

Proposed Residential Development & Public Open Space

VINEFIELDS MASTERPLAN

East Close, Bury St Edmunds

Masterplan Document - March 2011

Delivering a New Sustainable, High Quality Residential Development for Bury St Edmunds



Hopkins Homes Limited, The Lady Karen Jean Fisher & Mairi Jean Johnston



View along Shakers Lane



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■ EXECUTIVE SUMMARY

1.0 Vinefields Masterplan

The site is being jointly promoted by the landowner The Lady Karen Jean Fisher and Mairi Jean Johnston and the developer Hopkins Homes Limited for residential development and associated informal recreation and public open space.

The site has already been subject to public consultation via the Replacement St Edmundsbury Borough Local Plan 2016. This resulted in the formal Adoption of the Vinefields Concept Statement in August 2007 upon which this masterplan document is based.

The proposed development provides for up to 75 homes, including affordable housing. Additional opportunities include those for 1.9 hectares (4.9 acres) of landscape enhancement and open space, improved pedestrian and cycle linkages to the existing network and the town centre.

The proposals have been developed following analysis of site constraints, planning policy, highways, ecology, archaeology, drainage and flood risk.

The initial studies have revealed no significant constraints which would prevent the principle of residential development on this site.

The site's proximity to the town centre, local employment areas and the public transport network creates a good context for development which is able to provide sustainable residential growth within Bury St Edmunds.





INTRODUCTION

- 2.0 Background to Document*
- 3.0 Planning Policy Background*

INTRODUCTION

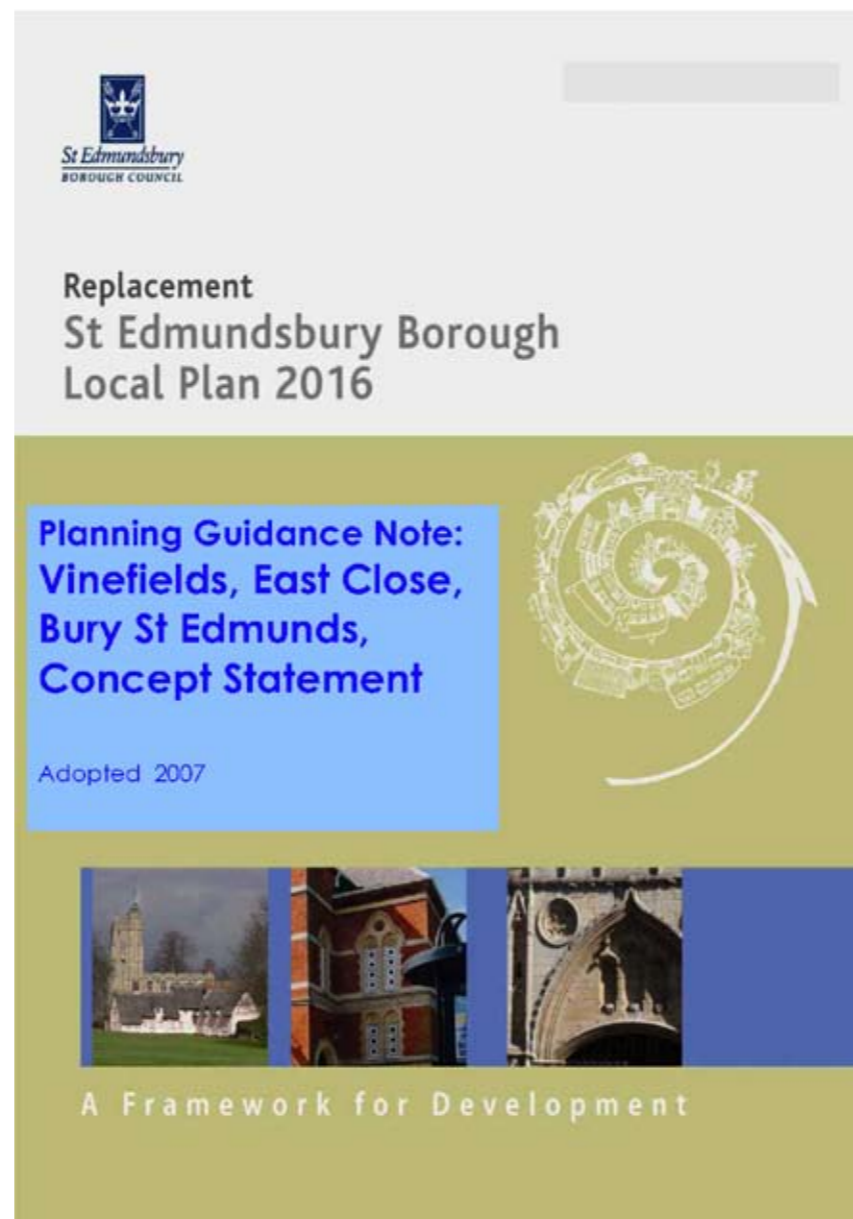
2.0 Background to Document

This masterplan document has been prepared by a team of consultants led by Savills Planning & Regeneration on behalf of Hopkins Homes and the landowners The Lady Karen Jean Fisher and Mairi Jean Johnston.

