

# Station Hill and Tayfen Road

## Concept Statement



*St Edmundsbury*  
BOROUGH COUNCIL

October 2007



# Station Hill and Tayfen Road

## Concept Statement

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



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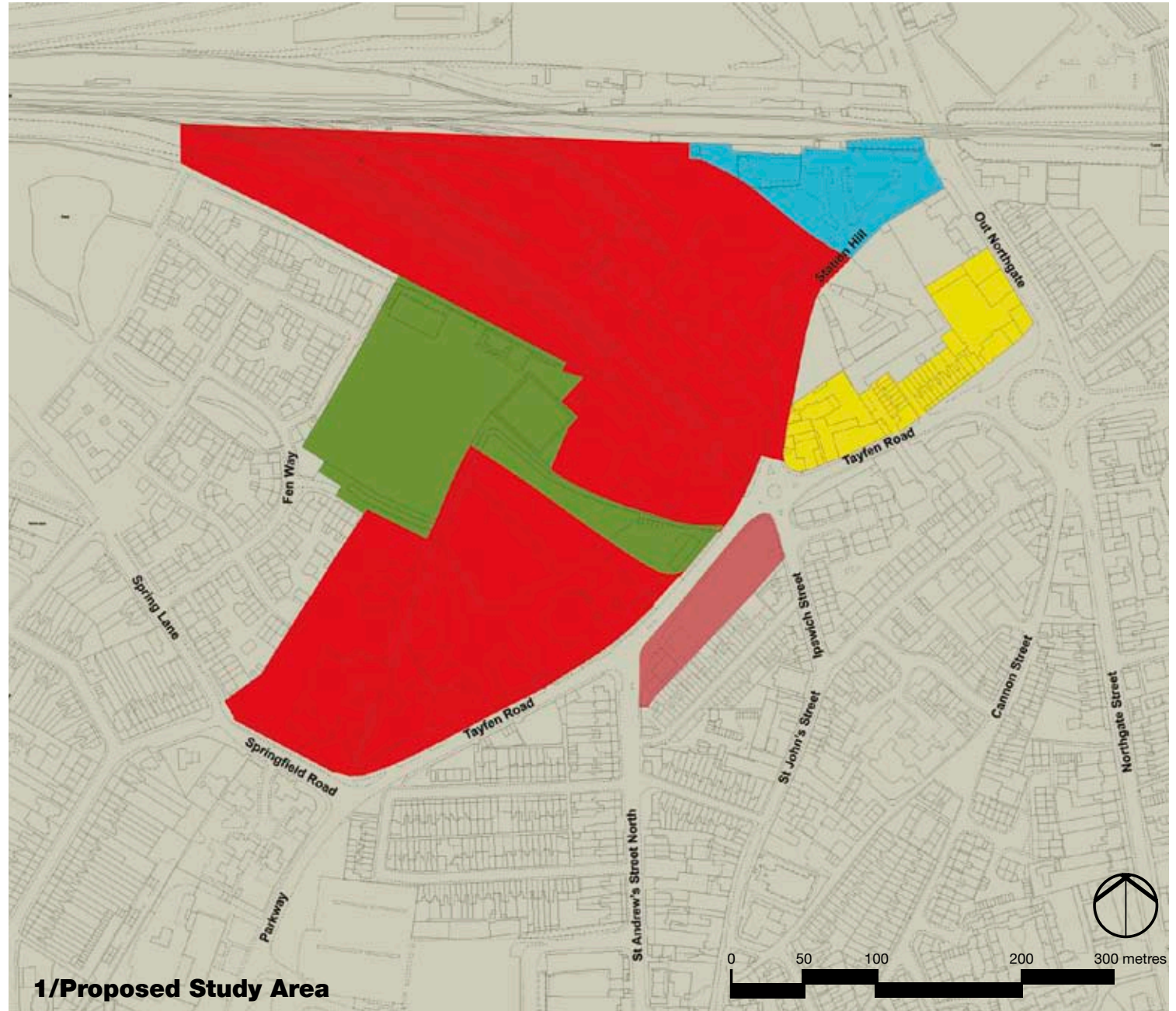
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# 1/Introduction

## Key

-  Policy BSE6 and Policy BSE9 parcels included in study area
-  Open space added to study area
-  Station precincts added to study area
-  Adjacent site included
-  Policy BSE6 parcel excluded from study area



1/Proposed Study Area

## Introduction

The Replacement St Edmundsbury Borough Local Plan 2016 allocates land at Tayfen Road and Station Hill in Bury St Edmunds for redevelopment. Policy DS4 of the Local Plan requires developers to fund the preparation of masterplans for these sites and paragraph 2.16 explains the process, including the role of concept statements. This concept statement has been prepared in accordance with the Council's agreed protocol and was subject to extensive consultation prior to its approval as non-statutory planning guidance to inform the preparation of masterplans for the development sites.

## Purpose of the Concept Statement

This concept statement has been prepared by St Edmundsbury Borough Council to promote high standards of design and layout for the BSE6 and BSE9 sites, at Station Hill and Tayfen Road, respectively. The concept statement is to inform the preparation of development proposals for the study area, shown opposite, and has been consciously prepared as a single overarching document to ensure that any issues affecting the interface areas between the BSE6 and BSE9 sites are appropriately considered, and that the wider area is looked at comprehensively. The Borough Council expects that these issues are given full consideration in the separate masterplans which will be developed for the two sites.

It is accepted and agreed by St Edmundsbury Borough Council that the preparation of masterplans and the submission of planning applications for the two sites may come forward at different times and may be dealt with independently.

## Status of the Concept Statement

This concept statement has been prepared in accordance with the requirements of policies BSE6 and BSE9 of the Local Plan. The concept statement has been adopted by the Council as planning guidance to inform the preparation of masterplans for the area.

## Extent of the Study Area

The study area covered by this concept statement includes the majority of the areas covered by Policy BSE6 and Policy BSE9 of the Local Plan, plus additional land that is considered by the Borough Council as being sensible to include, to ensure the proper planning of the wider area. This additional land includes the area around the railway station, the open space to the west of the two sites and a site opposite the Policy BSE9 allocation on Tayfen Road. Although not essential, developers are encouraged to include these sites in their development proposals. The eastern portion of the area covered by policy BSE6 is omitted from the study area, as this land has already been brought forward for development.

## Involvement of Stakeholders in the Preparation of the Concept Statement

This concept statement draws on the work of two design workshops, covering the Station Hill area, held with St Edmundsbury Members, Officers and Stakeholders in 2005 and 2006. The document has been prepared in accordance with the concept statement preparation protocol agreed by the Council's Planning Policy Panel in July 2005 and will be used for public consultation in accordance with the Council's draft Statement of Community Involvement.

# 1/Introduction



**Bury St Edmunds' listed railway station**

## 2/Planning Context



Initial stakeholder site visit

### National Planning Policy Context

This concept statement has been drawn up with reference to national planning policy and guidance, and best practice relating to the preparation of development briefs and urban design.

### Planning Policy Statement 1

Planning Policy Statement 1: Delivering Sustainable Development (PPS1) requires local planning authorities, by means of planning policies and planning documents, to put sustainable development at the heart of the planning process. Sustainable development is understood to be:

*'development that meets the needs of the present without compromising the ability of future generations to meet their own needs'*  
World Commission on Environment and Development, 1987

Sustainable development has social, economic and environmental elements that all must be addressed when considering the planning, design and implementation of new development.

