

TAYFEN ROAD MASTERPLAN

Bury St Edmunds



3687 PL 100

adopted February 2016

On behalf of Tayfen Road Developments Ltd

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1 Introduction

Introduction

This Masterplan has been prepared to support the development of land identified by the Council for regeneration located adjacent to Tayfen Road at Bury St Edmunds.

The Masterplan has been prepared by Tayfen Road Developments Ltd, who own the majority of the identified site, with the support of their design team, comprising of:

- Chetwoods Architects - Masterplanners
- Pigeon - Project Management
- Beacon Planning - Planning
- MLM - Drainage & Geo Tech Design
- Milestone Transport Planning - Highways
- James Blake Associates - Landscape Design.

A Masterplan for the site was adopted in 2009 but circumstances have changed over the past six years and is considered to be out of date and in need of 'refreshing' because of changes to:

- The land ownership for the majority of the site;
- The local residential property market; and
- The commercial property market.

This Masterplan sets out a vision for development that is consistent with the Council's and national planning policies and that is commercially viable so as to ensure that development of this area can come forward for implementation in the immediate future.

National Grid have confirmed that they generally support the principles underpinning the proposed revisions to the masterplan which are a necessary response to changes in market conditions. The range of uses identified for the National Grid land are welcomed at this time. However, in order to respond to changes in market conditions and avoid the need for further revisions to the masterplan, we strongly encourage that the mix of uses proposed for specific land parcels is left flexible.



Station Hill Masterplan



Aerial view of Bury St Edmunds

The area covered by this Masterplan is the southern part of an area covered by the Station and Tayfen Road Concept Statement. A Masterplan for the northern part of the area was adopted by St Edmundsbury Council in July 2015 and planning applications for development of part of the site have been submitted.

1 Introduction

Purpose of Masterplan

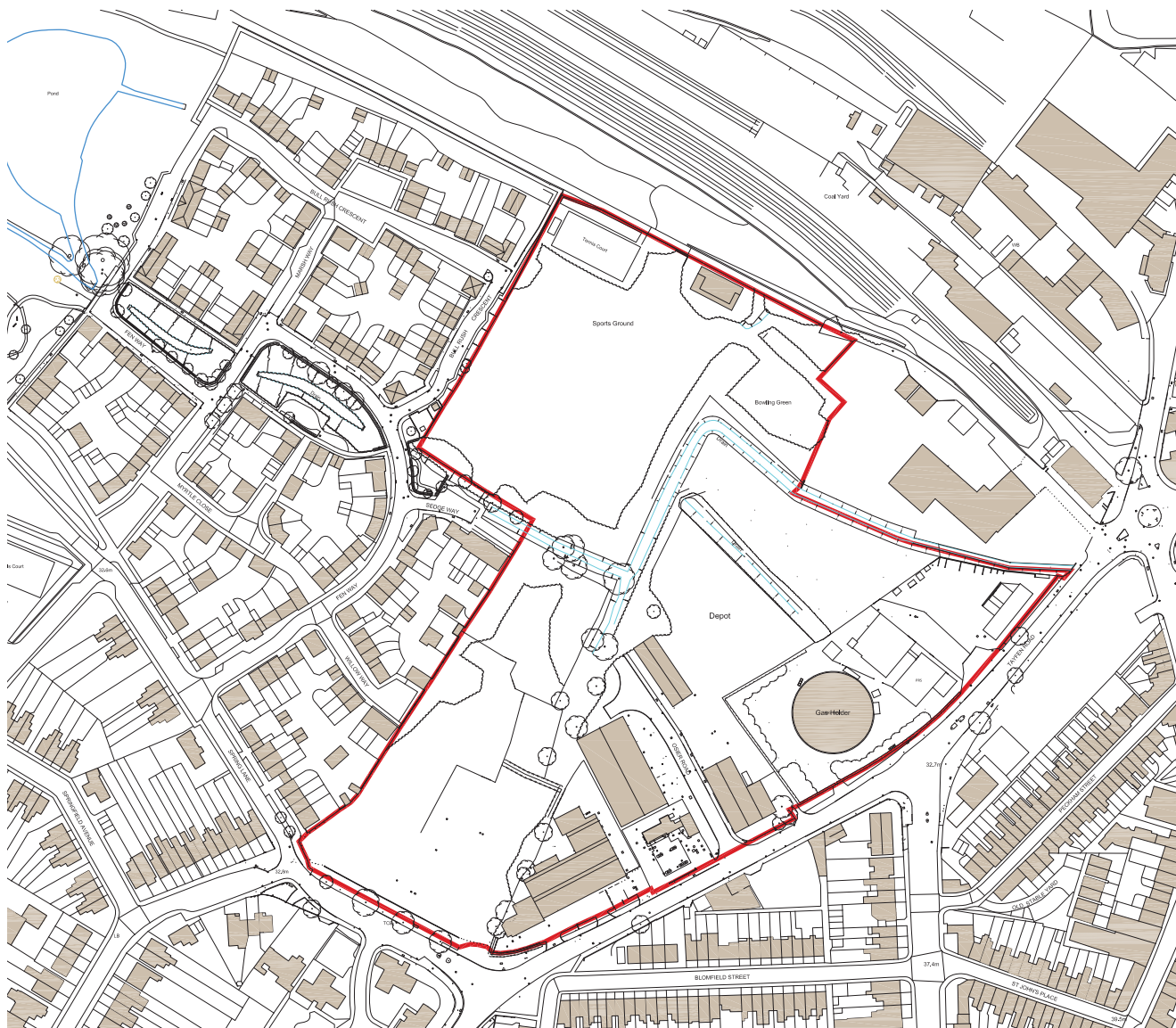
The Masterplan provides the next level of detail from the Station Hill and Tayfen Road Concept Statement and sets a framework for subsequent planning applications. It is not intended to be rigid and prescriptive but rather sets out a framework for future development so as to ensure high quality and viable development can be achieved.

The purposes of the Masterplan are to:

- promote the comprehensive development and regeneration of the site;
- set out an urban design vision for the site based upon the themes in the Concept Statement;
- establish key design parameters; and
- identify key matters to be addressed in subsequent planning applications.

The vision for Tayfen Road is to create a new mixed use development that revitalises the existing site and creates a new sense of place. It seeks to do so by defining an identity for the site by drawing on the positive character attributes of its context and providing new facilities for use by the adjacent and surrounding community.

The key to regeneration of this area is a robust masterplan which sets out a vision for development and is consistent with the Council's and national planning policies. It establishes a positive planning framework and acts as an enabler in initiating development in line with national policy on brownfield land. The masterplan should therefore have the flexibility to allow for the potential barriers to development to be overcome including commercial viability in a changing economic market; the costs, time taken and extent of works involved in remediation; and the ability to accommodate the interests of different landowners. The masterplan should smooth the path for regeneration and remove obstacles to allow development to come forward without delay.



Existing Site Plan (Not to Scale)

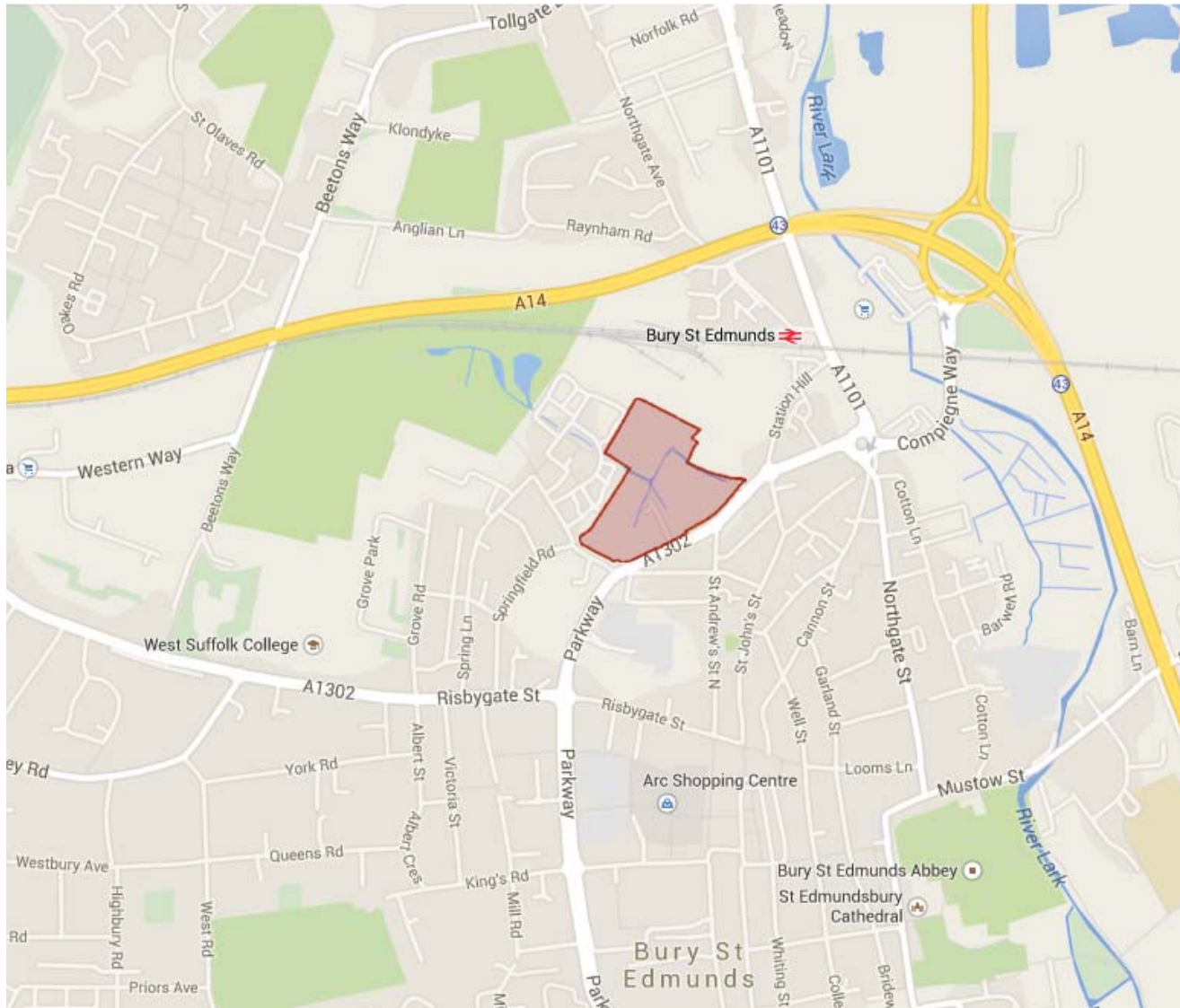
This Masterplan has been informed by a rigorous process of assessment, evaluation, consultation and design and includes:

- An analysis of site constraints and opportunities
- A summary of the planning policy context
- The principles of spatial organisation and built form which will address:
 - ◊ Use - what buildings and spaces will be used for
 - ◊ Scale - the potential amount of development, size and height.
 - ◊ Layout - how the buildings and the open spaces might be arranged on the site, their relationships with each other and the surrounding land.
 - ◊ Vehicle and pedestrian links - how movement may be accommodated on site, by car and on foot and how it connects with the existing network.
 - ◊ Landscaping and open spaces – including assessment of how spaces can be treated to enhance the character of the development for the benefit of those who live in it and around it, including opportunities for biodiversity enhancements.