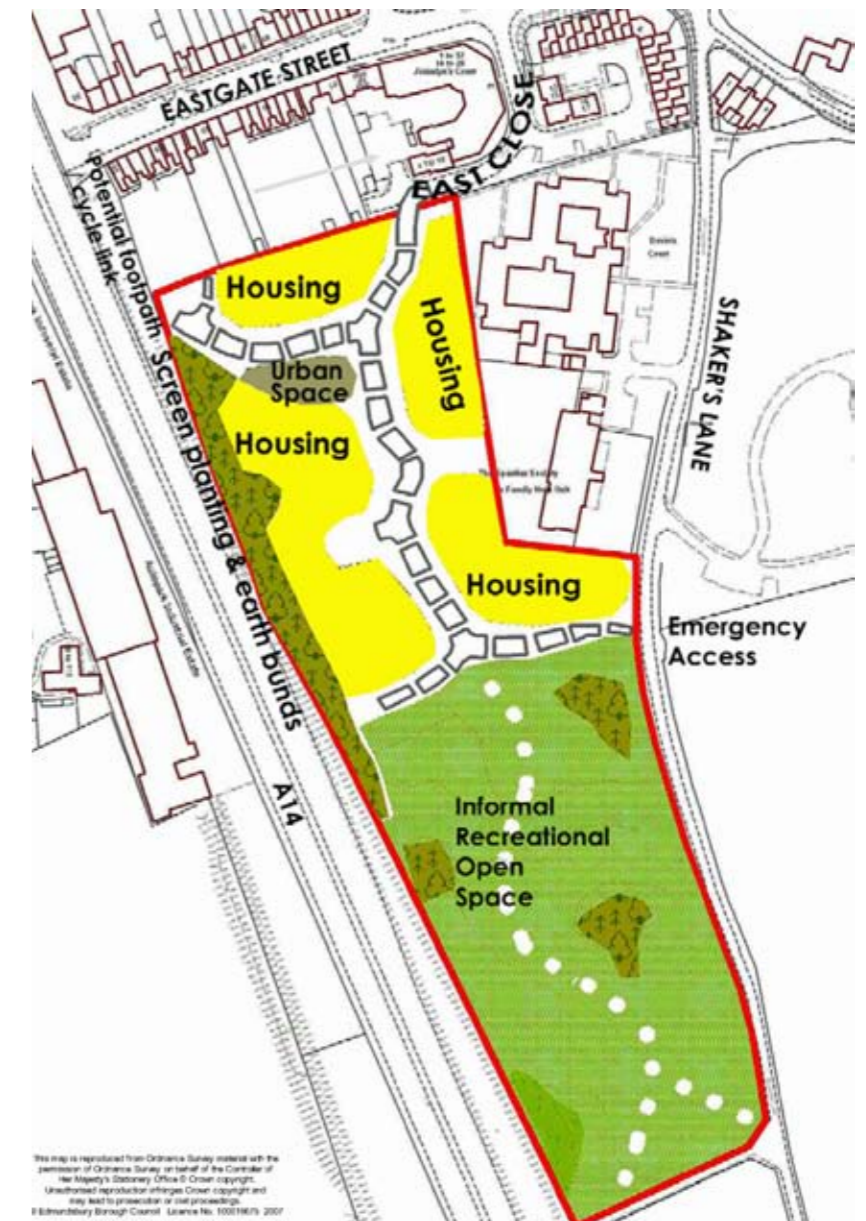
The site is allocated in Policy BSE2 of the Replacement St Edmundsbury Borough Local Plan 2016. Following the allocation of the site, the Borough Council prepared a Concept Statement for the site which was issued for consultation with the public and other interested stakeholders. The Concept Statement adopted by the Council in August 2007, sets out the Council's aspirations for the delivery of residential development and public open space.

This masterplan document is therefore the next step in the process of bringing forward the Vinefields proposal prior to the submission of a detailed planning application for residential development and public open space. This document will set out the key principles for future development based on current urban design best practice, and following a series of baseline site analysis studies and information gathering, and in accordance with the requirements Local Plan Policy DS4: Masterplans.

The masterplan document for Vinefields has been prepared for consultation purposes. The views of the public, statutory consultees and other stakeholders are being sought to inform the finalised masterplan. Hopkins Homes Ltd and the landowners will review the responses to the masterplan prior to submission of the forthcoming planning application. The planning application will be supported by a suite of technical documents which will provide justification for the amount of development, its form and content. The masterplan supporting evidence anticipates that the amount of development will not exceed 75 homes.



Vinefields Concept Statement - Adopted August 2007



Vinefields Concept Statement - Approved Concept Layout

3.0 Planning Policy Background

Saved policies contained within the Replacement St Edmundsbury Borough Local Plan 2016

The Vinefields site is the subject of an allocation for housing development and recreational open space under Policy BSE2: Vinefields Farm, Bury St Edmunds of the Replacement St Edmundsbury Borough Local Plan 2016. Policy BSE2 states that:

“3.5 hectares of land at Vinefields Farm, Bury St Edmunds is allocated for:

- (i) housing (50 dwellings);*
- (ii) recreational open space.*

Applications for planning permission will only be determined once the Masterplan has been adopted as a Supplementary Planning Document by the Local Planning Authority. The Masterplan should be prepared in accordance with the content of the Concept Statement for the site.”

The Concept Statement for the site has been prepared and adopted by the Borough Council. The Concept Statement and the guidance contained within it is referred to later in this section under the subheading ‘non-statutory local planning policy’.

Also of particular relevance to this Masterplan are policies DS4 and DS3: Policy DS4 states that:

“Developers will be required to fund the preparation of a comprehensive masterplan, and accompanying statement for the following sites:

- 1. Vinefields Farm, Bury St Edmunds – BSE2...*

...Masterplans should be agreed and adopted by the Local Planning Authority following full public consultation before an application for the relevant site can be approved. It must be based on the Concept Statement and will, where appropriate, set out:-

Non-Statutory Local Planning Policy

In terms of non-statutory local planning policy, of principal relevance to the site is the Concept Statement that has been prepared and adopted by the Borough Council. The Concept Statement is fully entitled ‘Planning Guidance Note: Vinefields, East Close, Bury St Edmunds, Concept Statement’. The Concept Statement was adopted in 2007 following public consultation.

The Concept Statement identifies the following constraints which effect the site:

- *the designation of the verge between the western boundary of the site and the A14 as a Local Wildlife Site;*
- *designation of Shaker’s Lane, which forms the south eastern boundary of the site as a Site of Special Scientific Interest;*
- *the Holly Tree adjacent to the northern boundary, which is preserved by a Tree Preservation Order;*
- *the boundary of the Conservation Area which is consistent with much of the northern boundary of the site and the Grade II listed status of some of the residential properties to the north of the site;*
- *the vicinity of Glen Chalk Caves which is designated as a Site of Special Scientific Interest;*
- *the requirement for developers to undertake a Flood Risk Assessment and Archaeological Assessment*

The Concept Statement also sets out the development principles for the site:

- *vehicular access should be gained from East Close;*
- *emergency vehicular access to Shaker’s Lane will be considered;*
- *affordable housing should be provided in line with the Council’s policy;*
- *informal recreational space should be provided at the southern end of the site;*
- *if possible a pedestrian and cycle link to Eastgate Street between the A14 verge and 103 Eastgate Street should be incorporated.*

The Concept Statement also sets out design guidance. This guidance remarks that the housing development should draw upon the adjacent strong urban character, whilst resolving presently exposed and untidy boundaries. The design guidance also recognises the importance of establishing a focal point to ensure that the East Close access to the site is made inviting. The creation of a high quality pedestrian friendly urban space, in keeping with the adjacent Conservation Area is also encouraged. A tree lined avenue to present a vista out towards the informal recreation open space is also referred to. The need to extend routes through the site to Shaker’s Lane to provide cycle and pedestrian links and also the potential for emergency access is identified. The requirement to address noise issues arising from the A14 is also acknowledged. The design guidance also remarks that opportunities should be taken to enhance wildlife as well as amenity value to existing landscape along both Shaker’s Lane and the A14 corridors.