A key principle of national planning guidance is the notion that good design, that provides 'attractive, usable, durable and adaptable places' (PPS1, para 33), will deliver sustainable development that will endure and prosper.

Local authorities are enjoined to:

*'...plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.'*

PPS1, para 34

## 2/Planning Context

### Local Planning Policy Context

Local planning policy context is set out in the Local Plan. The following extracts relate specifically to Station Hill and Tayfen Road.

### Station Hill

**13.18** Land around the railway station offers significant potential for mixed use development including residential, retail and business use. The site is bounded by Out Northgate, Tayfen Road and the Ipswich-Cambridge railway line. A significant proportion of the site is underused or vacant but there are a number of existing premises including a health and fitness club, a nightclub, shops fronting Out Northgate and a mix of business units next to the rail sidings. The continuation of Station Hill as a rail freight depot will inhibit the wider regeneration of this important brownfield site and for this reason it will not be encouraged. However, development will not be permitted on the rail sidings until either alternative provision is made or it can be demonstrated that they are operationally redundant.

**13.19** Any redevelopment of Station Hill should enable it to serve as a transport interchange, improving the links between rail and town bus services and other modes of travel. Redevelopment should also allow for the provision of car parking, encouraging the use of trains by people living in villages around the town. To help achieve a comprehensive and high quality redevelopment of this important gateway

to the town, the borough council will prepare a concept statement to inform the preparation of a masterplan for the site. Proposals for pure office and leisure uses will be required to satisfy the relevant requirements of Policy TCR1. Some of the land may be contaminated and should be investigated as appropriate with suitable remedial measures taken if contamination is identified.

**13.20** In particular, the Borough Council will seek co-ordinated development in this area. There are a number of land ownerships involved and, if necessary, compulsory purchase powers will be used to put the masterplan into place.

### Policy BSE6: Station Hill Development Area - Bury St Edmunds

The site bounded by Out Northgate, Tayfen Road and the Ipswich - Cambridge railway line is suitable for mixed development and is allocated for:

- a) Residential
- b) Offices and other B1 industry
- 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; and
- f) Strategic landscaping.

Small scale retail development shall be interpreted as units not exceeding 150 sq. metres in net floor area. Proposals for pure B1 office development and/or leisure uses will be required to satisfy the relevant requirements of Policy TCR1.

The amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a masterplan for the site.

Applications for planning permission will only be considered once the masterplan has been adopted as a Supplementary Planning Document by the local planning authority. The developer will be expected to prepare the masterplan which should be prepared in accordance with the content of the concept statement for the site.

Permission 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.

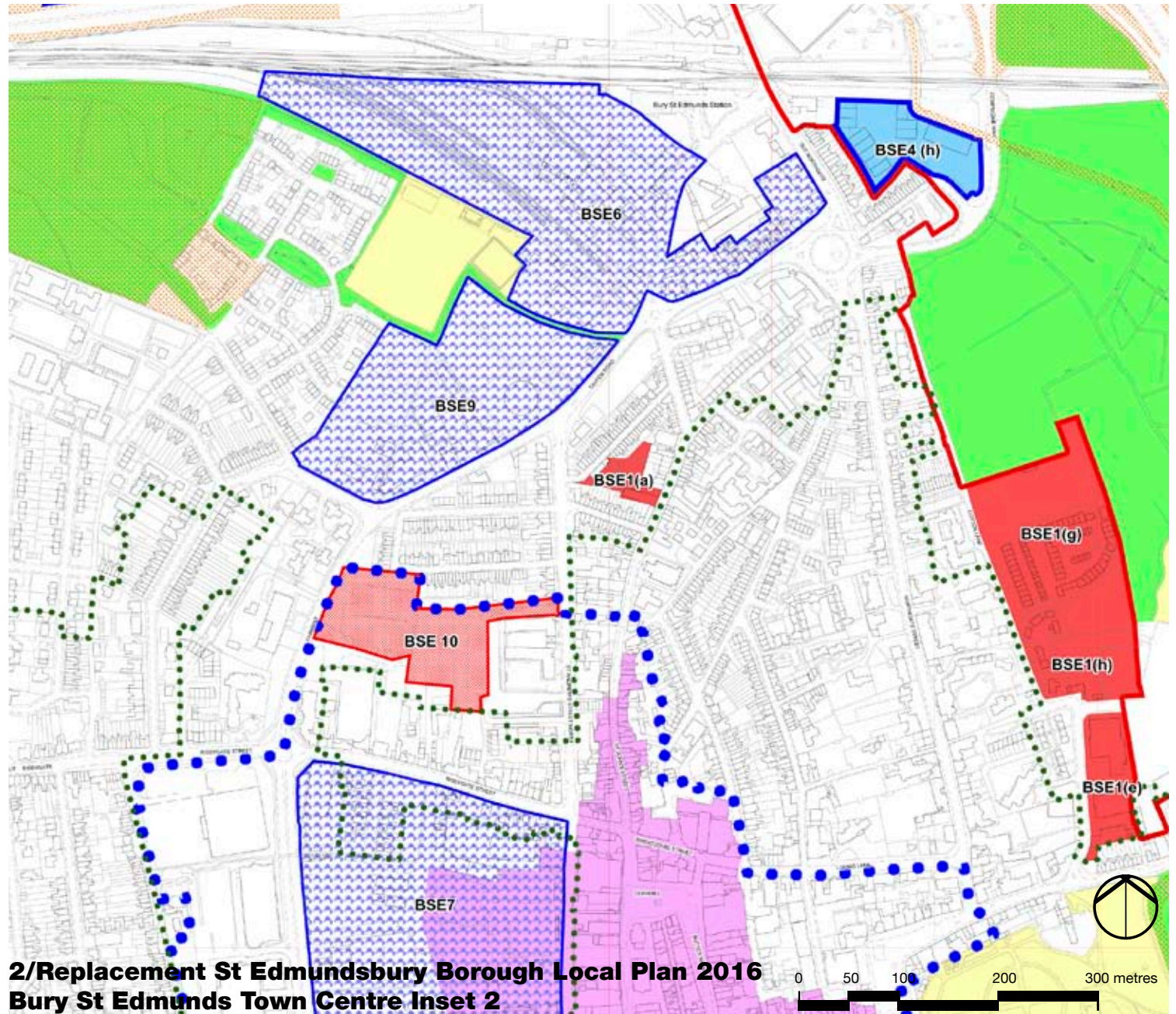


Tayfen Road/Station Hill/  
Ipswich Street Junction

## 2/Planning Context



Car sales on the southern edge of the Tayfen road site - one of several extensive uses currently on site



2/Replacement St Edmundsbury Borough Local Plan 2016  
Bury St Edmunds Town Centre Inset 2



## 2/Planning Context

### Tayfen Road

**13.31** *This site is located along the main entrance corridor into the town centre. A mix of commercial uses exists along this frontage, which also includes the potentially contaminated site of the gas holder and Transco depot. The retail appraisal suggested that the environmental quality of this area would benefit significantly from redevelopment and that the site has the potential for retail and leisure uses which could not be accommodated in the town centre. Such uses might include bulky goods retail floorspace and a convenience goods outlet. However, any development proposals will need to respect the residential amenity of the area, especially the nearby development in Tayfen Meadows. Retail and leisure uses will be required to satisfy the relevant requirements of Policy TCR1.*