Status

This Masterplan was subject to public consultation in October 2015 and amended in light of comments made. The Masterplan will be subject to scrutiny by St Edmundsbury Council as a material planning consideration in the determination of planning applications on the site.

2 Site Context



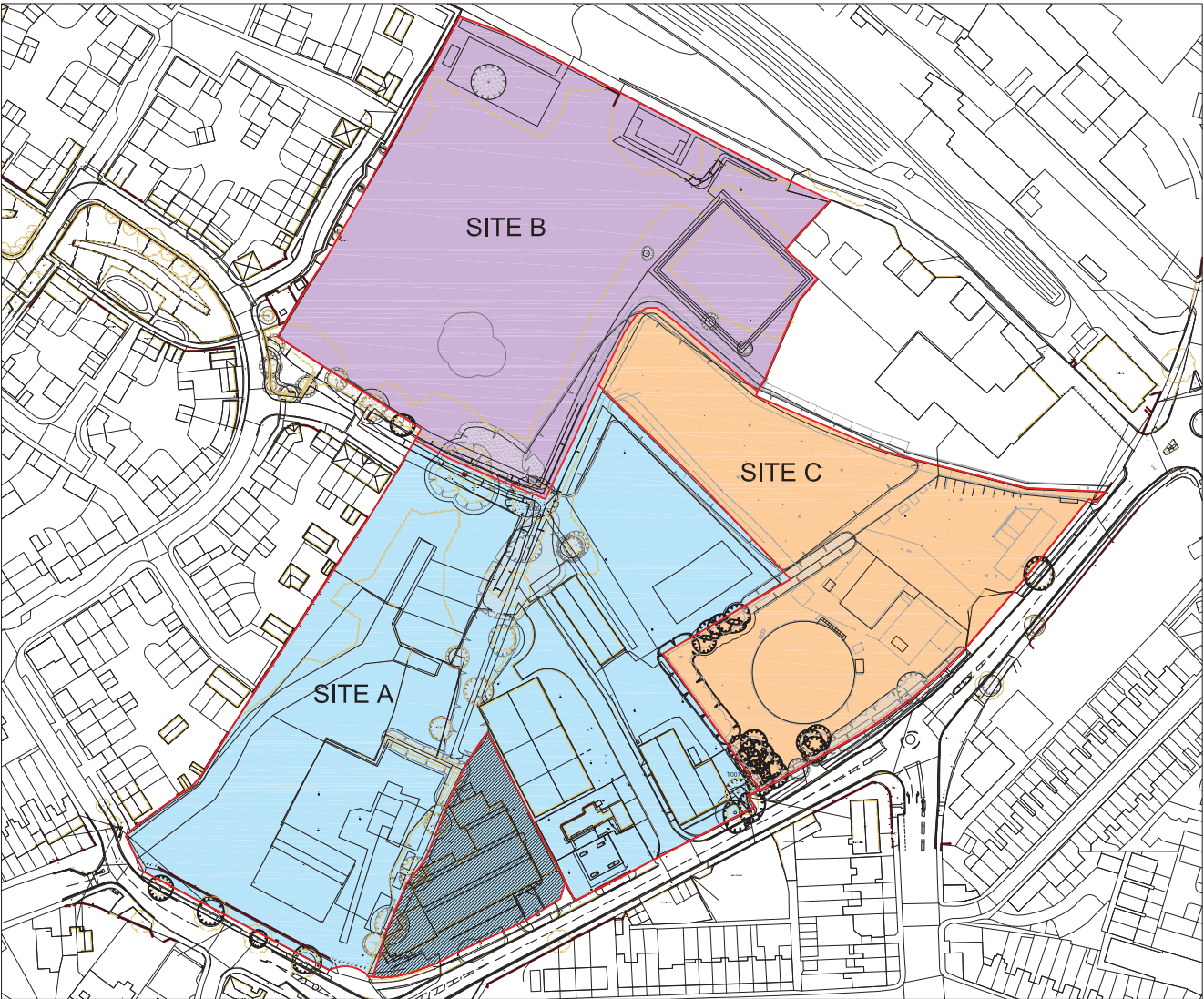
Location Plan

Location

The site is located in Bury St Edmunds immediately off the A1302 (Tayfen Road), south of the main train station and is well located for access to the railway station, the A14 and the town centre to the south.

The site sits adjacent to a residential area to the west and there are further residential properties to the south west of the site, accessed from Springfield Road.

Land Ownership (Sept 2015)



KEY

-  SITE A - Tayfen Road Developments Ltd
-  SITE A (Hatched Area) - Tayfen Road Developments Ltd with leasehold interest to Stapleton's (Tyre Services) Ltd
-  SITE B - Under Acquisition Contract To Tayfen Road Developments Ltd
-  SITE C - National Grid (Property Holders/National Grid (Transco))

Ownership diagram

2 Site Context

Site description

The site has an area of 13.1 acres (5.3 hectares) and is an irregular shape. The ground level is relatively flat, but rises toward a railway embankment. Adjoining levels elsewhere are broadly comparable to that of the rest of the site.

The site includes an additional area of land comprising a derelict recreation ground and associated vacant buildings which was included with the site in the 2009 Master Plan although it sits outside of the allocated site. This land is again included as it represents an opportunity to incorporate community parkland/open space within the redevelopment.

Many buildings have already been demolished leaving an area of waste ground bounded to the rear and side of existing dwellings in Tayfen Meadows.

The remainder of the site is substantially taken up by built development and hard surfacing. Part of the site contains a range of commercial uses such as a tyre fitting shop, a petrol station and a number of warehouses and retail units. A significant part of the site is occupied by a gas holder and its associated uses.

The site therefore constitutes previously developed land (brownfield) in planning terms and offers a poor quality frontage and streetscape.

There are several drainage ditches running across the site and a number of trees, some of which are protected by Tree Preservation Orders.

Physical Context

The site is located on the northeast edge of the town, adjacent to neighbourhoods of established and distinctive character, next to one of the major entrance corridor into the town and is a key intersection location in Bury. Massing to the south of the site is generally dense, although to the north, the site is bound by brownfield, undeveloped areas (which also form part of the Station Hill and Tayfen Road Study Area).

To the north the site is bound immediately by a long strip of woodland/vegetation with the Station Hill area beyond, which has also been identified in the Bury Vision 2031 for regeneration. To the north east, the site adjoins the Hyundai garage, a large open forecourt area with a low rise commercial building located within. To the south, the site is bound by Tayfen Road, and beyond this are commercial uses including fast food outlets, a chinese takeaway and car sale outlets.

Further south, there are victorian streets of high density housing, with the prevalent pattern being that of long, uninterrupted terraces forming strong built edges to streets with on street parking and this density is reflected further in the four storey flatted scheme on the corner of Springfield Road. To the west of the site there is a newer housing development, generally 2 to 3 storeys with a traditional street pattern and courtyard parking.

The character of the area owes its commercial feel to the

existing accommodation on the Tayfen Road site itself. The majority of the units which occupy the site are generally large format, with commercial uses. Whilst the existing massing of the site is loose without a defined, clear edge to the road, the overall feel is of a commercial environment of a significant scale.

In general terms, the site is visually unattractive and it creates a distinctly negative impression of this edge of the town centre.

Economic Context

Part of the site has been vacant and derelict for a number of years and has a negative effect upon the town along an important road access. The site has long been identified for regeneration and clearly the redevelopment will make a significant economic contribution to the immediate and wider surroundings.

Social Context

The site is underutilised. The lack of access means that it offers limited benefits to the neighbouring occupiers and the wider public. Regeneration of the site will provide substantial benefits including the provision of housing to meet local needs, the provision of new facilities and services, better pedestrian and cycle access through the site, and access to enhanced areas of open space which will all make this part of the town a better place to live.



View along St Andrew's Road



Central Tyre on Tayfen Road



View along Station Hill



Vehicle entrance from Tayfen Road



View towards disused part of site



View from Spring Lane

3 Planning Context

Planning policy and guidance relevant to the preparation of this Masterplan is summarised below. For the full text of policies please refer to the appropriate documents.

Local Planning Policy and Guidance

Core Strategy (adopted on 14 December 2010)

This sets out the vision, objectives, spatial strategy and overarching policies for the provision of new development in the Borough up to 2031. The key policies for the Masterplan are:

Policy CS1 - St Edmundsbury Spatial Strategy

States that Bury St Edmunds will be a main focus for the location of new development and that opportunities to use previously developed land will be maximised.

Policy CS2 Sustainable Development

A high quality, sustainable environment will be achieved by designing and incorporating measures appropriate to the nature and scale of development, including:

- making the most resource efficient use of land and infrastructure;
- protecting and enhancing biodiversity, wildlife and geodiversity, and avoiding impact on areas of nature conservation interest;
- conserving and, wherever possible, enhancing the character and quality of local landscapes;
- incorporating the principles of sustainable design and construction in accordance with recognised appropriate national standards and codes of practice;

- making a positive contribution towards the vitality of the area through an appropriate mix of uses;
- creating a safe environment which enhances the quality of the public realm; and
- making a positive contribution to local distinctiveness, character, townscape and the setting of settlements.