The Concept Statement also provides a Concept Layout to inform the subsequent masterplan. The Concept Layout remarks that the main tree lined avenue should be placed towards the eastern part of the site. The Concept Layout also suggests that earth bunds would provide a much needed, softening interface with the A14 and should be placed away from dwellings. The Concept Layout also recognises that it is important that the layout engages the new open amenity space to the south, by creating attractive open frontages. The Masterplan should demonstrate how proposals for high density living will not compromise quality or amenity. The document also states that the provision and location of play spaces should accord with Council standards set out at Appendix E of the Local Plan and similarly car parking standards in the Local Plan should be viewed as a maximum, given the accessibility of the site.

SITE CONTEXT & ANALYSIS

- 4.0 *The Wider Context*
- 5.0 *Baseline Site Analysis*
- 6.0 *Landscape & Visual Context*
- 7.0 *Noise Assessment*
- 8.0 *Ecology*
- 9.0 *Archaeology*
- 10.0 *Integration & Accessibility*
- 11.0 *Transport*
- 12.0 *Drainage & Flood Risk*

SITE CONTEXT & ANALYSIS

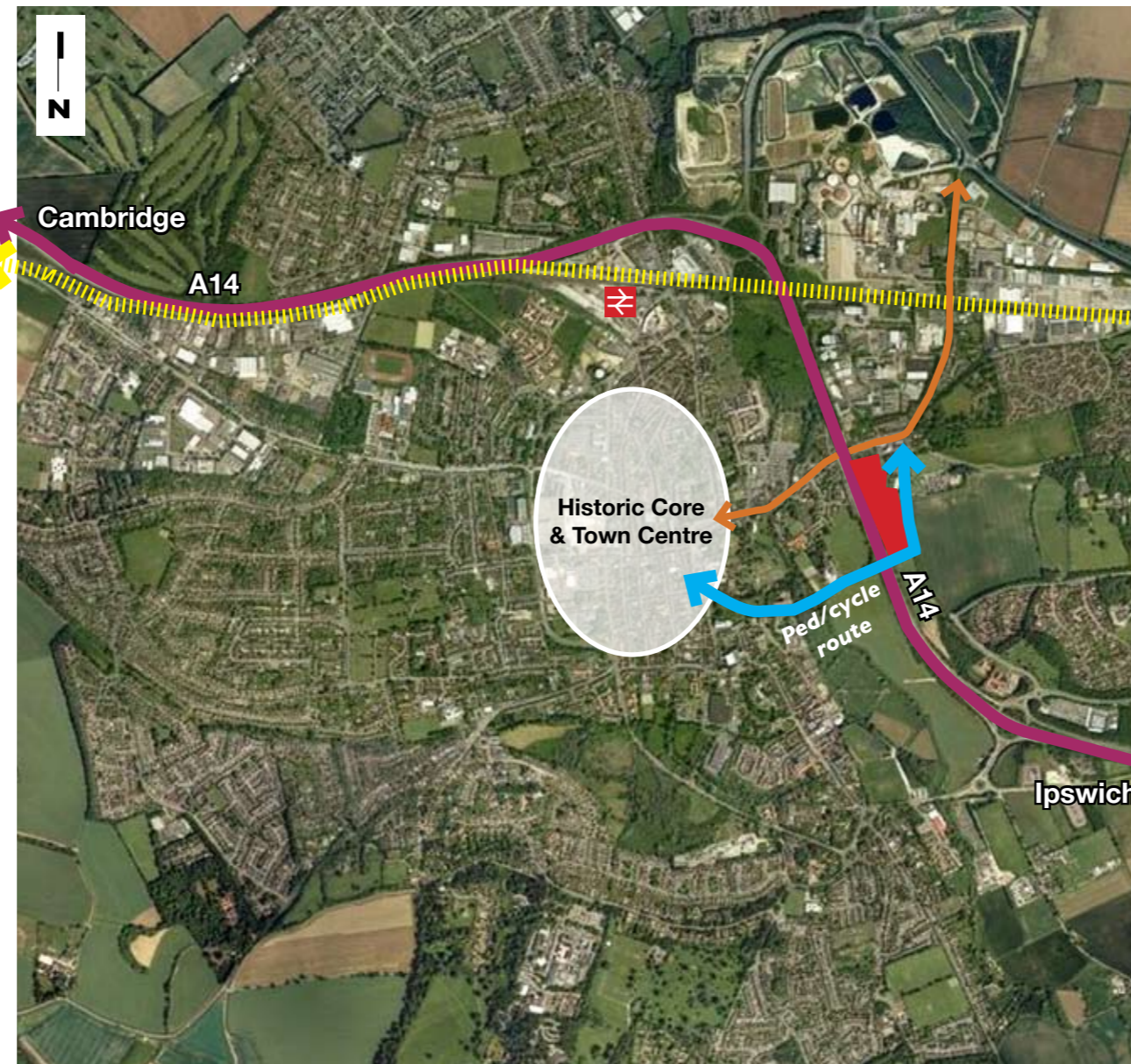
4.0 The Wider Context

The Vinefields site is located to the east of the A14 on the eastern approach into Bury St Edmunds town centre.