**13.32** *The Borough Council wishes to see a comprehensive approach to the development of this site which employs high quality design and materials to reflect the importance of its location. Developers will also need to include enhancements to the public transport corridor along Tayfen Road and will also be expected to contribute to the improvement of pedestrian linkages with the nearby town centre. In determining development on this site the Borough Council will consider the need for the proposal and the way it fits in the wider redevelopment of the area.*

### Policy BSE9: Tayfen Road - Bury St Edmunds

*Land at Tayfen Road, Bury St Edmunds, identified on the Proposals Map is allocated for:*

- i) Retail warehousing floorspace; and*
- ii) Foodstore; and*
- iii) Leisure uses; and*
- iv) Residential; and*
- v) Strategic landscaping*

*Proposals for any retail and leisure uses will be required to satisfy the relevant requirements of Policy TCR1. The amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a masterplan for the site. The masterplan should be agreed by the Local Planning Authority following full public consultation as appropriate before an application for the site can be approved. The developer will be expected to prepare the masterplan which should be prepared in accordance with the content of the concept statement for the site.*

It is important that the content of the whole Local Plan is taken into account in considering how these sites will be developed. It is not appropriate to reproduce all the relevant policies here, but in producing the masterplan developers should have particular regard to the following:

- DS3: Development Design and Impact
- DS4: Masterplans
- H3: Affordable Housing
- H4: Housing Density
- H5: Mix of Housing
- L4: Standards of Open Space and Recreation Provision
- L5: Safeguarding Parks and Open Spaces
- TCR1: Shopping Centres
- T1: Transport Assessments
- T2: Hierarchical Approach to Site Access
- T3: Travel Plans
- IM1: Developer Contributions

## 2/Planning Context

### Best Practice: Development Briefs

Government guidance on the preparation of development briefs (Planning and Development Briefs: A Guide to Better Practice, ODPM, 1996) identifies three main objectives for documents of this type:

- Clarification of planning policy;
- Promotion of development; and
- Design guidance.

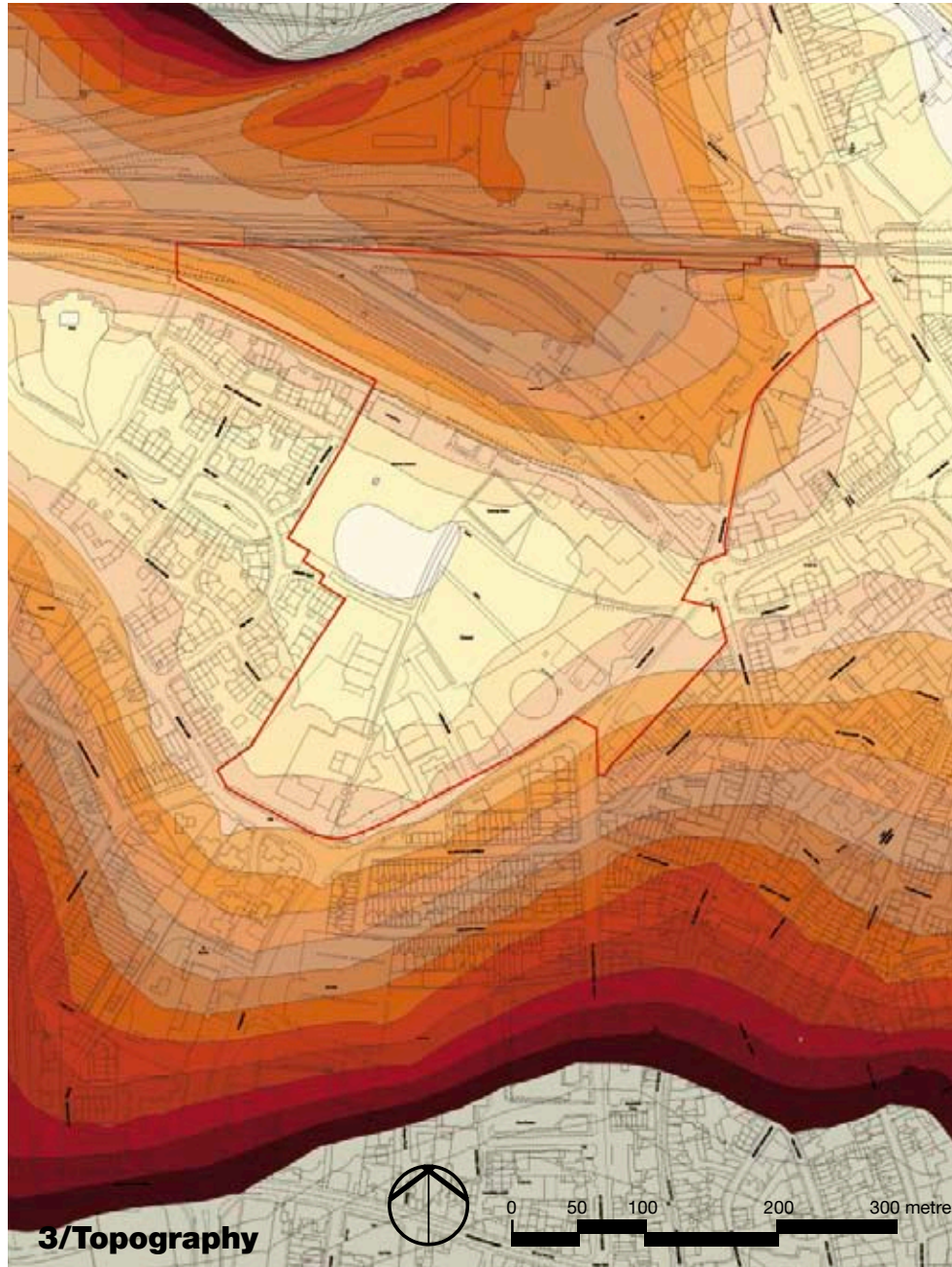
One of the aims of this concept statement is to provide potential developers of the Station Hill and Tayfen Road sites with clarification of the planning policies that relate to the two sites (as set out in the Local Plan). The concept statement is intended to clarify the Borough Council's expectations for the two sites and provide a framework for the preparation of more detailed masterplans.

Furthermore, the concept statement is intended to provide design guidance for potential developers. The Borough Council wishes to see development proposals that respond positively to the sites' location within the core area of Bury St Edmunds, the opportunity presented by the proximity of the railway station and the need for development proposals that integrate with existing development.

### Best Practice: Urban Design

In preparing this concept statement and, in particular, in defining the design principles that inform the concept plan, best practice with respect to urban design and urban planning have been consulted and will be cited, as required, in the relevant sections of the document. The principles and aspirations set out in the following documents, among others, have informed the concept statement:



- Towards an Urban Renaissance, ODPM, 1999;
- Urban Design Compendium, EP, 2000;
- Manual for Streets, DfT, 2007; and,
- Planning for Town Centres Guidance on Design and Implementation Tools 2005.