Policy CS3 Design and Local Distinctiveness

Proposals for new development must create and contribute to a high quality, safe and sustainable environment. Proposals will be expected to address, as appropriate, the following:

- detailed heritage and conservation design appraisals and information;
- consideration of protection of the landscape and historic views;
- an understanding of the local context and an indication of how the proposal will enhance the area and improve community safety;
- protection of the natural and historic environment;
- in proposals for housing, the density and mix of housing
- provision or enhancement of open space, play, leisure and cultural facilities; and
- access and transport considerations.

It states that Concept Statements/Development Briefs and Masterplans will be required for sites which are determined by the local planning authority to require a master planning approach.

Policy CS5 Affordable Housing

This policy states developers will be expected to integrate land for affordable homes within sites where housing is proposed, to ensure that affordable housing is provided and comes forward in parallel with market homes. For sites above 0.3 hectares 30% shall be affordable.

The Local Planning Authority will consider issues of development viability and mix, including additional costs associated with the development of brownfield sites and the provision of significant community benefits, and may be willing to negotiate a lower percentage or tenure mix of affordable housing, where it is demonstrated / proven that such an approach is necessary.

Policy CS7 Sustainable Transport

All proposals for development will be required to provide for travel by a range of means of transport other than the private car with walking and then cycling as the highest priorities. All development proposals will be required to be accessible to people of all abilities including those with mobility impairments and new commercial development, including leisure uses and visitor attractions, which generate significant demands for travel, should be located in areas well served by a variety of transport modes.

Policy CS8 Strategic Transport Improvements

This policy sets out the Council's commitment to continue to work with relevant partners, including Suffolk County Council and the Highways Agency, and developers, to secure the necessary transport infrastructure, as identified in the Infrastructure Delivery Plan.

Policy CS9 Employment and the Local Economy

This policy states that provision will be made for development that will aim to deliver at least 13,000 additional jobs in the borough by 2026. Employment growth will also be achieved through policies supporting growth in the rural economy, retail, leisure and tourism.

All employment proposals will be expected to meet the criteria set out in Policy CS2 to protect and enhance natural resources and ensure the sustainable design of the built environment.

Policy CS10 Retail, Leisure, Cultural and Office Provision

The town centres of Bury St Edmunds and Haverhill will continue to be the focus for new retail, leisure, cultural and office development, taking into account:

- the need to maintain their vitality and viability;
- the requirement to assess and accommodate the need for future growth;
- the sequential approach to development;
- the impact of any development on existing centres; and
- the need to ensure locations are accessible by a variety of modes of transport.

Minerals Core Strategy (Suffolk County Council 2008)

Policy 6 - deals with the safeguarding of rail facilities and requires development proposals in close proximity to rail handling facilities to demonstrate that they would not prejudice or be prejudiced by those facilities.

Bury St Edmunds Vision 2031 (September 2014)

Bury St Edmunds Vision 2031 is the most up to date statement of the Council's policy for this area and provides a framework for managing the expected growth in the town over the next two decades. It identifies where growth will be allowed and what local everyday services people will need to enjoy a good quality of life.

The Vision document notes that the 2012 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. A comprehensive approach to the development of this site with high quality design and materials to reflect the importance of its location was sought and the use of the former Railway Club playing field as open space would be welcomed. Policy BV9: Tayfen Road states:

Land at Tayfen Road, Bury St Edmunds, identified on the Policies Map, is allocated for redevelopment that should seek to deliver the following:

- a. retail warehousing floorspace;*
- b. foodstore (around 1,500sq metres (gross));*
- c. leisure uses;*
- d. residential (100 units indicative); and*
- e. strategic landscaping and public realm improvements.*

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

Applications for planning permission will only be determined once the masterplan has been adopted 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 adopted concept statement for the site unless a material change in circumstances indicates otherwise.

3 Planning Context

Joint Development Management Policies Document (February 2015)

This document contains policies for the day to day determination of planning applications and the key policies are:

DM1: Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.

DM2: Creating Places – Development Principles and Local Distinctiveness

Sets out criteria to be met, as appropriate, by proposals for all development, including (in summary) to:

- recognise and address the key features, characteristics, landscape/townscape character, local distinctiveness and special qualities of the area and/or building and, where necessary, prepare a landscape/townscape character appraisal to demonstrate this;
- 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;

- provide in line with national and detailed local policies (including policies in this Plan), open space, recreation, play and leisure facilities as appropriate;
- taking mitigation measures into account, not adversely affect sites, habitats, species and features of ecological interest or the amenities of adjacent areas by reason of noise, smell, vibration, overlooking, overshadowing, loss of light, other pollution (including light pollution), or volume or type of vehicular activity generated; and/or residential amenity;
- produce designs and layouts which are safe and take account of crime prevention, community safety and public health;
- produce designs that respect the character, scale, density and massing of the locality;
- produce designs that provide access for all, and that encourage the use of sustainable forms of transport through the provision of pedestrian and cycle links, including access to shops and community facilities; and
- produce designs, in accordance with standards, that maintain or enhance the safety of the highway network.

DM3: Masterplans

States proposals for development of sites subject to Masterplans will be permitted only where proposals accord with Policy DM2 and other relevant design guidance. It also sets out criteria to be met in the preparation of masterplans which should include an analysis of site conditions, consultation feedback and identification of key design issues, including (in summary):

- the exact site boundaries for the whole development and individual phases, • defined neighbourhoods and development parcels including plans to show in detail how the design principles will be implemented;
- major landscaping, green infrastructure and open space proposals to assimilate new development into the landscape, provide sufficient recreational greenspace and create new habitats;
- comprehensive biodiversity plan, including species and habitat protection, mitigation, compensation and new habitat creation measures for sustainability for the whole development site;
- design principles and measures to be taken to minimise climate change risks
- provision of public art;
- the range and mix of housing types and the level of affordable housing provision in line with adopted policy;
- density of housing/mix of uses for each neighbourhood;
- pedestrian and cycle links;
- public transport links and a Travel Plan designed to maximise the use of bus and cycles and limit dependence on the private car;
- the basic road network, and links to the existing highway network;
- provision for waste disposal, storage and collection;
- measures to reduce energy demand, maximising energy efficiency and secure on-site renewable, decentralised or low carbon energy generation to cut carbon dioxide emissions;
- phasing and funding release for any other social and physical infrastructure and implementation timetable, including phases beyond the plan period; and

- how the development will protect the amenity of nearby areas from noise, smell, vibration, overlooking, overshadowing, light or other pollution, or volume of vehicular activity generated;
- phasing and funding release for any other social and physical infrastructure and implementation timetable, including phases beyond the plan period;
- how the development will protect the amenity of nearby areas from noise, smell, vibration, overlooking, overshadowing, light or other pollution, or volume of vehicular activity generated.

DM6: Flooding and Sustainable Drainage

Proposals for all new development will be required to submit schemes appropriate to the scale of the proposal detailing how on-site drainage will be managed so as not to cause or exacerbate flooding elsewhere. Examples include: rainwater harvesting and greywater recycling, and run-off and water management such as Sustainable Urban Drainage Systems (SUDS) or other natural drainage systems.

Policy DM7: Sustainable Design and Construction

The policy states that all proposals for new development will be expected to adhere to broad principles of sustainable design and construction and optimise energy efficiency through the use of design, layout, orientation, materials, insulation and construction techniques.

The policy requires that new residential development demonstrate that appropriate water efficiency measures will be employed.

All new non-residential development over 1,000 sq m will be required to achieve BREEAM excellent standard or equivalent unless it is not possible to meet one or more of the mandatory credits due to constraints inherent within the site; or it would compromise viability.

All new developments will be expected to include details in the planning application or how it is proposed to meet energy standards, particularly if there are any aspects which might conflict with other requirements in the Plan.

DM11: Protected Species

Development which would have an adverse impact on protected species will not be permitted unless there is no alternative and the local planning authority is satisfied that suitable measures have been taken to reduce disturbance or provide adequate alternative habitats to sustain at least the current levels of population.

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.

Policy DM14: Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards

The Council seeks to ensure that proposals for all new development should minimise all emissions and other forms of pollution (including noise and light) and ensure no deterioration to either air or water quality. All applications for development where the existence of or potential for the creation of pollution is suspected must contain sufficient information to enable a full assessment of potential hazards.

Development will not be permitted where, individually or cumulatively there are likely to be unacceptable impacts amenity, health and safety or the environment arising from the development or where there would be unacceptable risks due to contaminated land.

Appropriate information, including remediation, with regard to risks in relation to contaminated land and hazardous substances will be required.

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. On sites of archaeological interest, or of potential archaeological importance, provided there is no overriding case against development, planning permission will be granted subject to satisfactory prior arrangements being agreed.

3 Planning Context

Policy DM22: Residential Design

This policy sets out detailed urban design criteria for residential development proposals to maintain or create a sense of place and/or character and to ensure that new dwellings are of a high architectural quality.

Residential development should be laid out to optimise amenity with streets and parking facilitating this primary objective and provides additional criteria to be met to achieve this.

Policy DM23: Special Housing Needs

Proposals for new for elderly and/or vulnerable people will be permitted on sites deemed appropriate for residential development by other policies contained within this and other adopted Local Plans, provided that such schemes meet the following criteria:

- a. the proposed development is designed to meet the specific needs of residents including requirements for disabled persons where appropriate; and
- b. includes appropriate amenity space for residents of an acceptable quantity and quality; and
- c. the location of the development is well served by public transport, community and retail facilities; and
- d. the proposed development does not create an over concentration of similar accommodation in any one street or area.