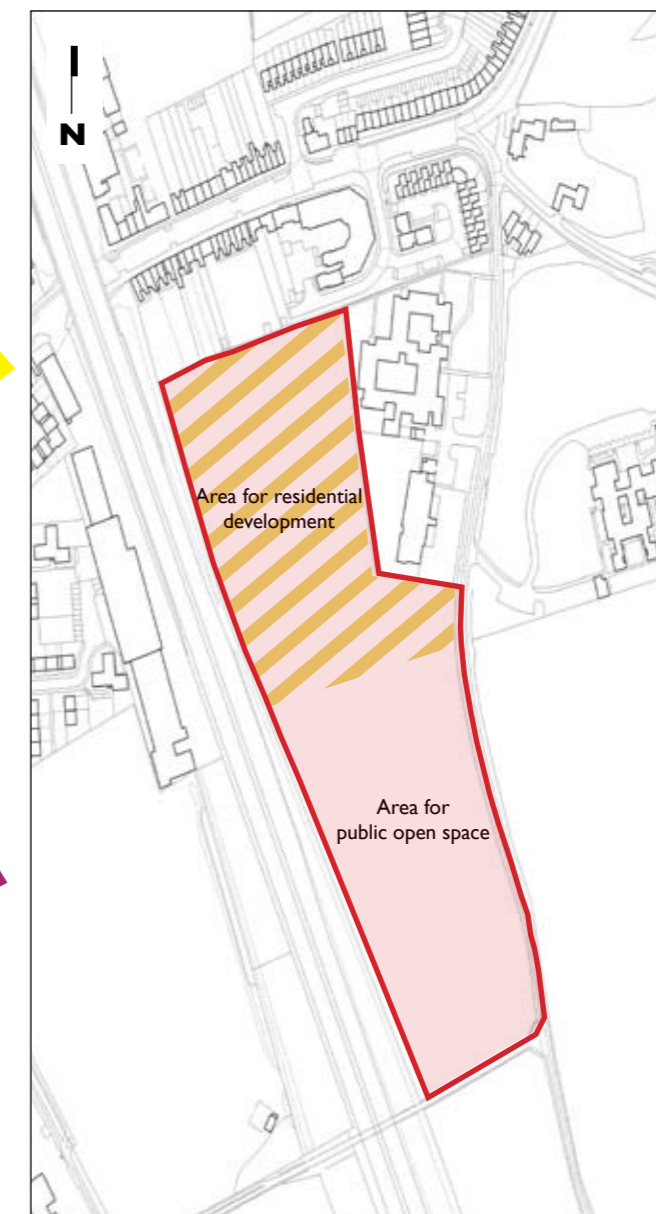
The site has good access to the wider transport network via the A14 and is within walking and cycling distance to the train station located to the north of the town centre.

The historic town centre and main shopping area is within a 10 minute walk from the site. The site also benefits from easy access to public transport routes and a network of pedestrian and cycle routes linking the town and surrounding villages. Movement and connectivity is detailed further in section 19 of the document.

The entire Vinefields housing and public open space land allocation totals an area of 3.8 hectares (9.4 acres). The area allocated for residential development totals 1.8 hectares (4.5 acres), with 1.9 hectares (4.9 acres) allocated for informal recreation and open space.



Site location



Site plan

There are various planning and contextual issues which have been examined during the preparation of this masterplan which have included Transport, Archaeology, Ecology, Drainage & Flood Risk, Noise, Townscape and Landscape. The following section briefly outlines the masterplanner's approach in respect of these matters.

5.0 Baseline Site Analysis

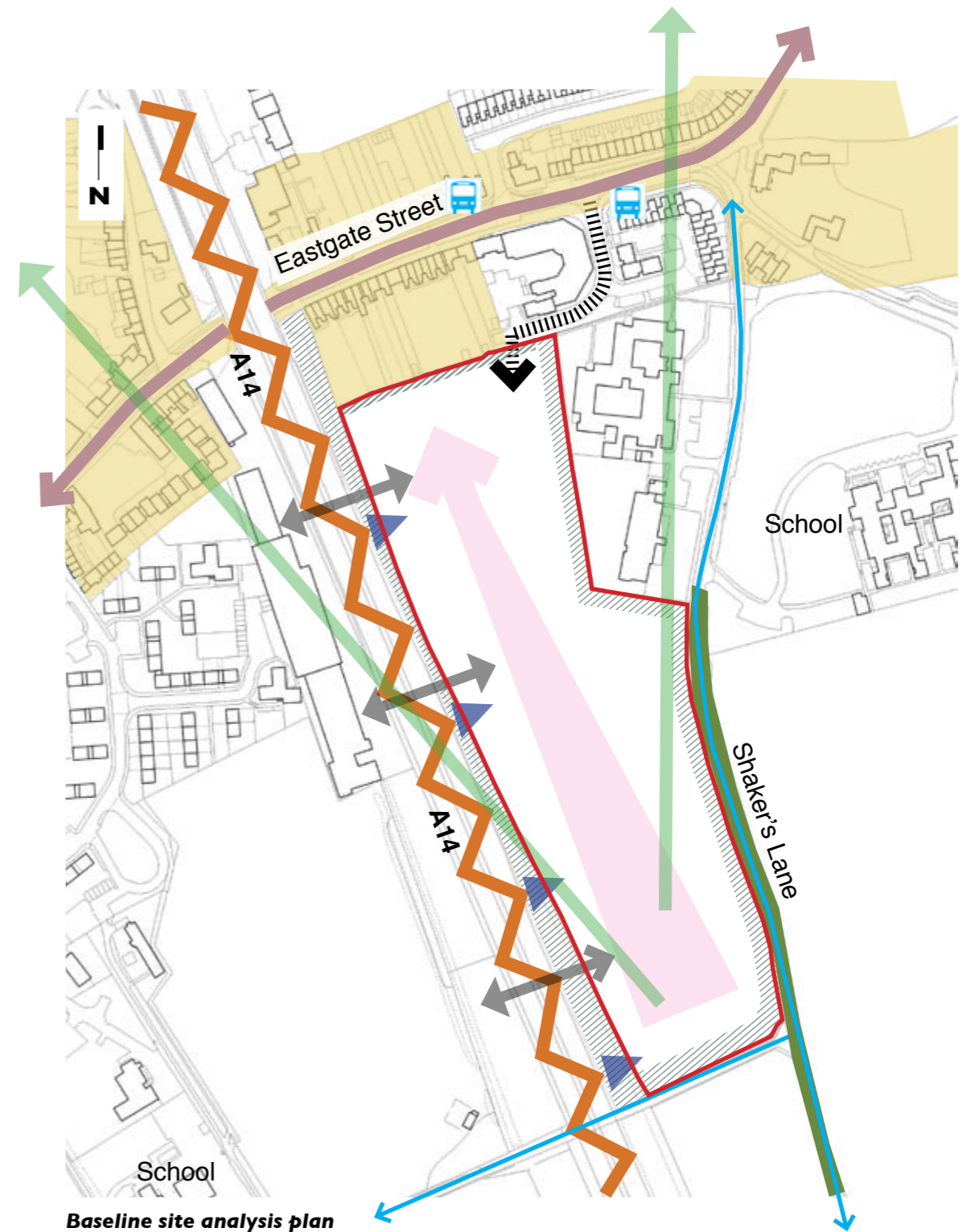
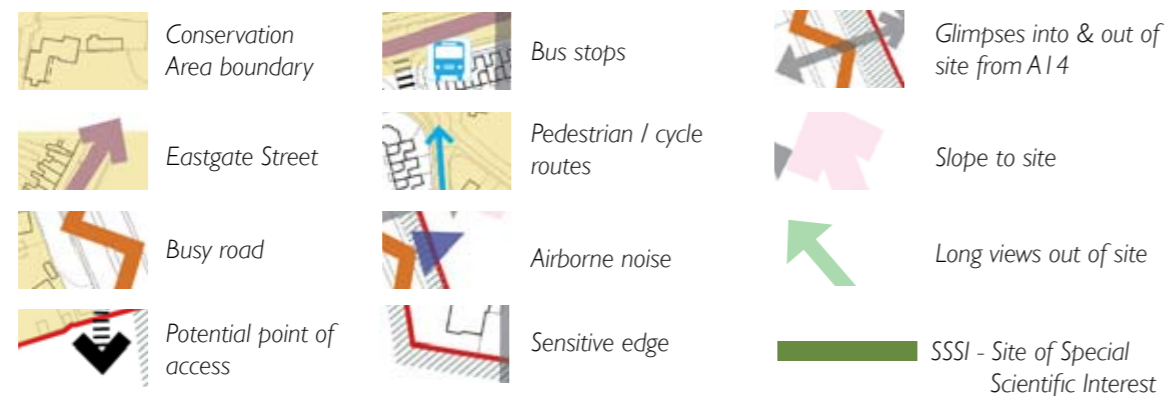
The site is bounded by existing residential development to the north off Eastgate Street, to the west by the A14 dual-carriageway, with Shaker's Lane and the pedestrian and cycle route forming the boundaries along the eastern and southern edges of the site. The Scope Family Help Unit and the Davers Court residential home for the elderly forms the north-eastern boundary of the site.