### Topography

The study area lies partially on a ridge to the north of the urban core of Bury St Edmunds, and partially on low lying ground to the south, parts of which are in a flood plain. The highest elevation is to be found along the northern boundary with the railway line (39m AOD, approximately), while the lowest elevations occur within the flood plain of the drainage channel which divides the Station Hill and Tayfen Road sites (32m AOD, approximately). The topography of the sites provides the northern part of the site, in particular, with a favourable southerly aspect, and views out to the historic core of the town, to the south. There has been a degree of ground modelling associated with the rail sidings and it is assumed that the made ground in this area will need to be assessed for suitability for construction. There has also been ground modelling of parts of the Tayfen Road site.

#### Key

-  Site Boundary
-  >30m AOD
-  >31m AOD
-  >32m AOD
-  >33m AOD
-  >34m AOD
-  >35m AOD
-  >36m AOD
-  >37m AOD
-  >38m AOD
-  >39m AOD
-  >40m AOD
-  >41m AOD
-  >42m AOD
-  >43m AOD
-  >44m AOD
-  >45m AOD

## 3/Topography



The ridge line running along the southern edge of the railway sidings

3/Topography

# 4/Access and movement



Tayfen Road/Parkway junction

### Key

-  Site Boundary
-  Main Streets with Public Transport
-  Main Streets without Public Transport
-  Secondary Streets
-  Strategic Pedestrian Route
-  Railway/Bus Station

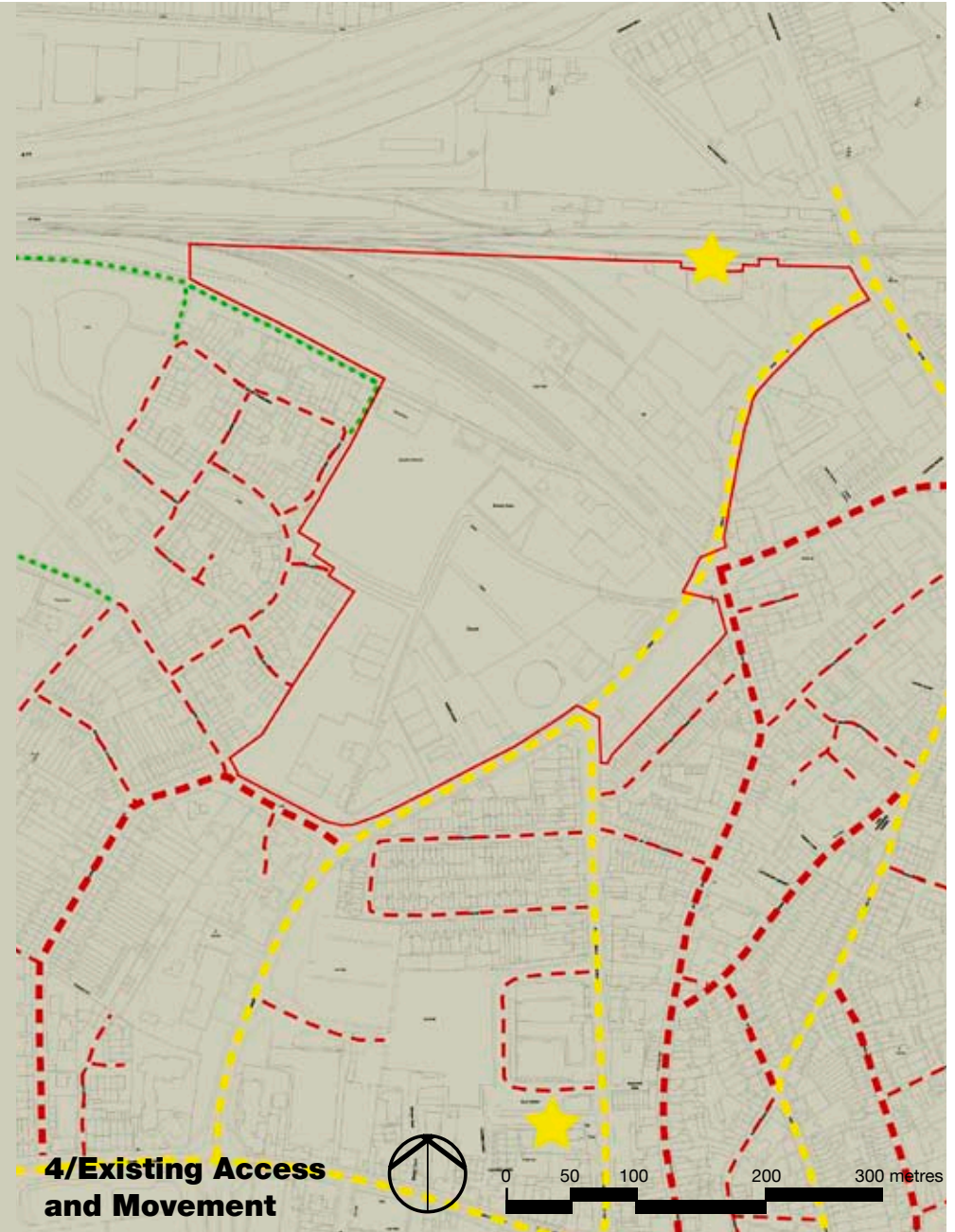
## Existing Movement Structure

The existing movement structure in the urban core of Bury St Edmunds is predicated on the medieval street pattern that survives to this day. The network of streets emanating from the historic town core provides the structure for the movement and circulation system of the town centre. The main streets, which tend to be aligned with the cardinal points, are interconnected by a series of secondary and tertiary streets that sub-divide the large blocks created by the intersection of the main streets.

Public transport routes, centred on the bus station on St Andrew's Street North, radiate out from the town centre to the wider built up area of Bury St Edmunds. The Station Hill/Tayfen Road site is well served by buses with services 81, 82 and 84 all stopping at the railway station.

Pedestrian links from the town centre to the site are located on the main north-south connecting streets. Parkway/Tayfen Road is a major strategic route for traffic accessing or leaving the A14 and is, therefore, often heavily trafficked. Added to this, current junction arrangements - roundabouts, some with no dedicated pedestrian crossings - is not conducive to safe or comfortable pedestrian movement.

There are currently no vehicular or pedestrian routes across the site, partly due to operational issues. Vehicular routes entering the site are for access only.



4/Existing Access and Movement



**5/Land Use**

**Existing Land Uses**

The site itself is dominated by a mix of non-residential uses, such as the railway sidings, a health club, car dealership, a gas holder, car spares depot, industrial tool hire and a petrol filling station, as well as assorted small industrial and retail units.

The surrounding areas, immediately to the east, west and south are predominantly residential with a few other uses, such as pubs, car sales, nightclubs and mixed commercial units. Further to the south is the Primary Shopping Area of the town, with a range of shops, offices, institutional and other uses. The commercial core is ten minutes walk from the Railway Station and five minutes from the southern parts of the site. The heritage site of St Edmund's Abbey is also within easy walking distance of the Railway Station and the site, located to the east of the commercial core.

The railway line constitutes a very powerful edge, creating a break between the town core and the suburban areas to the north. An area of infill lies between the A14 and the railway line, with a large superstore and a mix of other uses, including some residential.





Educational uses to the west (King Edward VI School and St Edmundsbury C of E School) are within 10 minutes' walk of much of the site.

