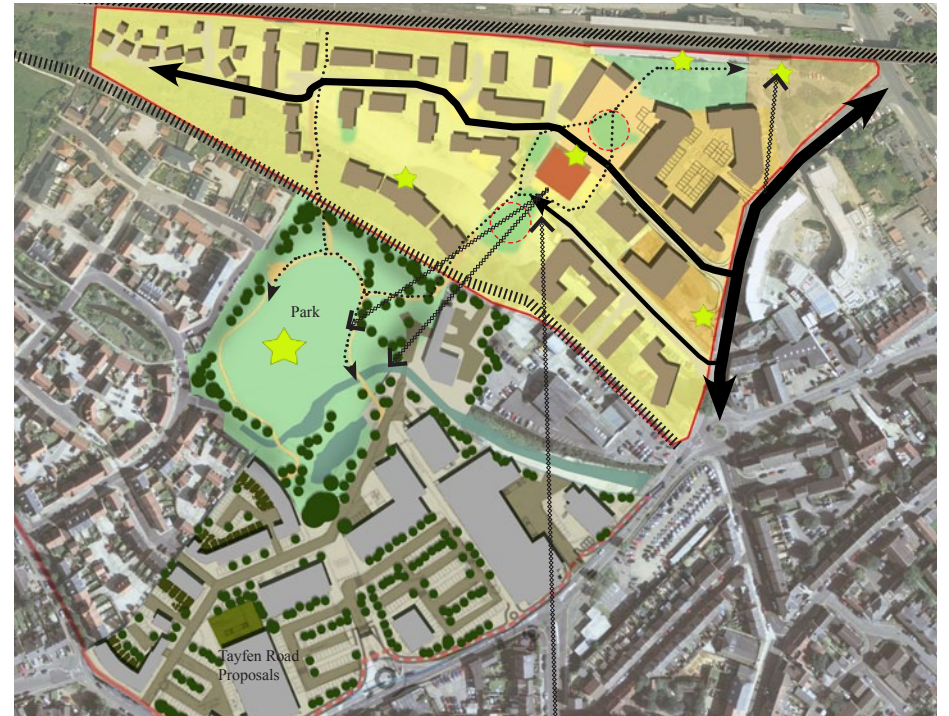
A key aspect of the Adopted Concept statement is to co-ordinate development of the Station Hill site with the adjoining Tayfen Road site to the south. This site is being developed by a separate developer who has progressed a scheme in advance of the Station Hill proposals.

As such, the scheme was available to be reviewed to assess in particular the interface issues next to the car showroom and to ensure frontage onto the derelict open space blends with the existing and recently built residential development.

Due to technical and land ownership constraints it is not feasible to achieve a vehicular access road connecting the two adjacent masterplan sites at Station Hill and Tayfen Road. However, opportunities will be maximised to create pedestrian and cycle linkages between the two sites.



The SEBC Adopted Concept Statment Concept Plan - for comparison



The Hopkins Homes Draft Station Hill Masterplan (indicative only)



4.4 Design Fixes

The analysis of the site presented in this masterplan concludes with the following design “fixes” on the site. These are definitive constraints or issues that are to be addressed as part of this masterplan.

- Improvements to the pedestrian network and public realm along Station Hill to the north and east of the site and to form a ‘Station Square’;
- Redevelopment onto Station Hill to improve and reinforce the route to and from the station;
- Retention of the key views to and from the Station towers towards St. Johns Church spire in the town centre;
- Key views to and from Parkway to the south over the top of the car showroom;
- Retention, renovation and integration of Burlingham Mill with a new ‘Mill Square’ to maintain its landmark characteristics when viewed from the south; and
- Integration of the currently derelict open space opposite Bulrush Crescent with a new high quality crescent feature.