Access is proposed off East Close from Eastgate Street. Eastgate Street provides a direct route to the town centre. Shaker's Lane provides an important pedestrian and cycle links to the town centre, Moreton Hall and surrounding villages, it also forms part of the National Cycle Route 51.

Strong hedgerows screen Shaker's Lane and the short section of the southern boundary towards the pedestrian over bridge. Gaps within the landscaping buffer allow for glimpses into the site from the A14 and the bridge which links through to the town.

The site itself is defined by its north facing slope. The elevated southern section of the site allows for long views to the north and east towards the town.

The Conservation Area runs along the majority of the northern boundary, and the verge along the A14 is also designated as a Local Wildlife Site.

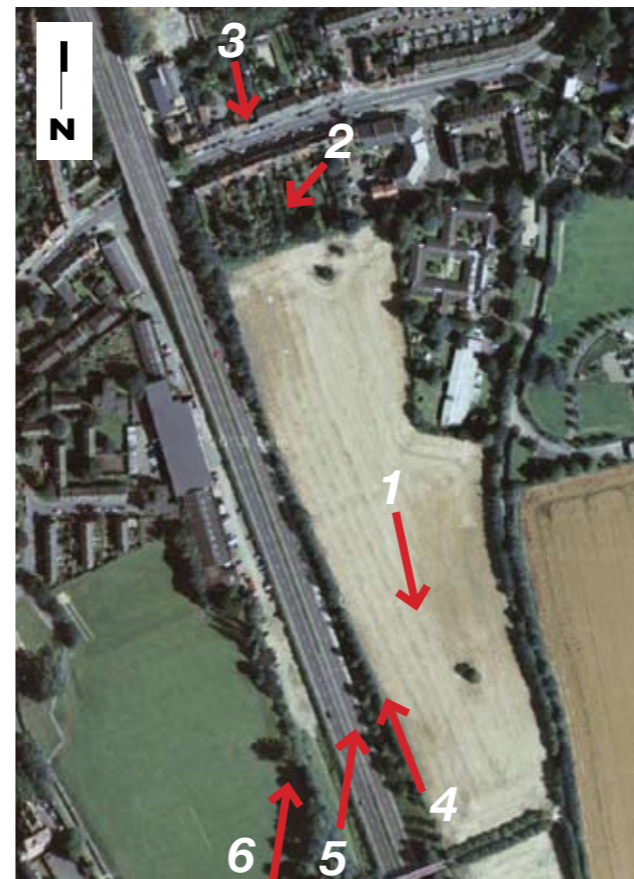


6.0 Landscape and Visual Assessment

The photographs opposite illustrate the existing landscape character of the site and the surrounding area. Localised views of the site are primarily from the A14 trunk road.

To mitigate the potential visual and landscape effects of the development of the site, there will be significant opportunity for planting native trees and shrubs in accordance with the Council's Concept Statement, thus contributing to the biodiversity of the area as well as enhancing current boundaries along the A14. The development could include the following:

- Street tree planting within the development to integrate new housing with surroundings
- Retention of existing mature trees and hedgerows within public open spaces and private gardens. Supplement with additional vegetation corridors, such as (Sustainable Urban Drainage) SUDS where possible to visually integrate development and create wildlife routes
- Retention of existing footpaths and creation of new routes within the development where appropriate
- Development located on the lower northern end of the site with recreation and open space on the elevated southern end of the site.



Key plan



1_Looking south along the tree lined Shaker's Lane



2_Looking along East Close and point of access to site



3_Panoramic view of Eastgate Street taken from opposite East Close

Landscape screening along A14

Long views out across site from southern end of site allocated for open space

Area of site allocated for residential development

Planting to boundary of Scope Family Help Centre



4_Looking from the southern end of the site, northwards down the slope

Roofs of properties along Eastgate Street with sugar beet factory behind

Sloping topography of the site running from south to north

Existing mature hedgerow screening Shaker's Lane



5_View northwards from the south-western corner of the site

Reduced level change between road and site due to topography

Strong sections of landscaping screen site and provide a noise buffer

Partial views into site from A14 and pedestrian/cycle bridge due to gaps in existing landscaping



6_View looking across the A14 towards the site from the pedestrian / cycle bridge