**5/Land Use**



**Burlingham Mill**

**Key**

-  Site Boundary
-  Predominantly Residential
-  Predominantly Non-residential  
Mix of commercial, employment and retail
-  Predominantly Institutions  
Mix of schools, healthcare, and civic/government

# 6/Development Constraints and Opportunities



Fitness First health club on Station Hill

## Development Constraints and Opportunities

From the analysis of the site and the surrounding area, a number of issues have been identified, each with the potential to affect the form of development. These constraints and opportunities are set out below and illustrated in the plan opposite.

A colour coding system, analogous to the colours used for traffic signals, indicates whether different elements of the site generate constraints on, or opportunities for, development.

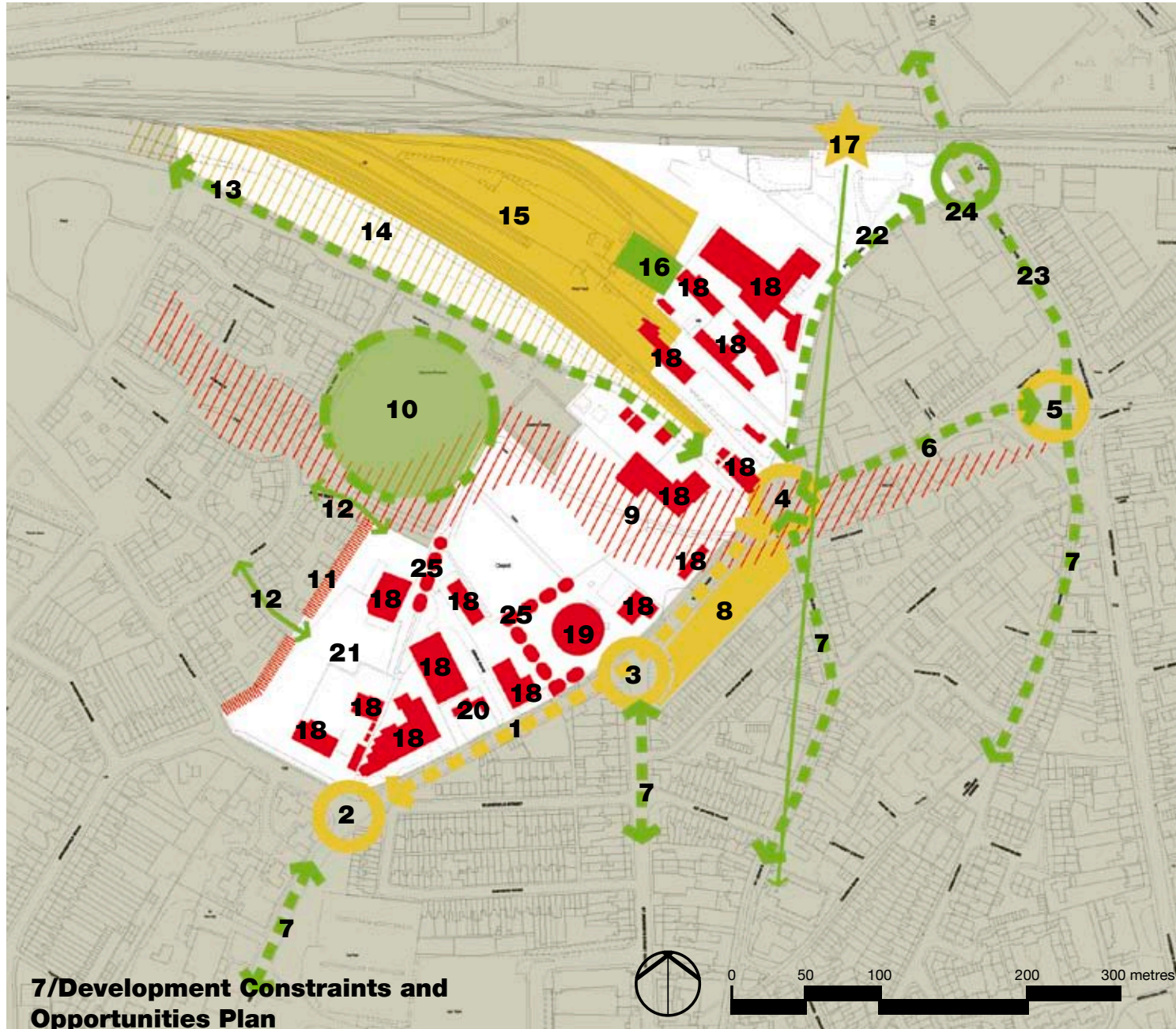
### Key

- Constraint
- Constraint and Opportunity
- Opportunity

Name	Constraint	Constraint & Opportunity	Opportunity	Description
1 Tayfen Road (west)		●		Constraint: part of Parkway/Tayfen Road Corridor; strategic route; access point limited; few designated pedestrian crossings Opportunity: streetscape improvements; create positive frontage
2 Junction Tayfen Road/Spring Lane		●		Constraint: part of Parkway/Tayfen Road corridor; busy junction Opportunity: potential for reconfiguration of junction; improve pedestrian access; gateway/landmark opportunity
3 Junction Tayfen Road/St Andrew's Street North		●		Constraint: part of Parkway/Tayfen Road corridor; busy junction Opportunity: potential for reconfiguration of junction; improve pedestrian access; gateway/landmark opportunity; potential access point to Tayfen Road site
4 Junction Tayfen Road/Station Hill/Ipswich Street		●		Constraint: part of Parkway/Tayfen Road corridor; busy junction; garage entrance restricts potential for reconfiguration Opportunity: potential for reconfiguration of junction; improve pedestrian access; gateway/landmark opportunity
5 Junction Tayfen Road/Out Northgate/Compliegne Way/Cannon Street		●		Constraint: part of Parkway/Tayfen Road corridor; busy junction Opportunity: potential for reconfiguration of junction; improve pedestrian access; gateway/landmark opportunity
6 Tayfen Road (east)			●	Potential for redirecting traffic if Station Hill reprioritised
7 Connections to town centre - Parkway/St Andrew's Street North/Ipswich Street/Cannon Street			●	Improved pedestrian access and way finding; gateway
8 Derelict land to south of Tayfen Road		●		Constraint: contamination/remediation costs; existing uses Opportunity: developable land; potential for gateway buildings
9 Flood Plain	●			Restrictions on development space/form
10 Derelict Open Space			●	Integrate new development with existing around new open space; flood plain mitigation space; frees up development land elsewhere on site
11 Residential development to west	●			Disruption; location of uses in proximity
12 Potential connections to residential development to west			●	Integrate new development with existing; improved pedestrian connections
13 Strategic pedestrian/cycle connections			●	Integrate new development with existing; improved strategic pedestrian and cycle connections with town centre
14 Ridge line		●		Constraints: ground stability; restrictions on developable space; Opportunity: aspect; views over development and open space
15 Railway sidings (made ground)		●		Constraint: ground stability (made ground); potential contamination; need for alternative site prior to permission/development Opportunity: level ground for development; elevation provides views out over site and open space
16 Burlingham Mill			●	Potential development site - residential/hotel; feature building on site
17 Railway Station and forecourt		●		Constraint: listed building; negotiations required with Railtrack Opportunity: feature building; gateway to town; potential for bus/rail interchange; new open space
18 Existing uses	●			Potential to delay development process if alternative premises not available/acceptable
19 Gas holder	●			Re-location costs; contamination/remediation costs; requirements for gas pressure reducing station
20 Petrol filling station	●			Existing use; contamination/remediation costs
21 Tayfen Road site (made ground)	●			Potential contamination/remediation costs; ground stability
22 Station Hill			●	Potential for reprioritising - public transport through route and access only for all other vehicles; improved streetscape; improved pedestrian access and way finding
23 Out Northgate			●	Potential to re-direct from Station Hill
24 Junction Station Hill/Out Northgate			●	Reconfigure junction for public transport through route only; bus/rail interchange
25 Tree Preservation Orders	●			Constraint: development proposals may have to make specific response to these designations, or provide compensatory planting elsewhere on site