Policy DM30: Appropriate Employment Uses and Protection of Employment Land and Existing Businesses

Any non-employment use proposed on sites and premises used and/or designated on the policies maps for employment purposes, and that is expected to have an adverse effect on employment generation, will only be permitted where the local planning authority is satisfied that the proposal can demonstrate that it complies with other policies in this and other adopted local plans (particularly Policies DM1 and DM2 in this Plan), and one or more of the following criteria has been met (as appropriate to the site/premises and location):

- a. there is a sufficient supply of alternative and suitable employment land available to meet local employment job growth requirements;
- b. evidence can be provided that genuine attempts have been made to sell/let the site in its current use, and that no suitable and viable alternative employment uses can be found or are likely to be found in the foreseeable future;
- c. the existing use has created over-riding environmental problems (e.g. noise, odours or traffic) and permitting an alternative use would be a substantial environmental benefit that would outweigh the loss of an employment site;
- d. an alternative use or mix of uses would assist in urban regeneration and offer greater benefits to the community in meeting local business and employment needs;
- e. it is for an employment related support facility such as employment training/education, workplace crèche or industrial estate café;
- f. an alternative use or mix of uses would provide other

sustainability benefits that would outweigh the loss of an employment site.

Policy DM35: Proposals for Main Town Centre Uses

Within the town centres, as defined on the policies maps, support will be given, subject to compliance with other policies, to proposals for main town centre uses such as the following:
shopping (Use Class A1); financial and professional services (A2); food and drink (A3, A4, A5); leisure, culture, arts, tourism and more intensive sport and recreation including D2 uses; business (B1) offices; visitor accommodation; and

In addition to the main town centre uses above: health facilities and other community uses; residential, A2 or B1 uses on upper floors.

Proposals for main town centre uses that are not in a defined centre and not in accordance with an up to date Local Plan must apply a sequential approach in selecting the site demonstrating that there are no suitable, viable and available sites in defined centres or edge of centre locations.

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.

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 in this and other adopted Local Plans. Development which will result in the loss of existing amenity, sport or recreation open space or facilities will not be allowed unless it can be demonstrated it is surplus to requirements or appropriate replacement space or facilities are made available.

Where necessary to the acceptability of the development, the local planning authority will require developers of new housing, office, retail and other commercial and mixed development to provide open space including play areas, formal sport/recreation areas, amenity areas and where appropriate, indoor sports facilities or to provide land and a financial contribution towards the cost and maintenance of existing or new facilities, as appropriate.

Policy DM45: Transport Assessments and Travel Plans

A Transport Assessment, appropriate to the scale of the development and the likely transport impacts, is to be submitted with planning applications where the proposal is likely to give rise to significant transport implications. A Travel Plan will also be required to identify the physical and management measures necessary to address the transport implications arising from the development.

Where necessary to negate the transport impacts of development financial contributions will be sought towards the development of improvements to infrastructure or to facilitate access to more sustainable modes of transport.

Policy DM46: Parking Standards

The authority will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. All proposals for redevelopment, including changes of use, 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 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. Proposals for new mixed use sites will be expected to minimise the provision of car parking where achievable, for example by providing shared use parking and/or car pooling as part of a Travel Plan.

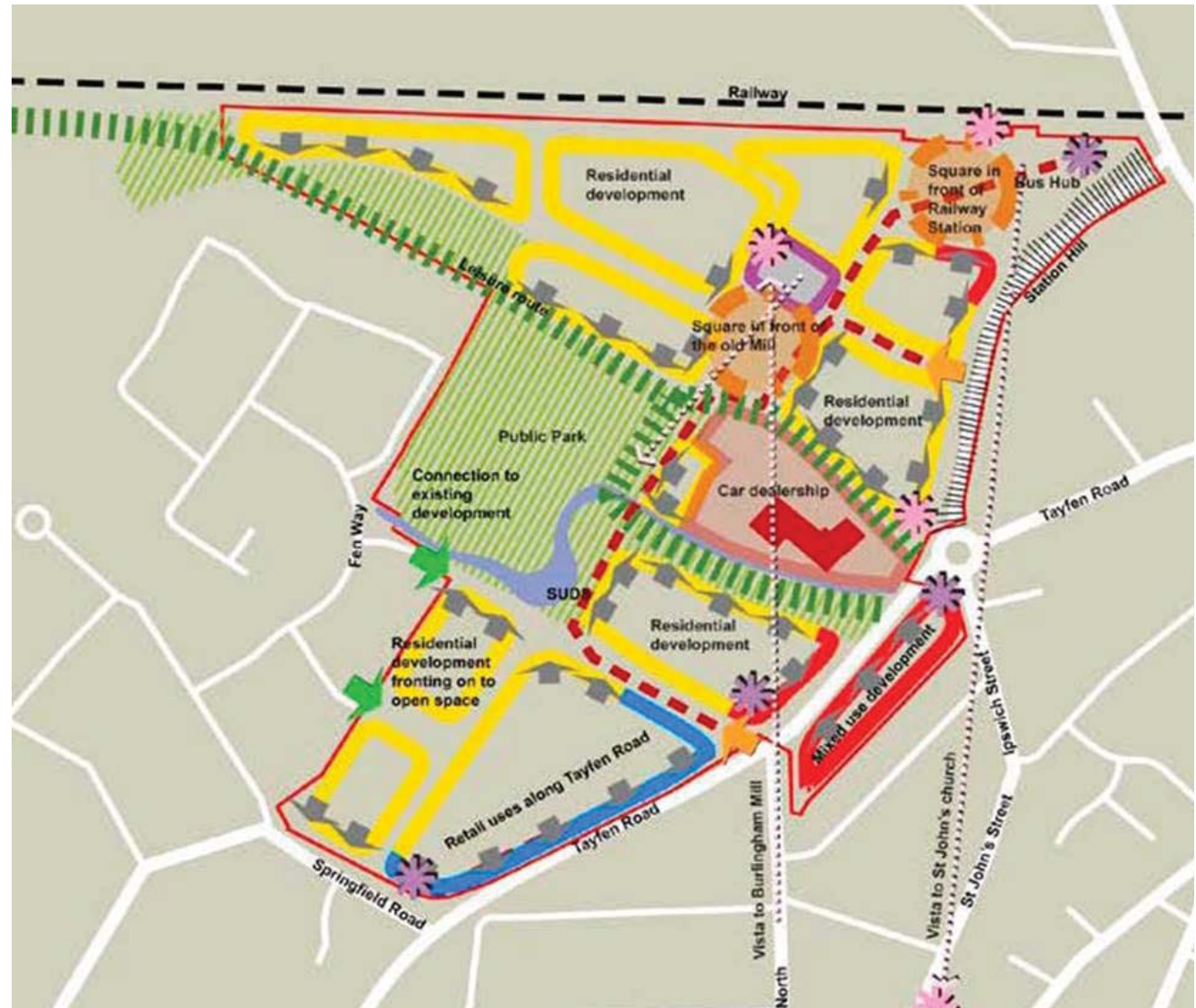
3 Planning Context

Station Hill and Tayfen Road Concept Statement (2007)

This provides broad parameters and a framework for the development of both sites. It also includes a diagrammatic concept plan for both areas setting out different land uses.

The key design considerations most relevant to the part of area covered by this Masterplan are:

- removal of gasholder;
- rationalisation of vehicle access from Tayfen Road;
- a network of streets and a high quality public realm;
- streetscape improvements on Tayfen Road;
- inclusion of water as part of a linear open space;
- open space for community use
- buildings along Tayfen Road 3-4 storey
- generally residential development will be 2-3.5 storey with taller buildings on corners, key frontages and at the termination of vistas;
- landmark buildings at the junctions with Tayfen Road differentiated by their height, massing and architectural treatment; and
- key vistas to and from the site retained and strengthened.



Concept Plan (Station Hill and Tayfen Road Concept Statement (2007)

Tayfen Road Masterplan (2009)

The original Tayfen Road Master Plan was adopted in 2009 and provided additional information on the way in which the site will be redeveloped. It confirmed that at the time of preparation, a mixed use development comprising residential use and a range of commercial uses, such as retail warehousing, discount foodstore, hotel, food/drink uses and a tyre and exhaust centre could be appropriate across the site.



Local Planning Guidance Illustrative Masterplan (2009)

Open Space, Sport And Recreation Facilities, SPD (December 2012)

Sets out the council's approach to the provision of open space and recreation facilities in conjunction with new housing development.

Forest Heath District Council And St Edmundsbury Borough Council Joint Affordable Housing Supplementary Planning Document (SPD) October 2013

The document explains and provides supplementary guidance on the implementation of Core Strategy affordable housing policy CS5, including how and when developments will be expected to deliver affordable housing.

Suffolk County Council Guidance For Parking (November 2014)

Sets out guidance and standards for car and cycle parking for all types of development. It states that the guidance is only one factor to be taken into account by local planning authorities when judging planning applications and that it is a matter for the local planning authorities to balance this guidance against all the other material considerations.

National Planning Policy and Guidance

National Planning Policy Framework (March 2012)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied.

It sets out the key purpose of the planning system: the achievement of sustainable development, including three dimensions of sustainability – economic, social and environmental. Underpinning the new framework are 12 core planning principles for the planning system, which include to 'proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs'. Encouragement is given to the reuse of previously developed land and to make 'the fullest possible use of public transport, walking and cycling' (paragraph. 17).

A 'presumption in favour of sustainable development' is at the heart of the NPPF (paragraph 14). The planning system should operate to encourage and not act as an impediment to sustainable growth, and investment in business should not be over-burdened by the combined requirements of planning policy expectations (paragraphs 18-21).

Local authorities are directed to 'look for solutions rather

than problems'. The Government advises that 'decision takers at every level should seek to approve applications for sustainable development where possible' (paragraph 187). Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition (paragraph 203).

The Government attaches great importance to good design which is a key aspect of sustainable development (paragraphs 56-78). Good design for all development should contribute positively to making places better for people.

Developments should be located and designed to give priority to pedestrians and cycles and create safe a secure layouts which minimise conflict with traffic (paragraph 35). When setting local parking standards account should be taken of the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high emission vehicles (paragraph 39).

National Planning Policy Guidance (NPPG) (2014)

The NPPG provides guidance on a wide range of planning matters and is also a material consideration in the determination of applications.