7.0 Noise Assessment

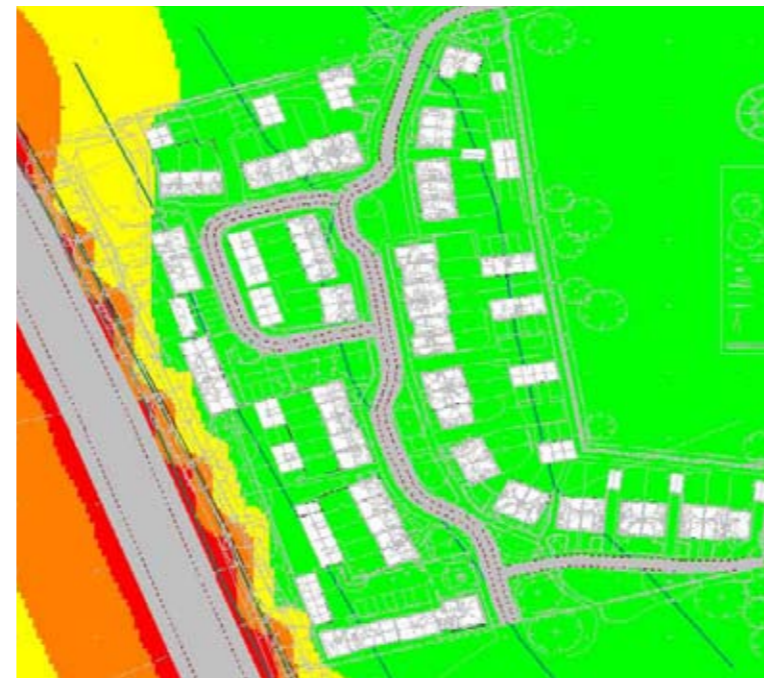
To determine existing noise levels and the suitability of the Site for residential development, baseline noise surveys were carried out on the site. The baseline noise levels have been used to develop a noise model for the site using the software package CADNA-A. The modelled noise levels indicate that the western side of the Site into (Noise Exposure Category) NEC C and the eastern side into NEC A/B are predicted.

As a consequence, Planning Policy Guidance Note 24 - Planning and Noise (PPG24) requires that noise should be taken into account by the local authority when determining planning applications. PPG24 refers the reader to general guidance on acceptable noise levels within buildings as provided in BS 8233:1999. This standard suggests good and reasonable levels of noise for different types of internal spaces.

In the absence of mitigation, the guideline noise limits presented within BS 8233:1999 for both internal and external living spaces would not be met, as such, the following mitigation measures have been proposed:

- Construction of a 3m acoustic barrier along the western site boundary with the A14;
- Provision of superior acoustic glazing for those facades which lead to habitable rooms and which are orientated towards the A14; and
- Acoustically attenuated trickle ventilation will be suitable to provide air inlet into habitable rooms whilst maintaining suitable internal noise levels.

It is considered that given the provision of the acoustic barrier and the “barrier block” noise levels would be reduced across the Site and standard thermal double glazing coupled with acoustically treated trickle vents would be sufficient to allow the reasonable standard provided in BS 8233:1999 to be met.



Daytime noise contour



Night-time noise contour



External living areas



Facade noise levels

8.0 Ecology

The site is bounded by trees and hedgerows on all sides. Running along the eastern boundary is the Shaker's Lane Site of Special Scientific Interest (SSSI), with the western boundary along the A14 carrageway desinated as a Local Wildlife Site.

The SSSI was designated for the Barberry Carpet Moth, however the moth has not been recorded at the SSSI since 1995, and recent survey by Butterfly Conservation (2009) confirmed its current absence. English Nature has confirmed in a letter dated 8th May 2006 that there is no objection to development on the allocated site. The formal de-notification procedure leading to the removal of the SSSI designation was commenced by Natural England on the 28th October 2010.

The designated Local Wildlife Site will be protected and the addition of new landscaping along the carrageway boundary will assist in further enhancing the site.

9.0 Archaeology

L P Archaeology has undertaken a deskbased assessment of the site. The site does not lie within the Council's designated Area of Archaeological Importance or a Conservation Area.

The British Geological Survey Geoscience Data Index shows the site to be located on a mixture of boulder clay and moranic drift, with some glacial sand and gravel. The entire area is underlain by upper chalk.

Examination of the available data indicates that the site does not contain any known archaeological deposits of national importance or any Scheduled Monuments.

The development of the site will be carefully monitored by qualified Archaeology Fields Workers to ensure that archaeology deposits are safeguarded and any archaeological finds are researched and properly recorded.