4.5 Design Principles

The above design fixes have informed the development of a series of design principles which are as follows:

- Definition and enclosure of ‘Station Square’;
- Frontage, enclosure and articulation onto Station Hill;
- Mix of traditional and contemporary materials and design features to bridge traditional station buildings and modern apartments existing along Station Hill;
- High quality spaces between buildings to provide a sense of place and safe and legible routes between spaces;
- Positive integration of the retained and renovated Burlingham Mill as a central built feature enclosed by appropriately scaled new buildings to celebrate and ensure the future of a major Bury St. Edmunds landmark building; and
- Frontage and enclosure to define and complete the currently derelict open space opposite Bull Rush Crescent.

The above principles are the key considerations which have guided the evolution of the masterplan as details progress from the outline plan in the Adopted Concept Statement.



5. Masterplan

Masterplan

5.1 Masterplan

The resultant masterplan draws together the site capacity testing process and design evolution described in the previous chapters.

The proposals are for a high quality residential scheme which relates to the railway station, conversion of the locally listed Burlingham Mill along with new public realm and open spaces (including opportunities for children's play) across the site which link via new cycle and pedestrian routes to the surrounding neighbourhoods.

This creates the following key features:

- Provision of a mix of uses to conform with the concept statement and policy BV8, with flexibility applied when each planning application is considered having regard to viability and other considerations
- High quality, active and well defined Station Square to create a sense of arrival and new gateway into Bury St Edmunds.
- Retention of the key view from the station to St. Johns church spire.
- Adjoining Station Master's Garden renovated and improved with sensitive enclosure of the space.
- Higher density 3 - 5 storey frontages onto Station Hill, reflecting The Forum development and responding to the location near the station and connection to the nearby town centre.
- Landmark building to compliment the landmark tree on the roundabout junction of Station Hill and Tayfen Road.
- Landscaped buffer to the retained car showroom south of the site forming a green walkway to the adjacent recreation space.
- Main access onto Station Hill with a strong visual and physical link to Burlingham Mill at the centre of the development.
- Station Hill public realm improvements, including pedestrian and cycleways.
- Appropriately scaled square in front of Burlingham Mill and good enclosure around the building forming a network of street connections linking the station, Station Hill, derelict open space and recreational space to the west.
- New high quality crescent to form frontage and enclosure onto the adjacent recreation space with a view to this being redeveloped as a park facility.
- Street connection to the far west of the site through a 'woodland' character area and link through to the open space beyond.
- Feature building to create a focal point on Station Hill and create an interesting route from the railway station to the town centre.
- Routes - visual, pedestrian and cycle - linking green spaces and hard/soft landscaped spaces between station, park and Station Hill.
- * An aspiration to provide affordable housing in accordance with Core Strategy Policy CS5 subject to viability considerations. There is a need for general affordable and smaller market homes as part of a sustainable housing mix for

the site.

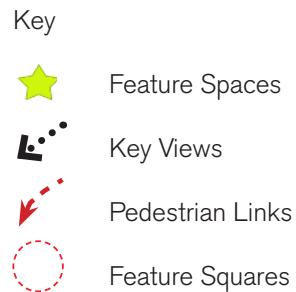
- * The provision of energy efficiency measures (including water efficiency). Each planning application will be accompanied by an Energy and Resource Efficiency Statement to demonstrate the environmental standards set by the development.
- The opportunity to improve health and wellbeing by providing high quality development accessible to local services and sustainable transport options, which facilitates social interaction.
- The prevention of crime and fear of crime through design.
- The provision of safe pedestrian routes from the site to the town centre.
- The provision of pedestrian crossing of Station Hill.