4 Site Assessment

As part of the formation of the masterplan the design team have carried out assessments of the detailed background technical research. This section provides a summary of the studies undertaken and that have been used to inform the proposals set out in this masterplan.

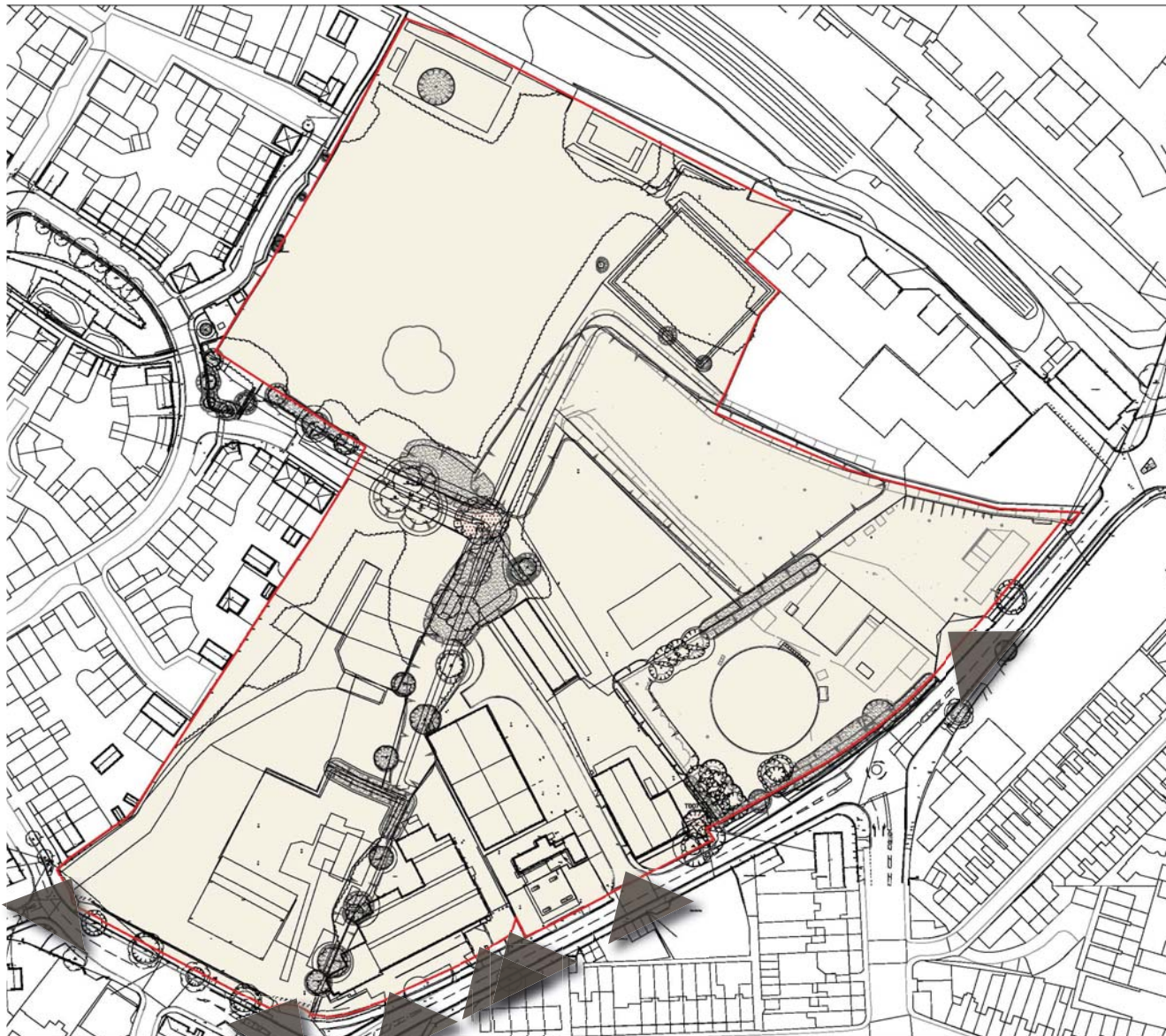
Current uses

National Grid have offered their site for sale and it is understood that a preferred purchaser has been identified who will be bringing forward redevelopment proposals consistent with the commercial uses identified in Policy BV9.

Decommissioning of the gasholder began in October 2015 and is due for completion in April 2016. As part of the overall works to prepare the site for redevelopment the Pressure Reducing Station (PRS) could be relocated within the site.

The tyre and exhaust centre on Tayfen Road may act as a constraint because an alternative relocation site will need to be found. While not impacting on the deliverability of the majority of the site, it is important to take account and plan for the possibility that delivery of the tyre centre site is reliant on the relocation of that use.





Site Plan Indicating Access Points Into Masterplan Area

Access

Tayfen Road is mostly a single carriageway road, with some marked right-turn lanes. Access into the site is gained via a number of existing accesses directly from Tayfen Road. There are 5 separate accesses at present, plus an additional two from Springfield Lane. Osier Road is the main access into the site but this is currently un-adopted. There are no rights of way across the site. No access to adjacent sites, for vehicles or pedestrians, is possible at present. Currently the former recreation ground is landlocked.

KEY

Access Point to Site



A good existing network of movement exists around the site. It is within walking and cycling distances to the Town Centre and Primary Shopping Areas and is readily accessible by bus and train. The existing residential development to the west of the masterplan site is not connected to it, even though it is located adjacent to it.

A Transport Assessment has been carried out to demonstrate how the local highway network would cope with the quantum of development within this masterplan area and the recently adopted Station Area Masterplan.

4 Site Assessment

Contamination

A Phase 1 contamination report has been prepared together with a geo-technical assessment for all the site except the land occupied by the National Grid/Transco. This shows the site was originally part of Tayfen Meadows, with only a few widely spaced structures in the south and southeast maps in 1886. There have been industrial activities in the south and east of the site since 1804, which have included gas works, a timber yard, depots, factories, garages and works until the present day.

The north of the site was not developed until around 1965, when a sports ground was laid out, but this is now disused. There is a fuel filling station in the southeast of the site which has been present since 1979.

A geo-environmental assessment has identified soil contamination that includes some metals, cyanide, total petroleum hydrocarbons (TPH) and polycyclic aromatic hydrocarbons (PAH) above generic assessment criteria relevant to the future residential land use. Central parts of the site, in the area of a former depot (north of the adjacent gasholder), are mostly affected.

Shallow groundwater in the superficial deposits and deep groundwater in the chalk show evidence of contamination above both Drinking Water Standards (DWS) and Environmental Quality Standards (EQS).

Substances above DWS and EQS included some metals, TPH and PAH. Given the direction of groundwater flow and the position of affected areas, it is considered that contamination is migrating in groundwater beneath the site from sources off site to the south as well as from sources on site.

Proved ground conditions comprising topsoil and made

ground (fill material) mantling natural drift deposits of alluvium (including peat) across almost all of the site. Underlying these drift deposit was bedrock strata of Chalk. In some locations, the alluvium and chalk was separated by thin discontinuous layers of Croxton Sand and Gravel.

The Environment Agency considers the superficial deposits to be a secondary (A) aquifer and the chalk is a principal aquifer. The site is located within an inner source protection zone (SPZ1).

Flood Zone

The site is shown on Environment Agency (EA) flood maps to partially lie in flood zones 3 and 2, the high and medium risk flood zones. The site also lies partially in flood zone 1, low risk. The flood risk to the site is from surface water within the Tayfen Brook which, downstream of the site, is culverted under Tayfen Road and flows in a north-east direction to the River Lark.

The flood modelling inputs and extents were agreed with the EA prior to undertaking the modelling to ensure that the model contained the correct data and was suitable for use in connection with the development. The outputs from the model give flood levels on the site for the 100 year return period event inclusive of climate change and also for the 1000 year event. The relevant flood levels for these two scenarios are 30.19m AOD and 30.29m AOD. In addition to this, sensitivity analysis was undertaken to consider the impacts of the water level in the River Lark being higher than expected, the channel of the watercourse being overgrown thus slowing down flow; and 20% and 50% blockage scenarios for the culvert downstream of the site. The modelling report has been reviewed by the EA which has approved and agreed to the use of the model/modelling report to inform the Flood Risk Assessment for development.



Indicative Plan of Flooding

4 Site Assessment

Biodiversity

An extended Phase 1 Habitat survey has been undertaken and a mixture of habitats were found on site including hard standing, buildings, semi improved grassland, scrub, scattered trees, running water and ephemeral/ short perennial habitat. Two small stands of the invasive non-native species Japanese Knotweed were found on site.