## 6/Table of Development Constraints and Opportunities

# 6/Development Constraints and Opportunities



National Grid Transco gas holder on Tayfen Road

- Key**
- Constraint
  - Constraint & Opportunity
  - Opportunity

# 7/Design Principles



**The derelict sports ground between Tayfen Meadows, Station Hill and Tayfen Road sites**

## Introduction

The Borough Council, in preparing this concept statement, seeks to provide potential developers with a clear understanding of what is expected from any development proposals for the Tayfen Road and Station Hill sites, in terms of quality of design and sustainability. Policy DS3 of the Local Plan states:

*'Proposals for all development, including change of an existing use.....will be considered favourably where as appropriate they:*

*a) recognise and address the key features, characteristics, landscape/ townscape character, local distinctiveness and special qualities of the area and/or building;*

*b) maintain or create a sense of place and/or local character, particularly restoring or enhancing localities where strong local characteristics are lacking or have been eroded;'*

As stated above, the Borough Council recognises that the two sites are likely to be the subject of individual masterplan proposals. However, due to the importance of the sites' location relative to the town centre and the railway station, and the need for development proposals to complement and integrate with existing development, as well as each other, the Borough Council is providing guidance on design principles that will inform the preparation of any masterplan proposals for either site.

## General Design Principles

The two sites occupy an important location within the urban core and constitute the last major development opportunities in the centre of Bury St Edmunds. Proximity to the commercial heart of the town, the railway station and key nodes on the local and regional transport infrastructure are important considerations in preparing masterplan proposals for either site. There is an opportunity to create a new quarter for Bury St Edmunds, with superb pedestrian and public transport access to the railway station, high quality urban and architectural design and attractive and well used public open space, all of which is connected to, and integrated with, the existing patterns of development by means of a network of streets and spaces.

## Sustainable Development

National planning policy (as stated in PPS1, quoted above) places sustainable development at the heart of the planning process. This concept statement requires sustainable development to be one of the core aims of any masterplan proposals for the sites. This will require a variety of responses from developers, including, but not limited to: improved environmental standards and intelligent design for buildings (energy efficiency, water conservation, recycling of materials, etc.); designing for minimal use of the private car; multi-functional open space that 'works' for the community as well as providing an attractive environment, and the capacity to accommodate new technologies and adapt to changing environmental conditions with minimal input of resources.

## Access and Movement

It is almost always the case that the streets and open spaces are the most enduring element of any development, more so than the buildings, and certainly much more so than the uses associated with the buildings. The prevailing patterns of movement in Bury St Edmunds are predicated on the medieval roads that emanated from the historic core of the town. These have been articulated and interconnected by secondary and tertiary streets that create a human scale of built development that is both comfortable to negotiate (permeable) and easy to understand (legible). This is the general pattern of movement that should be replicated throughout the residential areas covered by this concept statement. The notional boundary imposed by planning designations and current land ownerships should not be an obstacle to ensuring that connections are provided between the two sites, and with the surrounding development.

If the principles of sustainable design are to be properly applied to the preparation of masterplan proposals for the sites, the fundamental premise must be that the infrastructure needs to endure, rather than be replaced within a few years because it is not flexible enough to adapt to new economic, social or environmental demands.

For these reasons, any masterplan proposals for the Tayfen Road and Station Hill sites must actively plan for vehicular and pedestrian connections between the two sites, the aim being to create a piece of well-connected town that is capable of



adapting and changing over time, rather than isolated pods of development.

Access from Tayfen Road will be rationalised as part of a traffic management exercise for the wider area. The main access to the Tayfen Road site will ideally be from the Tayfen Road/St Andrew's Street North junction. There is scope for this junction to be reconfigured, introducing traffic signals and pedestrian crossings, to create a more rational and pedestrian friendly environment. Masterplan proposals for the Tayfen Road site must show that this option has been investigated and provide for it being adopted at some point in the future.

Access to the Station Hill site will be from a new access on Station Hill, to the north of the existing Tayfen Road/Station Hill/Ipswich Street junction. This junction may also be reconfigured and signalled, therefore, masterplan proposals for the Station Hill site must allow for this to happen in the future.

### Public Transport

In terms of its planning policy, the Borough Council aims to:

'...enable people and goods to move around efficiently and safely to the benefit of the economy and community, with minimum harm to the environment by seeking to reduce car dependency and encouraging more sustainable forms of transport where appropriate.'

Local Plan, para 8.1

Given the central location of the Tayfen Road and Station Hill sites and, in particular, their proximity to both the town centre and the railway station, it is important that public transport provision is of the highest calibre possible. Providing for better integration between different modes of public transport, as well as cycling and walking, is fundamental, and this should be reflected in the layout of any masterplan proposals for either site.

An integrated transport hub, close to the junction of Station Hill and Out Northgate, is proposed to improve connections between the station and the outlying areas. As part of a review of the wider movement network, there is scope for Station Hill to be re-prioritised, with buses only having access onto Out Northgate. Other vehicles would use Station Hill for access only.

Developers should explore, with bus operators and the public transport authority, the provision of bus routes through the development and the need for enhancements to existing bus routes on Tayfen Road and Station Hill. This will require negotiation with bus service providers, as it is more likely that an existing service will be re-routed than a new service provided.

### Pedestrian and Cycle Movement

Minimising vehicle trips, particularly those of the private car, is a central tenet of sustainable development. This requires providing for better pedestrian

environments that are safe and attractive, with logical and quick connections between key facilities and points of interest, such as shops, public transport stops and health and educational facilities. This is also true for the cycle network.

The design of the network of streets that will permeate through the two sites, linking them together, and with the wider urban area, must be capable of providing sufficient space to accommodate pedestrians and cyclists in a positive way, rather than as an afterthought, once vehicular spaces have been designed and provided for. Pedestrian movement, in particular, must be allowed for in such a way that pedestrians have priority in all situations where there may be conflict with vehicles. 'Home Zones', shared/pedestrian priority surfaces and very low vehicle design speeds on residential roads will be required to achieve this.

Pedestrian and cycle environments should be well lit, with good natural surveillance (with positive building frontages, i.e., doors and windows) and well designed and maintained hard and soft landscape treatments. Strategic connections, particularly towards the town centre, must be clearly available and allow for easy access. This may require off-site works to junctions along Parkway, Tayfen Road and Station Hill, to improve pedestrian access and safety.