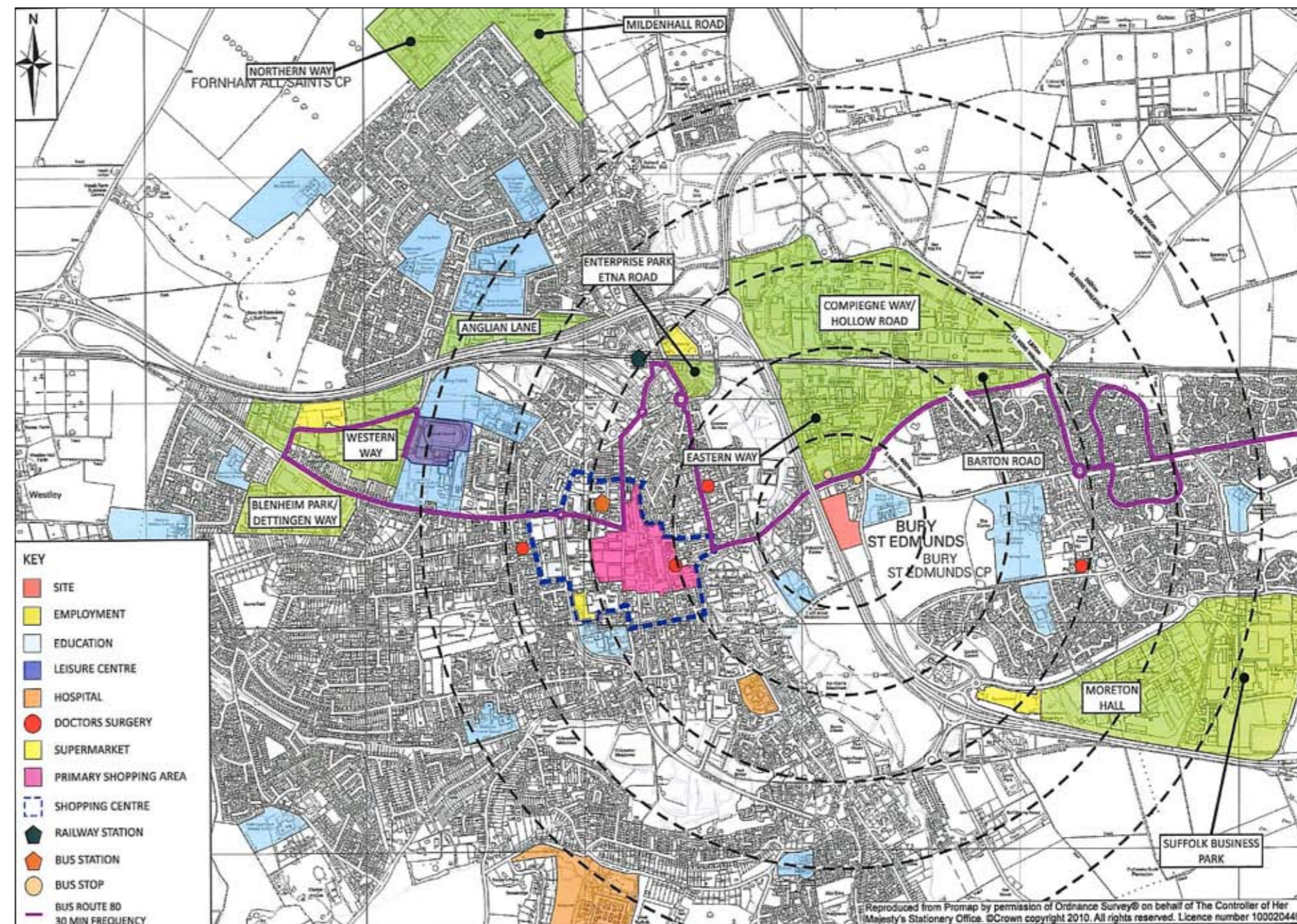
10.0 Integration & Accessibility

The site offers many opportunities for providing new sustainable development in Bury St Edmunds, with good access to public transport, walking and cycling and many local facilities, as illustrated in the plan opposite.

The site is within a 10 minute walk of the town centre, employment areas as well as schools and doctors surgeries. The existing pedestrian and cycle route along Shaker's Lane, which forms part of the National cycle network, routes 13 and 51, provides easy safe access to the town centre, Morton Hall and surrounding villages.

Bus stops on Eastgate Street are within a 5 minute walking distance of the site. The service provides public transport links across the town, linking through both residential and employment areas as well as into the town centre and rail station.

With such close proximity to reliable and frequent public transport and to pedestrian and cycle links, the site is able to offer various alternatives which would reduce reliance on the private motor car for access.



Connectivity and accessibility plan

11.0 Transport

Cannon Consulting Engineers has been appointed to prepare a full Transport Assessment as part of the applicants' evidence base to support the masterplan proposal for the residential development.

This proposal for development at Vinefields is bringing forward an allocation in the current Replacement Local Plan (BSE2) broadly in line with the requirements of the adopted Concept Statement for this site allocation.

The proposed masterplan increases the number of homes allocated on the site from 50 to a maximum of 75. In accordance with sustainable development principles in an urban context, the development will promote and encourage the use of sustainable transport modes through its close proximity to existing cycle and pedestrian routes and the connectivity with the town centre and other employment destinations.

The Transport Assessment demonstrates that the development is in a sustainable location. The increase in the number of homes proposed has no detrimental impact on the highway network, and through a Residential Travel Plan (RTP) the development would achieve sustainable travel patterns from residents. The development therefore achieves the stated Policy objectives at a local and national level.

Since the adoption of the Vinefields Concept Statement, the aims and focus for new developments has moved away from standardised, prescribed methods, with a focus on creating a sense of place and not as a sole means of movement for vehicles.

The Manual for Streets (MfS) published in 2007 by the Department of Transport makes changes to the approach to street design as follows:

- *Applying a user hierarchy to the design process with pedestrians top;*
- *Moving away from hierarchies of standard road types based on traffic flows and/or the number of buildings served;*
- *Creating networks of streets that provide permeability and connectivity to main destinations and a choice of routes.*

The location of the site is one which provides the opportunity to maximise the use of sustainable modes of transport such as walking, cycling and public transport.

Walking

The site is very well located in terms of pedestrian links. Bury town centre is located just 1km from the site. There are pedestrian footways on the surrounding road network with formal controlled and uncontrolled crossing points at various locations providing safe access to the local amenities.

Currently Shaker's Lane can be accessed from the south-eastern corner of the site or via Eastgate Street via Mount Road. It provides a pleasant, traffic free (for the majority of its length) link to the town centre via a footbridge over the A14 and through the Abbey Gardens. The lane also links with footpaths on Symonds Road on the eastern side of the town which lead to the Moreton Hall industrial estate and business parks in this area, including a Sainsbury's supermarket.

Besides the industrial area at Moreton Hall, further industrial areas are located to the north approximately 1 km from the site, including the British Sugar works, a major employer in the town. Public footways are provided and this area is therefore considered to be within a reasonable walking distance.

Cycling

There is a dedicated, segregated cycle lane along the length of Eastgate Street.

National Cycle Route 13 connects much of the eastern side of the town centre and the majority of this route is traffic free. National Cycle Routes 13 and 51 run along Shaker's Lane which is adjacent to the site. This provides links to Bury town centre through Abbey Gardens to the west, and to Symonds Road where connection to the Moreton Hall Industrial Estate and Morton Hall estate is made.

Much of the cycle network is traffic free and therefore naturally attractive for cyclists of all abilities and confidence levels. Much of the town can be reached by the cycle network; particularly the key employment destinations of the town centre itself and the industrial areas to the north-east and south-east.

There are toucan crossings provided at various locations around the town to offer a continuous link for cyclists at key junctions. There is a number of cycle parking facilities at key destinations throughout the town centre.

Public Transport

The nearest bus stops to the site are located on Eastgate Street and are within 400m of the site. Several bus routes serve Eastgate Street.

Bury St Edmunds rail station is located 1.8km from the site. The Cambridge to Ipswich services stops at Bury along with Newmarket, Kennett, Thurston, Elmswell, Stowmarket, and Needham Market.