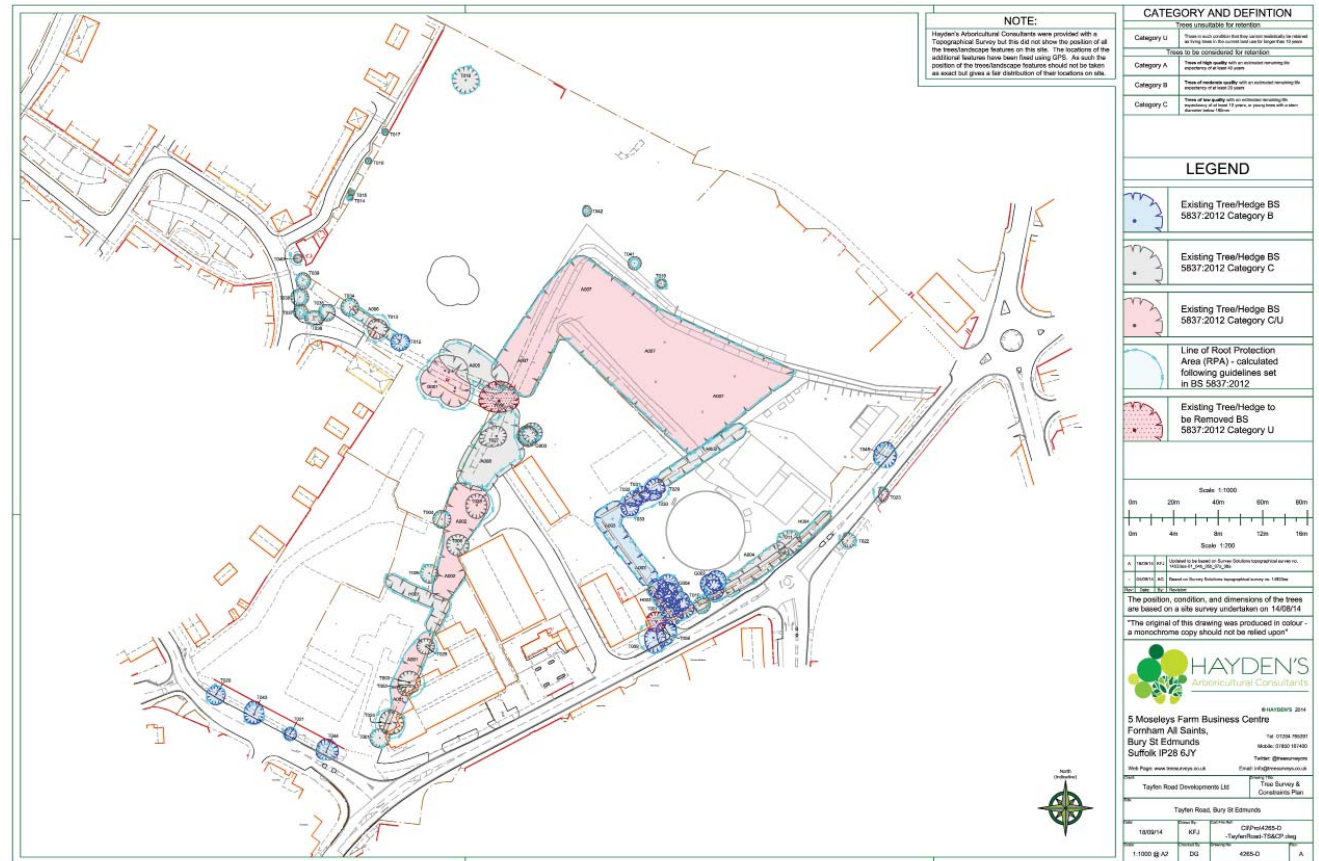
The site was found to have the potential to support rare invertebrates, breeding birds (including Black Redstart), foraging bats and to a lesser extent, reptiles. Habitats suitable for terrestrial amphibians and Badger were also found on site. However, due to the lack of evidence or connectivity, these groups are likely to be absent. Further surveys were subsequently undertaken for reptiles, Black Redstart and invertebrates.

The area under the ownership of National Grid could not be accessed at the time of the survey and will need to be surveyed prior to development taking place.

Bird survey

A survey has recorded total of 26 species of bird on site, adjacent to the site or flying overhead, and 15 of these species are deemed likely to be breeding on site. All species judged as likely to be breeding on site are common and widespread in Suffolk. Song thrush, the only red-listed species identified as possibly breeding on or near the site, is a fairly common resident. Black redstarts which had been recorded in the general area by the Suffolk Biological Records Centre, was not encountered during any of the survey visits and is deemed not to be breeding on site.

Although black redstarts have been recorded in the area they did not use the site for breeding between April and June 2015, so it is deemed unlikely they would in the future. Therefore, proposed development at the site will have no significant impact on breeding black redstarts.



Invertebrates

A separate invertebrate appraisal has classified the site as an example of Open Mosaic Habitat on Previously Developed Land ("OMH"), a UK Priority Habitat for conservation. On the basis of the examination, it seems probable that this site may support a raised invertebrate interest and that such interest may be related to the OMH habitat type. Consequently further survey work is needed to define the level of invertebrate interest.

Reptiles

A reptile survey was conducted in autumn 2014 and a total of 60 artificial refuges (1.0 x 0.5m sections of roofing felt) were placed within the habitats suitable for reptiles, and in areas that would receive direct sunlight during the course

of the day creating both cover and suitable basking spots. There were no reptiles recorded during any of the seven survey visits, nor were there any field signs of reptiles recorded such as shed skins. As a result, it is concluded that there are no reptile populations present on site. Therefore reptiles do not pose a constraint on the proposed development of the site at this time. As there is no habitat connectivity to any surrounding areas, the findings of this survey are likely to be valid for at least two to three years.

Trees

A tree survey has been undertaken and in summary, when assessed against BS 5837:2012 there are:

- No Category "A" (features of high quality) specimens;
- 16 Category "B" (features of modest quality) trees;
- 38 Category "C" (low quality or young/small features) individual specimens and landscape features. These items are generally evenly dispersed throughout the site;
- 5 are assessed as Category "C/U". These items are either of such poor form that they will require removal in the near future; and
- 2 are Category "U" specimens (unsuitable for retention). These items require felling for health and safety, cultural, or structural reasons.

There are a number of TPO's on the site as shown on the adjacent plan.

Noise

A noise assessment has been carried out and this identified the key noise sources impacting upon the site are from road traffic vehicles using the A1302 Tayfen Road and the distant A14. Intermittent noise from the aggregates depot is also



audible as is noise from the railway line. Because of the proximity to the aggregates depot further survey work will be required.

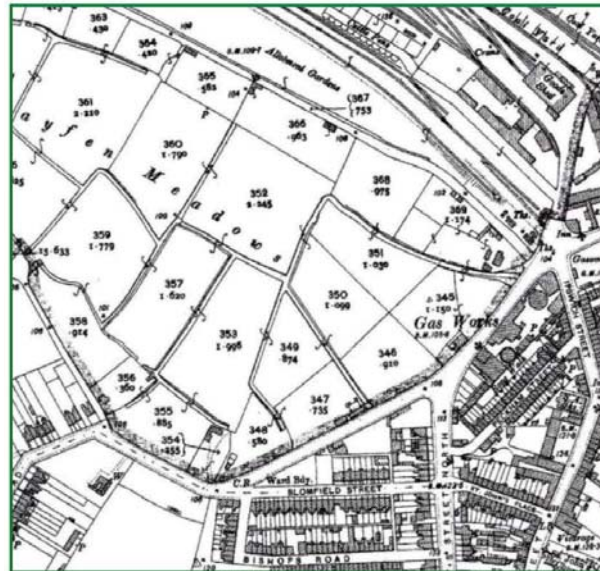
Any planning application(s) should include information on any mitigation measures that may be necessary to allow future development to occur in conjunction with all existing noise sources affecting development of the Masterplan site.

TPO's diagram

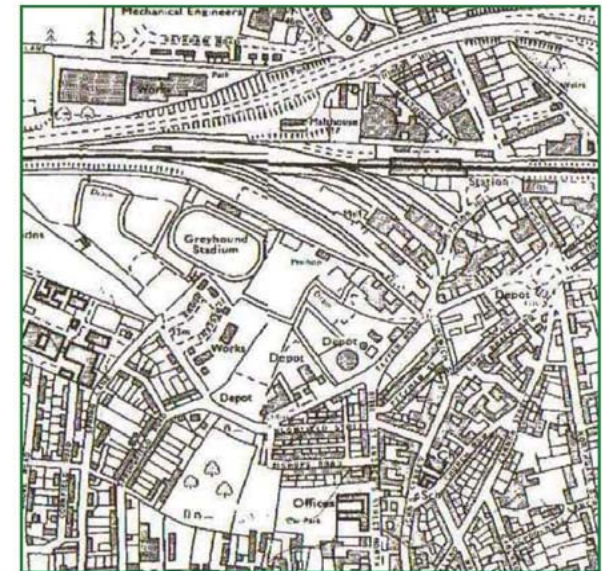
4 Site Assessment

Archaeology

The site lies outside of the Bury St Edmunds Area of Archeological Importance. An assessment of archeological significance has been undertaken and this has indicated that proposed development will have no impact on the significance or setting of designated heritage assets. The site was too poorly drained for permanent habitation until its drainage sometime in the nineteenth century. Borehole logs revealed made ground up to 2.5 m deep overlying peaty deposits. The presence within this made ground of fragments of brick, ash, asphalt, rubber, glass, wood and concrete suggests that any in situ deposits are likely to be sporadic, disturbed, or both. As there is some potential for surviving evidence relating to previous land use, appropriate archeological assessment should be carried out in advance of any development taking place, to ensure that there are no unacceptable impacts on heritage assets (known and unknown) and that the significance of any assets uncovered is recorded and understood.



Tayfen Road, 1904



Tayfen Road, 1978

Views, visual amenity and landmark features

Adjoining the site views along Tayfen Road and the southern section of Springfield Road are of a poor quality. In the wider area, the topography allows elevated views across the site from higher ground.

To the north the area is overlooked by the land at Station Hill with the town centre beyond.

Views from the town centre (including the Conservation Area) are limited by the intervening built form, with a single view along the approach from Parkway.

Other key vistas to and from the area include:

- Near and long distance views to St. Johns Church, St. Johns Street (Grade II*). The elevation of the building and spire of the church is a prominent in views around the town.
- Near and long distance views to Burlingham Mill. Views along St Andrews Street North towards Burlingham Mill are important in terms of the wider townscape of Bury town centre.



Townscape Assessment Plan

Opportunities

A number of opportunities arise, having considered the constraints that the site presents. These can be summarised as follows:

- Regeneration of a brownfield site in a highly sustainable location;
- Removal of Gasholder;
- Introduction of mixed uses in line with Concept Statement - residential, foodstore and 'family pub';
- New high quality housing, including affordable housing;
- Regeneration of the derelict Recreation Ground and its use as public open space with play facilities for children;
- Integration into existing residential community to the east and the planned residential development to the north;
- Highly accessible location with a range of non-car travel options available in close proximity to the site;
- Conveniently located for access to town centre allowing people to walk and cycle to and from local shops and services thereby supporting the local economy;
- Excellent public transport links with convenient access to the train station and bus services covering local, regional and national locations;
- Improved connections to town for pedestrians and cyclists including linking to the adjoining sites to the west and north;
- Rationalisation of vehicular access on to Tayfen Road;
- Creation of new 'landmark features';
- Enhancement of views to key landmarks;
- Significant opportunities for environmental improvements, especially to Tayfen Road;
- Potential for creation of a network of streets and spaces within the site;
- Biodiversity enhancement through the introduction of new habitats; and
- Tree planting.