As part of a review of the wider movement network, the junctions of Tayfen Road and St Andrew's Street North, and

## 7/Design Principles



View to Tayfen Meadows development from the ridge created by the ground modelling for the railway sidings

# 7/Design Principles



St John's church spire, from Bury St Edmunds railway station

Tayfen Road, Station Hill and Ipswich Street, should be assessed with a view to their being reconfigured and signalled. New pedestrian crossings would be incorporated into the reconfigured junctions, with cycle crossings, where appropriate.

## Car Parking

In keeping with the principle of sustainable development, any development proposals should seek to minimise use of the private car. Developers will be expected to work to the adopted parking standards that apply when they are preparing their masterplans. Provision should also be made for additional public parking in the vicinity of the station.

## Public Realm and Open Space

The public realm (streets, squares and public open spaces) is important in that it supports the movement and activity that is crucial to the success of any development. Masterplan proposals for the Tayfen Road and Station Hill sites will be expected to provide for a public realm that meets the highest design and materials standards, reflecting the importance of the sites' location. The emphasis will be on designing streets and spaces for pedestrians, through which vehicles may pass, to create good, human scale, successful spaces rather than simply to provide for the free flow of traffic. Open space will be provided for the use and enjoyment of the local community, both new and existing.

The derelict open space located between the Tayfen Road, Station Hill and Tayfen Meadows sites, is an opportunity to be exploited. This space is allocated in the Local Plan as Recreational Open Space, and is not available for development. However, it may be incorporated into development proposals for either of the two sites as open space, and developers are encouraged to demonstrate, as part of the masterplanning process, constructive engagement with the landowners to pursue this opportunity. While this space would be additional to the open space required to be provided as a result of development of either the Station Hill or Tayfen Road sites, it would contribute to the creation of a sense of place as well as enhancing development land values on the plots facing onto the space.

The water body that marks the boundary between the two planning policy areas, has potential to be included as part of a linear open space with strategic pedestrian connections to the town centre. Two public squares should be created, one in front of the railway station and the other on the southern façade of Burlingham Mill. These should be designed with high quality hard and soft landscape materials, with a mix of buildings looking onto the spaces. If there is deemed to be need/scope for local retail provision, it will be expected to be located on the square next to the railway station. If possible, public transport stops should be provided at both squares.

The public square in front of the southern façade of Burlingham Mill should have a relationship with the public open space to the

south that allows for views of the Mill building from a distance and views from the building and the square, southwards to the town centre.

## Active Frontages

Masterplan proposals will provide active frontages onto all streets and open spaces, with buildings oriented such that windows and doors look onto the public realm. The aim is to create safe, convivial and attractive streets and spaces, benefiting from natural surveillance and levels of activity that provide comfort and interest for both pedestrians and those inside the buildings.

This is particularly important along the Tayfen Road/Station Hill corridor, where a mix of uses is expected to be delivered (as per Policies BSE6 and BSE9 of the Local Plan). The traditional solution to retail warehousing, with large expanses of car parking facing on to a main street, will not be accepted. Models of development where buildings (and windows and entrances) face onto the street will be required from any retail development proposals along Tayfen Road. Long, blank façades, without windows or doors articulating the frontage, will not be acceptable. Car parking for retail or other, non-residential uses, will be located to the rear of buildings that face onto the street or open space.

Vertical mix of use, with non-residential on the ground floors and residential above, are preferred elsewhere along Tayfen Road and Station Hill, and masterplan proposals

for both sites should seek to demonstrate how this can be achieved. On the southern side of Tayfen Road, building heights will be limited in order to preserve the setting of the remains of the medieval walls.

### **Height, Massing and Density of Residential Development**

Residential development, on both the Tayfen Road and Station Hill sites, will be expected at densities that reflect the sites' location in proximity to the railway station and the town centre. Current minimum standards, as set out in Planning Policy H4 of the Local Plan will be the minimum acceptable density averaged across the site.

Mixed use/residential buildings along Tayfen Road will be 3 to 4 storeys in height. Consideration must be given in the masterplan proposals for retail development on Tayfen Road to have residential development above. While this may not be feasible for retail warehousing units, any food store or other retail units should be designed to accommodate residential development above.

Development around the two public squares will be a minimum of three storeys. Development around the Burlingham Mill square should not exceed the ridge line of the Mill building. Generally residential development will be 2 to 3.5 storeys in height, with taller buildings on corners, key frontages and at the termination of vistas. The opportunities presented by the topography

of the Station Hill site, for residential buildings with views out over the surrounding town, should be maximised by any development proposals.

### **Landmark Buildings, Gateways and Vistas**

At key points within the two sites, particularly at the junctions on Tayfen Road, there will be opportunities to create landmark buildings. These will help to frame vistas, provide way finding and visual identifiers for pedestrians and those entering the urban core by vehicle. These buildings will be differentiated by their height and massing and, also, by their architectural treatment.

There are key vistas, to and from the site, that will be retained and strengthened as part of any masterplan proposals for the sites. There is the potential for a visual connection from the front of the railway station to the tower of St John's Church, which can play an important role in creating legible pedestrian routes between the railway station and the town centre.

Views along St Andrew's Street North towards Burlingham Mill are important in terms of the wider townscape of the town centre and must be retained.

The large plane tree on the junction of Tayfen Road, Station Hill and Ipswich Street is another landmark that must be retained and included within any masterplan proposals for the Station Hill site.

## **7/Design Principles**



**Landmark tree on Tayfen Road/Station Hill/Ipswich Street junction**

## 8/Concept Plan



**View towards Burlingham Mill, from St Andrew's Street North**

### Introduction

The concept plan opposite illustrates how the design principles could be applied to the site in terms of strategic access and movement, general disposition of development parcels, key frontages, open space and landmark buildings and features. In preparing masterplans for this area, developers should demonstrate, to the satisfaction of the Council, why an alternative approach might be appropriate.

### Strategic Access and Movement

Access to the two sites will be rationalised, with one access from Tayfen Road (preferably at the Tayfen Road/St Andrew's Street North junction) and one from Station Hill, to the north of the Tayfen Road/Station Hill/Ipswich Street junction. Developers' transport assessments should demonstrate how these revised junction arrangements might be achieved or suggest alternative solutions.

These two main access points will be connected internally by the main street that runs through the two sites. There is potential for this route to carry public transport. Secondary streets will emanate from the main street, providing access to the development blocks. A pedestrian/cycle connection to Tayfen Meadows can be achieved, either via Sedge Way or Willow Way.

### General Disposition of Development Parcels

The general disposition of uses is designed to be in accord with the allocations set out in Policy BSE6 (Station Hill Development Area) and Policy BSE9 (Tayfen Road) of the Local Plan. The Station Hill site is, for the most part, indicated as being residential with some mixed use potential around the two squares and on Station Hill. Burlingham Mill is shown as a hotel, but further work will be required to ascertain whether this is viable. Alternatively, residential use is acceptable, with some mixed use on ground floors opening onto the square.