5.2 Landscape, Views and Open Space

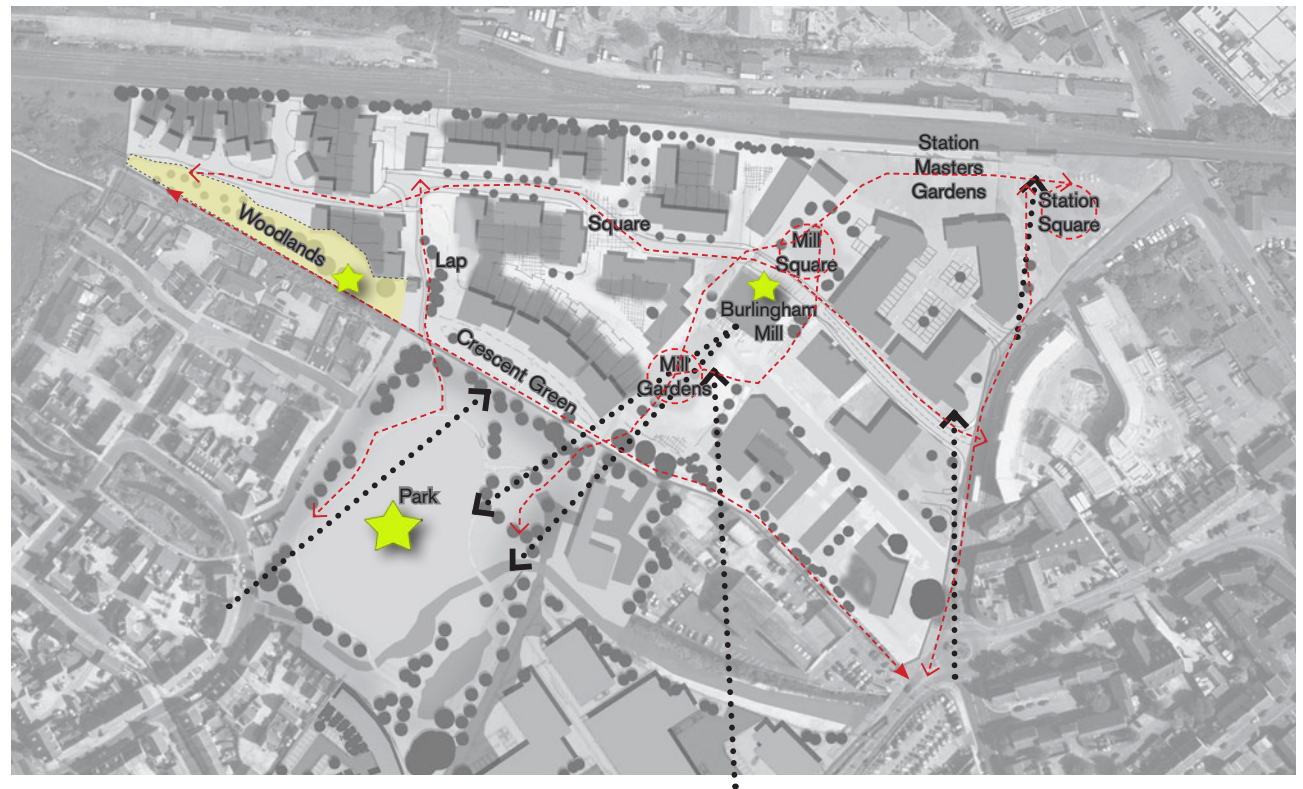
The landscape and built form strategy for the site combine in response to the urban character across the site as influenced by its context. The eastern part of the site is more urban in character with denser built form and less tree planting. The western part of the site is conversely less dense built form and more tree planting. The two ends of the site are blended to propose a transition across the site from high density urban near the station to a low density landscape dominated area to the west. The key open spaces are each well defined, relate and are connected to each other. They are as follows:

- Station Square;
- Station Masters Garden;
- Station Hill;
- Burlingham Mill, Mill Square and Mill Gardens;
- The Crescent; and
- The Woodlands.



New streets link these new spaces to form an integrated and well connected place. The derelict open space to the south is intended to be supported to be redeveloped as a new park. Local Areas of Play sufficient in scale for this size of development will be provided in three locations across the site, either side of the Mill and to the west near the “Woodlands” area, to ensure all new homes are within easy access of local children’s play space which is well integrated into the wider street and space network.