Although there are significant constraints to be overcome, in particular arising from the past industrial uses on the site the

studies undertaken have not identified any of these as being a barrier to development. It is, however, likely that the costs associated with remediation of the site will be considerable and this may require a viability assessment to be submitted with planning applications where variations to adopted planning policies or standards are being sought.

Mix of Uses on Tayfen Road Frontage

This Masterplan document is not wholly consistent with the Concept Statement for the site adopted by the Council in October 2007. For clarification the two key changes are as follows:

Tayfen Road Frontage

The 2007 Concept Statement envisaged retail uses at the southern end with residential to the north.

The 2009 Masterplan proposed dividing the frontage into three uses: retail/leisure, car parking and retail/commercial. This removed residential and introduced car parking.

This 2015 Masterplan reintroduces residential use but at the southern end with commercial uses to the north, thereby more akin to the Concept Statement 2007.

To inform the preparation of the Masterplan commercial property agents undertook a marketing exercise to identify potential commercial users. Interest received for retail warehousing and bulky goods was weak due to site constraints and a more preferable site to the west of the town. The main interest was from local and discount foodstores, restaurant/drive-thru operator and/or a pub operator.

The site requires compatible higher value users due to the complexities it presents, which includes poor ground conditions, contamination, land stabilisation, flood prevention measures, piling, etc.

Notwithstanding the economic necessities of the adjusted layout there are key design benefits over the previous layouts.

Notably:

- locating the residential uses next to existing residential areas;
- creating an active frontage along the length of the Tayfen Road frontage. The 2007 masterplan includes nearly a third of the frontage as car park;

Open Space

Immediately outside the allocated Masterplan site to the north west is an area designated and protected by the adopted Development Plan as 'Recreational Open Space'. This site was formerly sports pitches associated with the Railway Club but this use ceased some years ago, and there is no public access and this area is considered unkempt and is poorly drained. There may be potential for a limited part of this site to be used for residential development if it is demonstrated further development is reasonably required in order to make the overall development viable. The acceptability of such development would be subject to the loss of the open space being reasonably and adequately mitigated, in accordance with Policy DM42 of the Joint Development Management Policies Document. Should development of part of the designated 'Recreational Open Space' space be fully and reasonably demonstrated and justified as part of subsequent planning application/s, the remainder of the Open Space could be enhanced and brought into active public use.

The introduction of housing onto part of the designated Recreational Open Space might assist in delivering a commercially viable scheme and could provide additional benefits, notably to:

- Provide a defined northern edge to the open space; and
- Improve natural surveillance of the open space and pedestrian / cycle links to Bull Rush Crescent.

As this area of Open Space is not within the allocated Masterplan site any loss must be justified as part of any subsequent planning application/s in accordance with Policy DM42.

5 Masterplan

The Masterplan has been developed drawing together the detailed contextual and technical studies and stakeholder consultations to demonstrate how a successful development might be brought forward for the site. The illustrations which follow are for indicative purposes only.

Aim of the Masterplan

To set a robust framework for a high quality redevelopment of the site with a mix of uses that broadly conforms to the Concept Statement and Policy BV9 of the Bury Vision.

Some flexibility will need to be applied when each planning application is considered having regard to viability and other material considerations.

Proposed Uses

The land uses are broadly compatible with the mix of development uses in Policy BV9 of the Bury St Edmunds Vision 2031, the 2007 Concept Statement and the 2009 master plan.

Residential Use (use Class C3)

The redevelopment could provide around 200 new homes which will range in size, style and type. The site should deliver a range of and mix of housing types, sizes and styles in order to foster a sense of community and encourage people of all ages to live in the community. A range of housing tenures should also be provided.

Whilst 200 dwellings is more than the indicative number referenced in Policy BV9 of the Bury St Edmunds Vision 2031, it is considered that this number can be achieved as part of a well-designed regeneration scheme and will help to achieve a

commercially deliverable proposal.

A Care Home (Use Class C2)

A care home would broaden the range of accommodation offered. It is considered that around 60 bedrooms would be an attractive commercial proposition.

Foodstore (Use Class A1)

A foodstore (approx. 1500sqm) with associated car parking (approx. 90 spaces) to be accessed directly from Tayfen Road via a new traffic controlled junction.

Bulky Goods Retail (Use Class A1)

A potential use for the site, although an assessment of local demand has demonstrated that this is not a viable site for such use. It is included as an option to ensure it is not unintentionally ruled out should interest from a bulky goods retailer emerge at a later date.

Family Pub (Use Class A4)

A family pub (approx. 650 sqm) and associated car parking (approx. 30 spaces) and access from the new traffic light controlled junction will widen the range of uses on the site.

Open Space

The built development will sit within a landscape framework which should include a substantial single area of public open space associated with the residential development. This should be complemented by a network of open spaces such as a linear park to provide a green corridor with pedestrian and cycle linkage, together with other landscaping and open space as appropriate to the site and the uses.

Commercial viability is an important consideration in the redevelopment and deliverability of the Tayfen Road site

given the level of constraints that exist across the land. The mix of uses included in the 2015 master plan has been fully tested and reflects current market and occupier needs. The mix is considered to be the most appropriate and deliverable in the current market conditions.

Phasing

The masterplan process has involved detailed survey work viability assessments, and discussions with key stakeholders. National Grid have confirmed that plans for bringing forward their site for development are moving forward. In particular the decommissioning of the gasholder will commence in October 2015 and is scheduled to be completed in April 2016. Whilst there is no overriding planning requirement to do so, any future application can consider the possibility of bringing the site forward in phases which could consider:

- Removal of the gasholder and remediation of the site thereafter.
- Relocation of the Central Tyres Operation
- Commercial elements to be erected
- Residential development which will involve a series of further sub-phases
- Creation of open / recreational spaces.

The 2009 masterplan acknowledged the need to retain the PRS within the masterplan area but did not consider where this might be located. National Grid have confirmed that the PRS will need to be retained as part of any future development and the 2015 masterplan identifies a potential location for the PRS. National Grid will continue to be consulted as the masterplan moves towards adoption.'



5 Masterplan

Access and Movement

Traffic Movement

Subsequent planning applications will need to consider potential 'in-combination' impacts upon the highway network. This includes the cumulative impacts with the adjacent re-development of the Station Hill site and traffic on the wider highway network.

Vehicle Access Points

The site would be served by two principle points of access. The residential element of the site would be accessed via a priority junction located centrally to the Springfield Road frontage designed to safely accommodate the movement of residential traffic and service vehicles into and out of the site together with suitable pedestrian access to the site and adjacent areas. The Springfield Road access would also deliver improvements to the local pedestrian network in relocating the existing pedestrian refuge crossing to better reflect desire lines and ensure both pedestrian and cycle access links in with the existing network making the short journeys to key locations safe and convenient.

A clear street hierarchy should be created with the main north south route into the site serving smaller groups of houses and courtyards of housing being accessed off it.

The commercial area would be served by a new junction. The opportunity should be taken to ensure the needs of pedestrians and cyclists are met. The detailed design will need to be agreed with the highway authority.



Secondary accesses will be provided to the care home and the residential area direct from Tayfen Road with these accesses designed to safely accommodate the levels of traffic and pedestrian movements associated with these uses.

Pedestrian and cycle access

A network of footpaths / cycleways will be provided allowing movement throughout the site and linking to the wider area. These should be designed to appropriate standards and be well lit and safe to use. They will be designed to prioritise pedestrians and cyclists, over vehicular traffic, whilst maintaining safety. The journey through the site should be varied and eventful, with each part providing enjoyment through a variety of character areas. This variation will also aid the legibility of the site.

A 3m wide footway / cycleway should be provided along the entire Tayfen Road frontage.

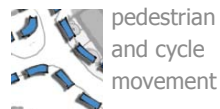
Car Parking

The level of car parking provision for both visitors and residents, should be of adequate quantity and at convenient locations. Parking for both the residential and commercial areas would be guided by the parking standards, but given the highly sustainable location of the development a flexible approach could be adopted.

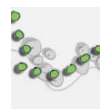
The majority of car parking should be on plot, enabling it to be visually inconspicuous and safe. Where parking is not on plot, this is to be in small courts located to benefit from good surveillance from the surrounding houses. Some on street parking may be appropriate, especially for visitors. All car parking should be located and designed to ensure it is not dominant in the streetscape.

Cycle parking

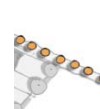
The detailed design of developments will be required to provide cycle parking to the relevant standards and be located where it is secure and convenient to use.



pedestrian and cycle movement



pedestrian movement



emergency pedestrian movement

Pedestrian and cycle movement diagram
For indicative purposes only

5 Masterplan

Spatial arrangement

The vision for Tayfen Road is to create a new mixed use development that revitalises the existing site and creates a new sense of place. The masterplan comprises the following elements:

The Tayfen Road frontage

Uses should be organised with commercial uses located along the northern part gradually coming down in scale and intensity of use to meet the residential area of Springfield Road.

The commercial area

This is to be rationalised and reorganised with an improved access into the site. Adequate parking and servicing arrangements are to be provided to the rear of the area with buildings creating a positive frontage onto Tayfen Road.

The neighbourhood streets

The western part of the site will be arranged as a network of streets, allowing groupings of terraces of houses. These will be organised in an informal pattern, with routes and massing designed to create an attractive place to live. The emphasis will be on the creation of characterful streets, which foster attractive, safe homes.

Recreation Area

The main landscaped part of the masterplan will provide meaningful amenity and play space, serving as the heart of the new residential area. This area of open space will be well connected to the surrounding residential areas, and be visible and accessible from Tayfen Road. In addition part of the area will facilitate the implementation of a sustainable drainage strategy.

The Linear Park and apartments

Serving as a visual and green corridor from Tayfen Road to the Recreation area, this pedestrian, landscaped park could be framed by apartment blocks.