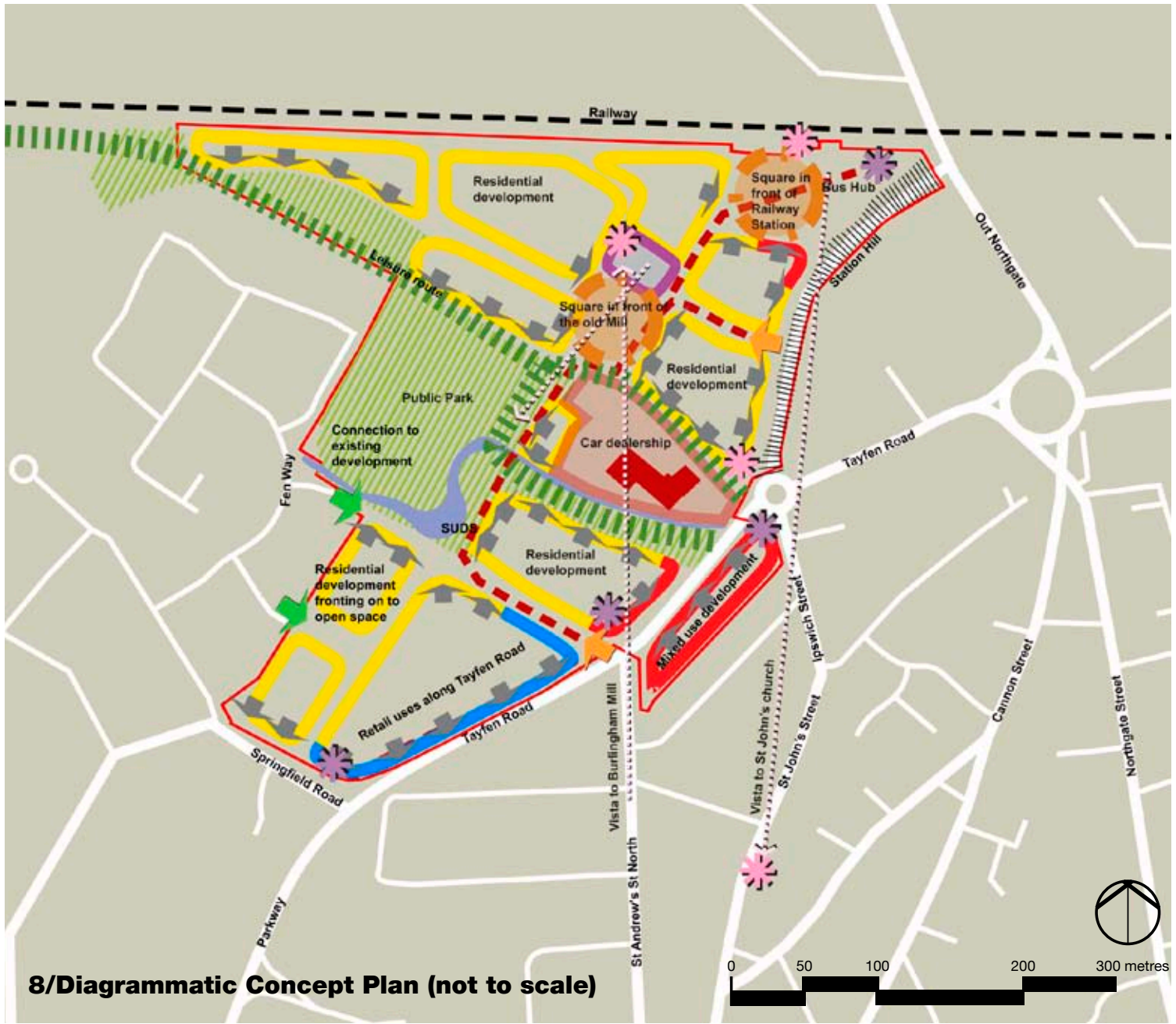
The masterplan for the Station Hill area should include the retention of the car dealership and have regard to its current operational needs, the potential rationalization of the site and the future viability of the business.

Should, in the long term, the car dealership use cease it is anticipated that the site will be developed for a mixed residential/commercial use.

The development parcels are a product of the movement system, a network of secondary streets emanating from the main street connecting the two sites. Development on the plateau of the railway sidings can extend onto, and down, the ridge line, providing good frontage onto the open space to the south.

The Tayfen Road site shows retail development facing onto Tayfen Road, together with mixed use (with residential above). The parcels fronting onto the open spaces and abutting the Tayfen Meadows site are shown as residential.

# 8/Concept Plan



8/Diagrammatic Concept Plan (not to scale)

**Key**

- Site Boundary
- Proposed road network
- Residential Development
- Retail
- Retail/Mixed Use (with Residential above)
- Hotel/Residential
- Frontage
- Open Space
- Square
- Pedestrian/Cycle Access point
- Vehicular Access point
- Canal/ SUDS
- Pedestrian Link
- Downgraded road
- Existing Landmark
- Proposed Landmark
- Vista

## 8/Concept Plan

### Key Frontages

Tayfen Road and Station Hill are important streets connecting the town centre with the railway station, and the wider urban area of Bury St Edmunds. They are located within the core urban area and, consequently, urban forms of development are expected, with substantial enclosure of streets and public spaces by built form with active frontages (doors and windows) facing onto the spaces.

Open spaces, such as the proposed linear park and the public park at the heart of the site, will also be enclosed by built form with active frontages facing onto them. This will increase natural surveillance, provide for a better, more coherent townscape and, potentially, increase development values.

### Open Space

A linear park will be created, reaching into the heart of the site from the Tayfen Road/ Station Hill/Ipswich Street junction. This space will accommodate the existing water course, which will be redesigned to function as an urban drainage system, and a new strategic pedestrian and cycle route through the site.

The existing open space, currently derelict, has the potential to be brought into the development proposals, creating a focus for development, knitting together the Tayfen Meadows, Tayfen Road and Station Hill sites and providing a new public park in the centre of Bury St Edmunds. It is illustrated as such in the concept plan.

### Landmark Buildings and Features

There are a number of locations within the site where there is the opportunity to enhance the setting and visual access of existing landmarks, and create new landmarks. These are illustrated in the concept plan. In particular, views along Tayfen Road, St Andrew's Street North and Ipswich Street can be enhanced by keynote buildings in strategic locations. Burlingham Mill is the most visually prominent building on either site and views to it must be protected in any masterplan proposals.

## Introduction

The Council will seek the following requirements from the development of the sites as appropriate. This list is not exhaustive and other matters may arise during the course of consultation and development of masterplans/assessment of planning applications.

## Planning Requirements

- Relocated rail sidings
- Affordable housing 40%
- Removal of gas holder
- Sustainable development measures – dwellings (bins, recycling boxes, water butts, compost bins, etc.)
- Recycling facilities
- New transfer interchange and public transport facilities at the railway station
- Limitations on maximum size of retail warehouse units and types of goods to be sold from them
- Downgrading of Station Hill and creation of shared priority space
- Any off site highway infrastructure needed
- Open space provision, enhancement and maintenance
- Sustainable urban drainage system
- Public art provision/contributions
- Improved pedestrian/cycleway signage to/from town centre
- Liaison with Suffolk Constabulary in respect of any requirements for a policing facility within the area

- Liaison with PCT in respect of any requirements for local public health facilities within the area.

It is recognised that development of the sites cannot all come forward at the same time because of the different characteristics and constraints of the area identified in this document, in particular in relation to the relocation of the rail sidings.

The masterplans for the individual sites will, therefore, be required to address phasing, where appropriate.

# 9/Planning Requirements



Initial stakeholder consultation



*St Edmundsbury*  
BOROUGH COUNCIL

**Station Hill and  
Tayfen Road**

A Vision for Development

**LDADesign**