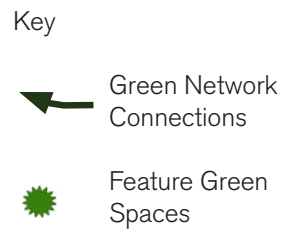
Key views along Station Hill and to the Mill from Parkway are protected and integrated into the form of the development as shown below.



5.3 Biodiversity Network

An extended Phase 1 habitat survey has been undertaken for the Phase 1 area (which has highlighted potential for roosting bats in buildings and trees). Further surveys are required to inform specific proposals for redevelopment within the wider masterplan area; however, it is considered that the new landscape framework will offer a rich network of green infrastructure.

Features to be considered that would enhance the ecological value of the site should include: native tree and hedgerow planting, bird and bat boxes, green roofs, and native fruit and flower-bearing species.



5.4 Urban Form and Place Making

The Adopted Concept Statement recognises the Station Hill site as primarily a residential led scheme but with a possible mix of other uses. Through the masterplanning exercise, consultation with planning officers of the Council and site capacity testing, it has been established that the site could accommodate in the region of 300 dwellings.

The net developable area (excluding open space) is 3.6ha which results in a density 83 dwellings per hectare. The gross site area is 6.64ha (including all open space) which results in a density of 45 dwellings per hectare.

The density, as described, will be sensitively distributed across the site in response to the surrounding context and urban grain. Therefore the east of the site is the highest density of development and the west the least. Development around Mill Square is a minimum of three storeys to create a defined space, whilst development along Station Hill is proposed as four storeys which responds to the relationship of the Forum opposite. A key feature building punctuates the skyline and will create a local landmark which will be visible in both directions of Station Hill. The frontage along the station building is set back behind a new footpath on the desire line to the station, creating an active route and a feature corner creating a strong contextual link to the railway station.

Other dwellings are mainly two and two and a half storeys with some three storey to articulate key vista terminations such as the ends and centre block of the "Crescent" overlooking the park.

This is seen as appropriate in reflection of the site's proximity to the station and town centre. Privacy will be maintained with adequate back to back distances and other designed measures.

The combination of addressing the relationship with the existing context, varying heights on key vistas, creating new features, focal points and focal spaces will all add to improve the urban context and peoples mental map of this new residential masterplan.

Key

- | | | | |
|---|----------------|---|-------------------|
|  | Low Density |  | Landmark Building |
|  | Medium Density |  | Contextual Link |
|  | High Density | | |



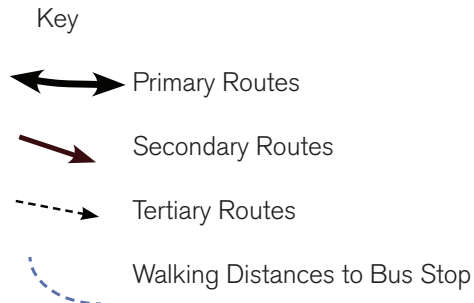
Massing Illustrations - Heights

5.5 Street Network and Public Transport

Two main vehicle access points are envisaged to connect the site to Station Hill. The proposed main site access junction would be close to the brow of Station Hill, opposite The Forum residential development with a secondary access on an existing alignment of a route to the mill. Both routes have focal points at the centre of the site providing a sense of arrival at the site on approach to the central mill building as the key visual anchor for the development.

These streets continue west to the rear of the mill to access the remainder of the site and to Mill Square for the centre of the site. A shared surface is envisaged to the west of the site in the 'Woodlands' character area (see map on p.48) to control vehicle speeds and reduce the urban dominance of this part of the site.

Car parking would be integrated into the site design to provide sufficient capacity and avoid visual domination. A range of solutions will be developed based on Manual for Streets guidance and the Suffolk Design Guide which discretely incorporate parked cars into the street scene as well as rear parking courts, allowing for an element of natural surveillance from overlooking properties.