Surface Water Management

Future development proposals will need to attenuate and discharge surface water run off from the site into the Tayfen Brook which flows through the site. Discharge rates are proposed to match existing run-off rates from the site into the Tayfen Brook. Future development proposals will need to provide surface water attenuation for the 100 year return period rainfall event inclusive of climate change within the site so that there is no uncontrolled discharge from the site in the design rainfall event. Surface water attenuation will need to be provided. This could be provided by a mixture of above and below ground features such as permeable paving, storage pipes and a pond.

The open pond within the public open space in the west of the site attenuates the surface water run-off from the west of the site and includes for flood compensation for loss of flood compensation for loss of flood zone 3 storage elsewhere on the site. The pond comprises a smaller area of 1260 m² for surface water attenuation for the 100 year rainfall event inclusive of climate change allowance. A further area of the public open space is proposed to be lowered to provide flood compensatory storage in the event of a flood; this area would usually be dry.

The use of infiltration drainage at the site was eliminated due to the presence of a high ground water table, contamination of the site due to historical use and the presence of alluvium and peaty soils.

Surface water flood risk to the site appears to come from the surrounding highway network falling towards the site. Level design of the site will take into consideration overland flow routes to ensure any surface water is routed away from buildings and preferably contained within the highway network.

Health and Wellbeing

This masterplan sets out a framework that will allow subsequent planning applications to fully address the principles of 'lifetime neighbourhoods' and taking account of crime prevention, community safety and public health as required by Policy DM2 and the NPPF (para 17)

Key principles that underpin the masterplan that will contribute to creating healthy and safe neighbourhoods for all sections of the community include:

- a mix of uses with easy pedestrian access so residents can connect with other people and services;
- A range of house sizes and tenures, including those designed to 'lifetime homes' standards;
- The inclusion of a care home to cater for the needs of older generations;
- A sequence of streets, spaces and open spaces promotes social contact;
- High quality public realm and open spaces to encourage use by all sections of the community.
- A network of high quality footpaths and cycleways to encourage walking and cycling thereby promoting healthy lifestyles.
- Streets and spaces that are overlooked



Concept Plan

5 Masterplan

Built Form and Heights

To make the best use of the site housing will generally be medium to high density to reflect the location of the site close to both the town centre and good public transport links. The density of the housing, together with the building heights, will depend upon the character area within the development and surrounding land uses.

Building heights will take account of the townscape context of the site and seek to ensure that key views into, and across, the site are retained.

The Tayfen Road Frontage

Accommodation should be organised to provide a strongly defined edge to Tayfen Road, with a clear building line and by ensuring that any breaks have a clearly defined purpose. The purpose is to underpin the quality of the public realm of Tayfen road, by ensuring that the building grain is urban in character. It should consist of high quality, striking buildings, with memorable architectural responses, acting as landmarks where appropriate. The buildings should be designed to have active frontages, with entrances fronting Tayfen Road where possible and forms to respond to defined visual vistas and access points. It is in this part of the masterplan that the buildings will be tallest - rising to 3/4 storeys in height.

The uses located at this part of the masterplan are more intense, to reflect the nature of the existing road. Thus, the commercial uses are to be found along this strip, with 4 storey apartment blocks and the Care Home.

The Commercial area

Building heights for commercial buildings will be appropriate for their use. It will be important for buildings to be of visual interest and character given the location on one of the principal routes into the town centre. Opportunity should be

taken for a gateway feature/focal point along the road to be designed into the redevelopment.

The neighbourhood streets

Houses should be organised in small groups, along the main access into the site and in courtyards accessible from the main spine road. This arrangement allows an informal layout, whilst maintaining a traditional domestic scale.

Housing adjacent to existing dwellings on Springfield Road will be medium density, averaging 50 to 70 residential units per hectare. Building heights will decrease to 2 and 3 storeys towards the existing dwellings along Springfield Road to ensure that any impact is kept to a minimum and that the dwellings sit well within the context of the existing houses.

A landmark building / feature should be incorporated to terminate the view north along Parkway towards Tayfen Road.

The Recreation Area

If residential use is permitted then this is likely to be 2 / 3 storey houses to the north eastern edge of the site to provide an active permeable edge to the recreation area and will terminate the long vista from the south.

Linear Park and apartments

Located in the central part of the site, these apartments can be 4 storey and could be at a higher density averaging between 70 to 100 residential units per hectare. These apartments will address the linear park and other landscape areas.

KEY



Houses with gardens



Apartments



Care Home



Retail



Family Pub



Built form diagram - For indicative purposes only

5 Masterplan

Views and Vistas

Important visual corridors should be retained and strengthened as part of the proposals for the site:

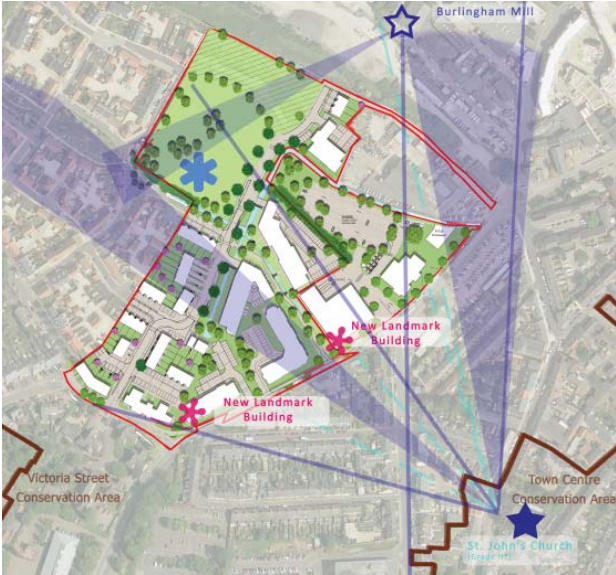
- Near and long distance views to St John's church.
- Near and long distance views to Burlingham Mill.

Local Views are along Tayfen Road and are of poor quality. There is scope for streetscape/public realm enhancements to improve the visual amenity of the area.

Due to the site's position along the gateway into the town a landmark building has been proposed on the junction of Tayfen Road/Springfield Road. This will form a vista from Park Way and mark the entrance to the new development, creating a new sense of place.

A second landmark building should be provided as part of the development of the commercial area and would terminate the view along St Andrews Street North. This will have a multitude of benefits, creating a sense of place, improving the transition into the town and improving the visual amenity of the area, although this will be dependent upon the relocation of the PRS.

Other local views and vistas should be incorporated into the detailed layout of the residential streets and along the green corridor linking Tayfen Road and the open space, situated to the north of the site.



Legend

Views to St Johns Church



Views to Burlingham Mill



New Landmark Building





View towards the St John's Church tower which is an important feature in the local townscape



View towards Burlingham Mill which forms a dominant backdrop to the north



View along site frontage at the gas holder, from the A1302

View West along Tayfen Road



View East Along Tayfen Road



View East along Tayfen Road from St Andrews Street



5 Masterplan

Landscape Strategy

A site wide landscape strategy will ensure a high quality and attractive setting for development which takes full account of the opportunities for the integration of water / SuDS and for enhancements to biodiversity.

The landscape strategy will contribute to the delivery of high quality and legible place. The site layout should incorporate a variety of spaces, nodes and vistas to aid legibility and provide a sense of place. The incorporation of public art, wayfinding interventions and natural play elements would enhance the enjoyment of certain routes for all.

Tayfen Road frontage

Opportunities should be taken to create a unified approach to landscaping along the entire Tayfen Road frontage. This should include the incorporation of tree planting.

This could include interpretive information related to the heritage interest of the site.

Commercial area

The redevelopment of the National Grid / Transco site will afford significant opportunities to improve the appearance of this part of the site with buildings set back from the highway behind landscape and tree planting.

Car parking areas should include tree and shrub planting.

Part of the land at the western end of the National Grid site will become an urban park related to both the recreation area and the adjoining new housing.

Neighbourhood streets

It is envisaged that this area would be developed principally as traditional houses with gardens.

Crescent and recreation area

This amenity space serves as the focus of the residential area and will include an equipped play area (LEAP) and a pond. The layout should make a seamless connection between the recreation area and the surrounding neighbourhood and other open spaces.

Linear park and apartments

Connection between the new amenity area and Tayfen Road is achieved by the formation of linear park which will also incorporate SuDS. It provides a direct pedestrian and cycle route, which also works as a visibility corridor, forming a pleasant connection between Tayfen Road and the recreation space.

Biodiversity

Enhancing biodiversity is a key objective. This should be achieved by the retention of existing landscape features and the creation of new habitats and features suitable for a range of wildlife.

Open spaces should include enhancement measures to improve biodiversity, including a variety of native planting habitats, from wildflower meadow, scrub margins, scrub buffer belts and aquatic habitats with planting palettes to suit each of these using species indigenous to this area

and stock of local provenance where possible. The area around the pond, within the recreation area will be planted with native marginal planting and species rich grassland. Hibernaculum and log piles could provide shelter for small animals.

Trees

Where possible, trees protected by Tree Preservation Orders should be retained although it is recognised none are of the highest quality. Planning applications will be expected to include a detailed tree survey. Where removal is proposed new tree planting will be expected to be incorporated into the proposals.

There is potential to substantially increase tree cover and planting as part of streetscape improvement, for example along Tayfen Road.

It may be necessary to remove a small number of trees within the public highway adjacent to junctions to ensure adequate visibility can be provided.

Where trees are to be planted adjacent to the highway these should be set back a minimum of 5 metres unless otherwise agreed.



Landscape Strategy Plan (NTS) - For indicative purposes only

5 Masterplan

Appearance & Use of Materials

The development will be designed to be mindful of its setting, reflecting local forms of buildings and materials, with a confident contemporary interpretation.

To foster variety, it is envisaged that the house types will vary to reflect location, orientation, or groupings within the site.

By locating different house type adjacent one another more interesting and varied architectural forms can be produced.



5 Masterplan



View looking north along St Andrews Street North - For illustrative purposes only



Illustrative view of potential Open Space area and limited development of part of the former Railway Club sports pitches Area - For illustrative purposes only

5 Masterplan



View Looking South Towards Recreation Area View For illustrative purposes only



View Looking North Along Tayfen Road -For illustrative purposes only