Active frontages will play an important role within the site and along Station Hill as the main thoroughfare.

Public transport can be easily accessed at the rail station for longer journeys or via bus (services 81, 82 and 84) in front of the station and at nearby bus stands on Tayfen Road and Out Northgate. Suffolk County Council see the redevelopment of the masterplan site as an opportunity for enhancements to the public realm on Station Hill with better pedestrian/cycle access and good crossing points from the Station towards key facilities and junction enhancements at each end. The

aspiration is to change the balance of the local highway network to minimise through-traffic using Station Hill, so that priority can be offered to sustainable travel (pedestrians, cycles and buses).

The proposals in this masterplan support this approach.



5.6 Pedestrian and Cycle Links

Pedestrian links across the site are a priority of the layout (red routes below). The main public spaces form a series of destinations which are then linked by direct and easily navigable routes to encourage local journeys on foot and reduce journeys by car. The majority of footpaths would be contained by active frontages to deliver a secure network for pedestrians.




The primary pedestrian routes connect the rail station along Station Hill to the town centre and via Burlingham Mill public square to the central open space and beyond. This will encourage not only residents of the area to use the routes and give them priority but also wider town users which again will create a vibrant and lively character for the area.

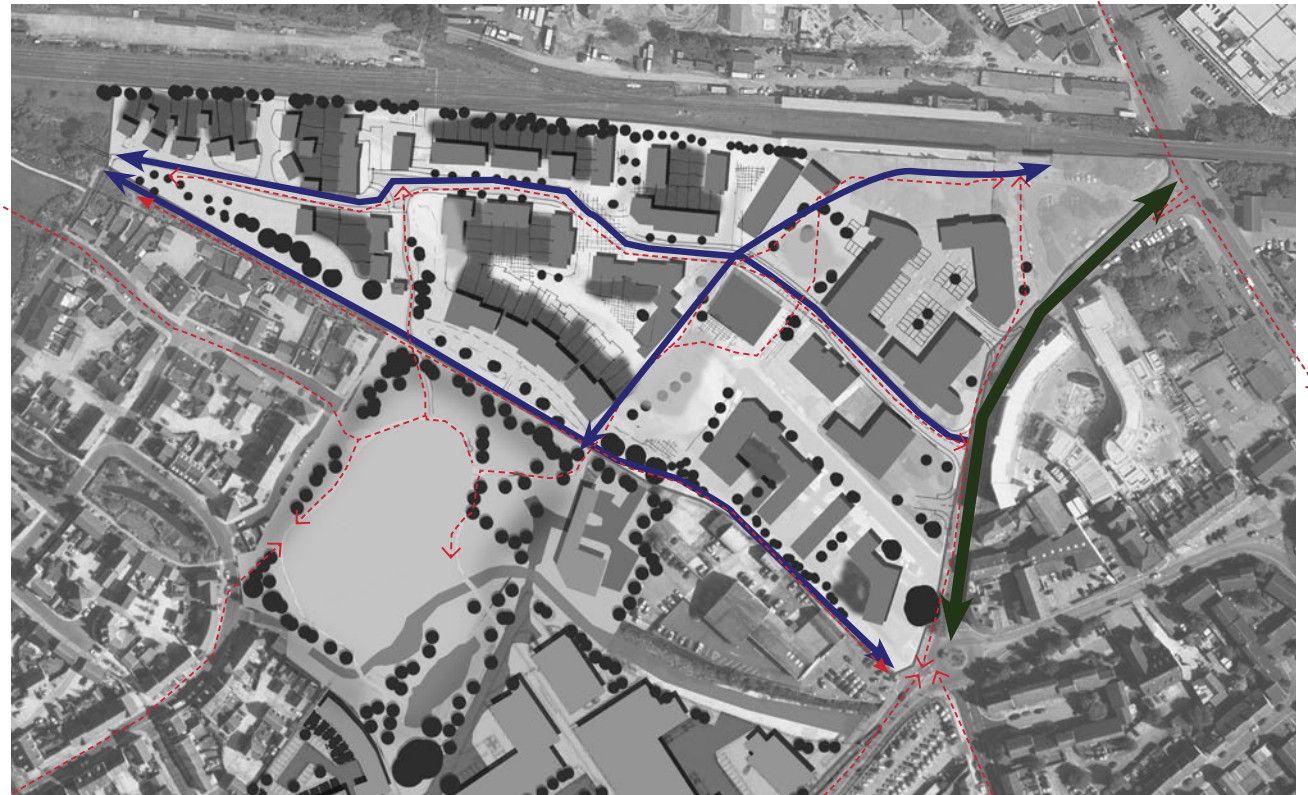
Cyclists are positively accommodated with dedicated cycle routes north and south along Station Hill, East and West along the southern edge of the site (blue routes below) and through the site to connect to the Tayfen Road site. This will enable all new residents to be within easy reach of a cycle route to encourage local journeys using alternatives to the private car.

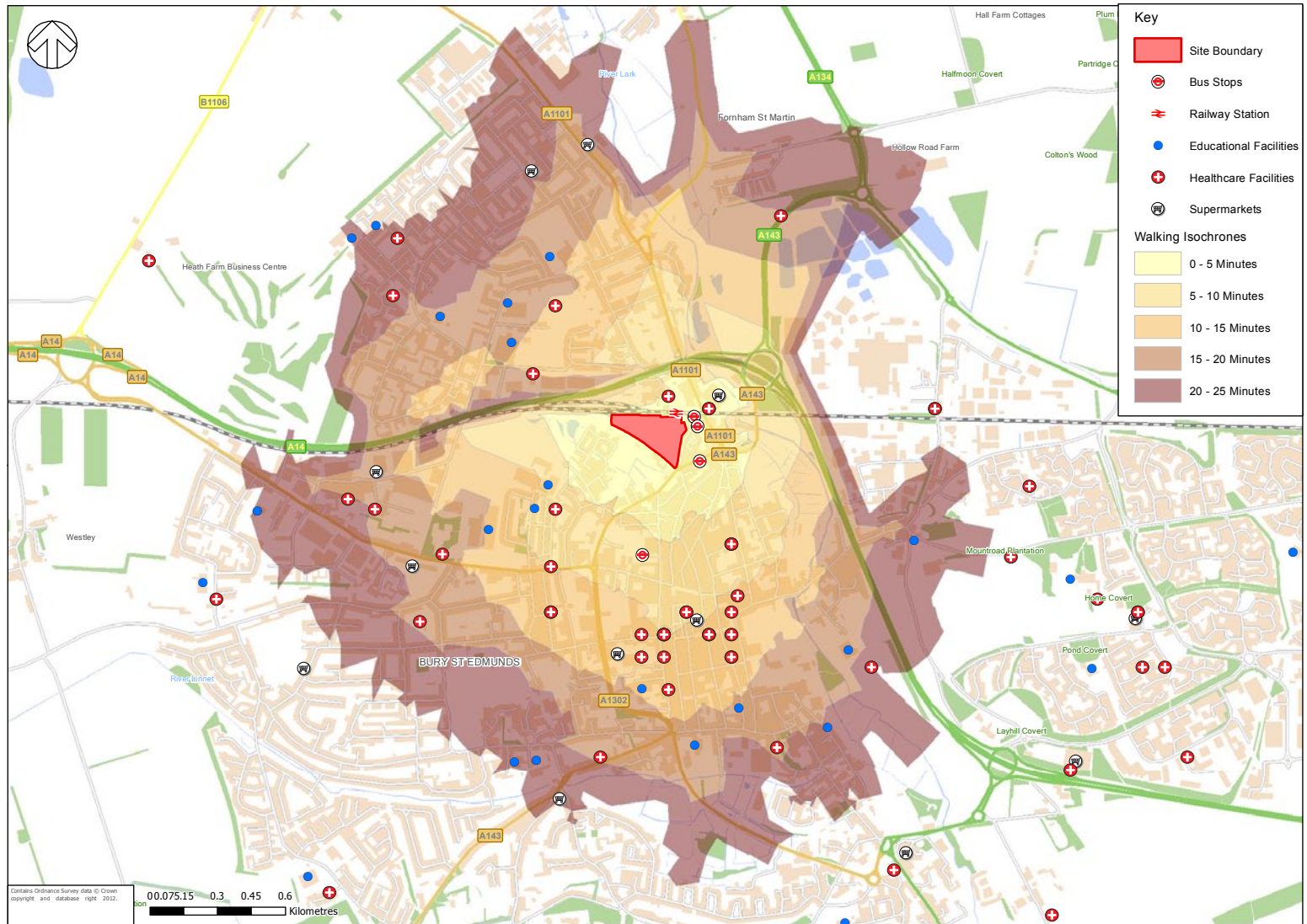
The cycle route east and west across the site will be provided with street lighting to create an attractive route which is well used at all times of day. Level changes required to achieve linkage through to the central open space will be detailed appropriately with acceptable gradients in accordance with DDA requirements.

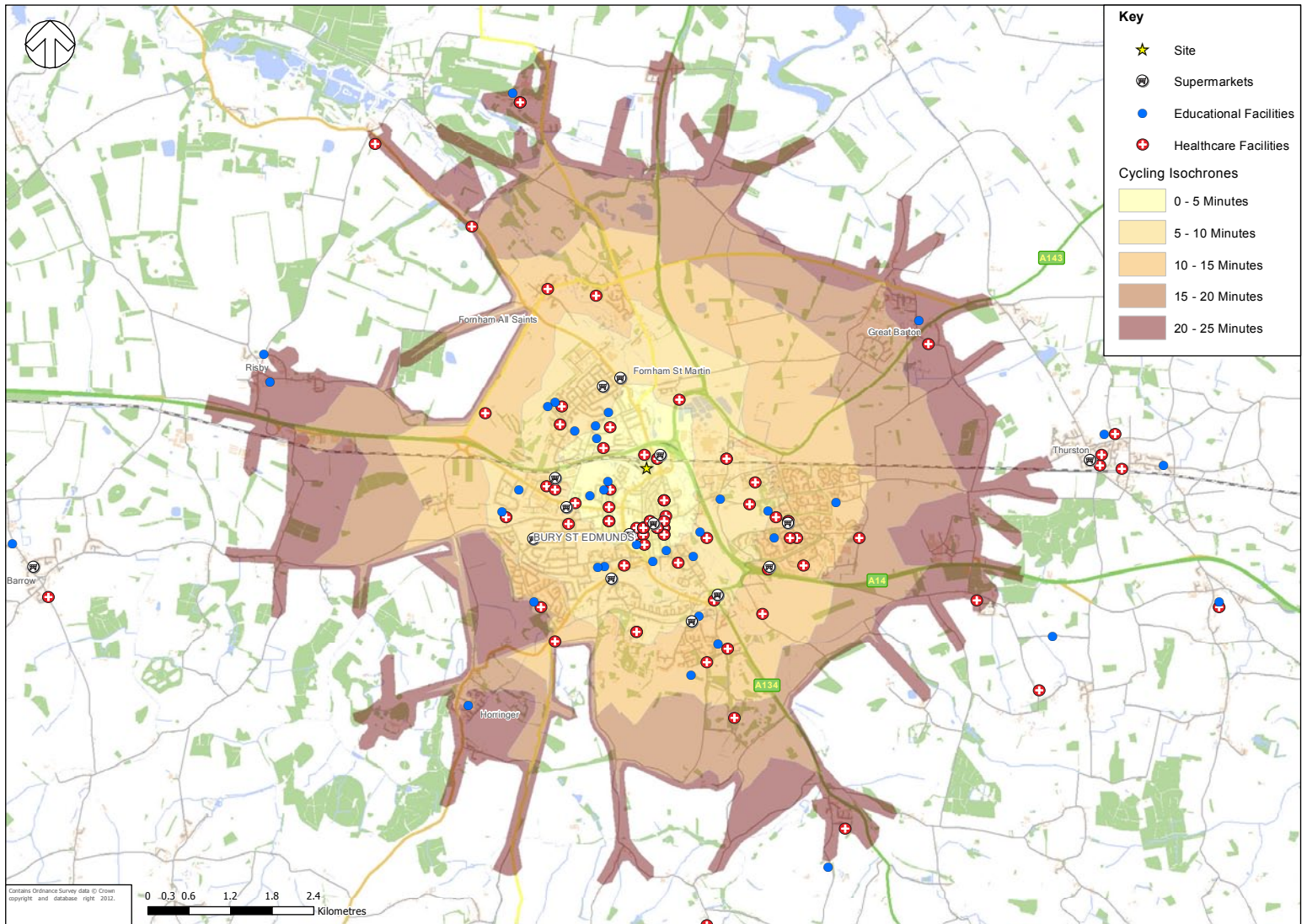
The following pages illustrate both walking and cycling times from the site to key local facilities (see also para 3.10 above)

Key

-  Pedestrian Routes
-  Bicycle Links
-  Station Hill







5.7 Phasing

The development is expected to be undertaken in four phases. Land in phase 1 should be brought forward in a manner which would not in any way prejudice the delivery of future phases. Hopkins Homes are working closely with other landowners to ensure that phases 2, 3 and 4 land can be brought forward in a comprehensive and co-ordinated way. Improvements to the existing public realm along Station Hill will be pursued in parallel with the delivery of phase 1.

Based upon the design parameters in this masterplan, phase 1 could deliver a minimum of 125 dwellings. Phases 2, 3 and 4 will deliver the remainder of dwellings to complete the masterplan.

Phasing is indicative only and subject to securing the necessary permissions and consents.

Key	
Public realm improvements to be carried out as each phase is developed	Phase 1
	Phase 2
	Phase 3
	Phase 4





6. Conclusions

Conclusions

This masterplan develops the design and land use principles set out in the Adopted Concept Statement. It clearly illustrates how those principles are being applied to the detailed design of the site. This document shows how the fundamental structuring requirements on the site are being incorporated into the detailed layout of the scheme and how this will result in the high quality place as envisaged by the Councils Adopted Concept Statement.

The adoption of the masterplan enables planning applications to be submitted to the Council for approval so that the long awaited high quality regeneration of the station area in Bury St. Edmunds can get underway.

6.1 Public Consultation

This masterplan was subject to a period of public consultation prior to the final masterplan being agreed. The aim was to receive feedback from key stakeholders and members of the local community.

The four-week consultation took place between 1 July 2013 and 26 July 2013. A public exhibition was also held on 1 July 2013 at the St Edmundsbury Quaker House.

The brief could be viewed during that period on the website (www.stationhill.co.uk) or by visiting the St Edmundsbury Council Offices.

Comments received have been processed and amendments to proposals highlighted and agreed with the Borough Council.

6.2 Consultation Responses

Hopkins Homes believes that community engagement at an early stage is an important part of the masterplan design process. All the responses from the consultation have been reviewed by the project team and taken on-board wherever possible. A full Statement of Community Involvement has been produced following public consultation.

6.3 Planning Applications

Planning Applications will be made to the Borough Council based upon the design and planning principles set out in this masterplan. The details of these applications will be available for comment once again as part of normal development control procedures.

Indicative Only