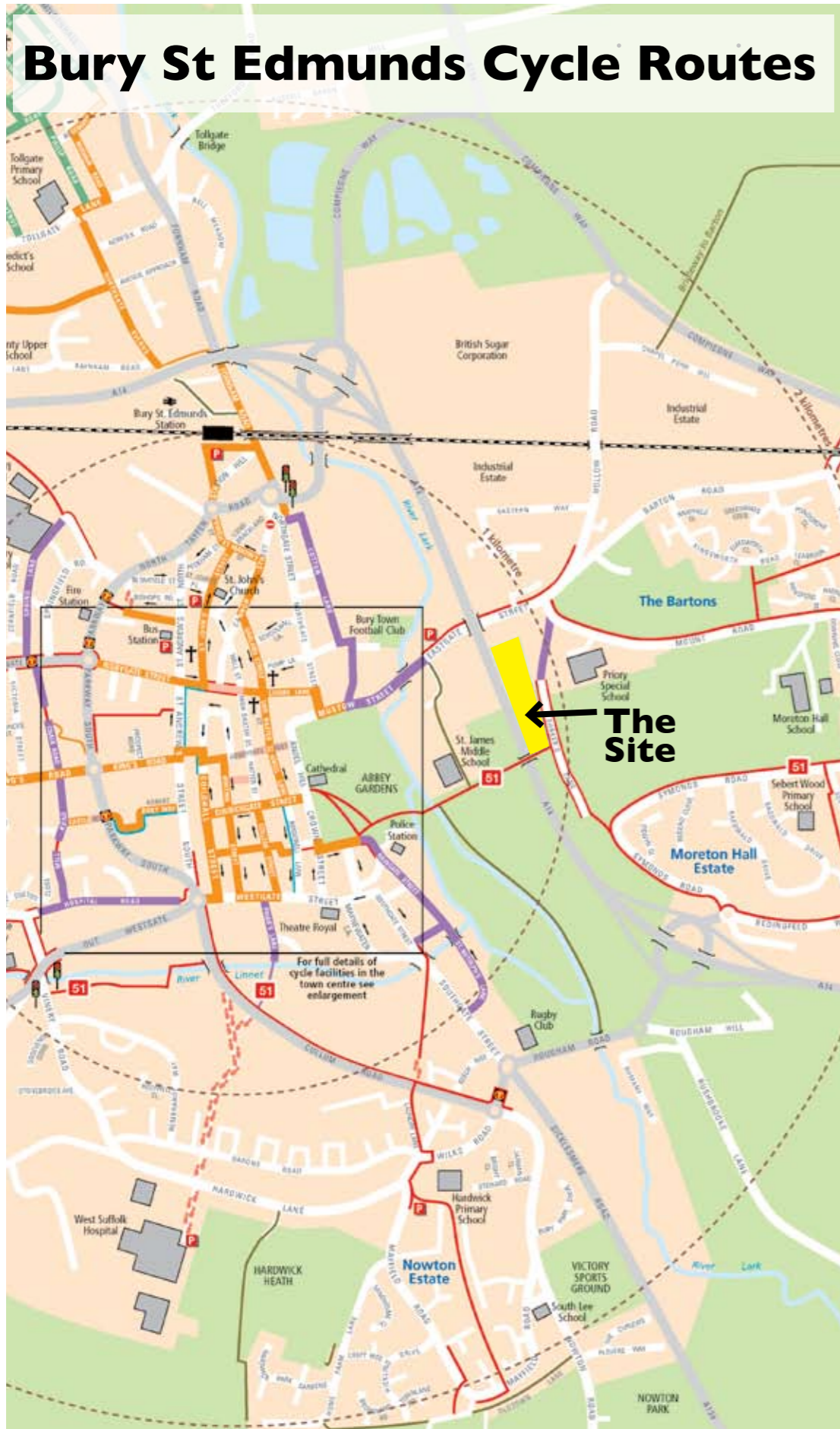
The town is also served by the service which runs between London Liverpool Street and Peterborough. On route it also calls at Shenfield, Chelmsford, Witham, Marks Tey, Colchester, Ipswich, Ely, March and Whittlesea.

The site is considered to be very well located in terms of Bury St Edmunds town centre and the key employment destinations throughout the town.

The Transport Assessment submitted to the Borough Council with this masterplan provides a full and reasoned justification for the increase in the number of dwellings proposed. In transport terms, the proposal would incorporate measures to limit traffic growth and would not cause unacceptable congestion or road safety concerns.



Bury St Edmunds Cycle Routes



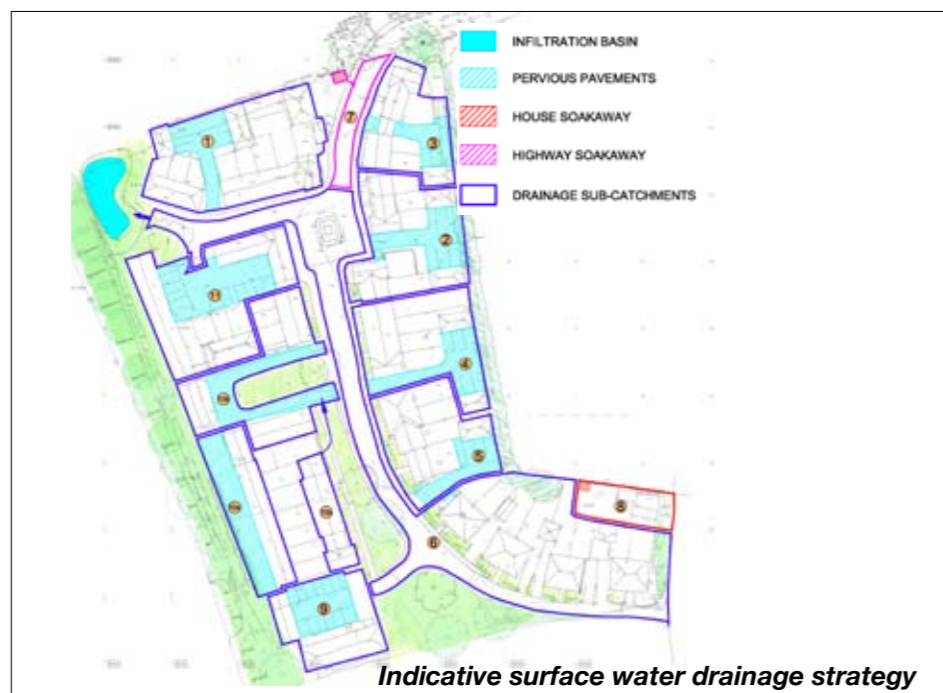
12.0 Drainage & Flood Risk

A Flood Risk Assessment (FRA) will be prepared to support the Vinefields planning application. However, as the site lies within Flood Zone 1 (low possibility of flooding) the focus will be to demonstrate how the proposed residential development will not exacerbate flood risk elsewhere by carefully managing the surface water runoff. Below is a summary of the proposed surface and foul water management strategies.

Proposed Surface Water Management Strategy

Ground infiltration investigations undertaken at the site highlighted subsoil deposits of a sandy chalk nature which will support an infiltration-based drainage solution. It is therefore proposed to mimic the drainage regime of a greenfield site by managing the entire development's surface water runoff through infiltration techniques in accordance with planning policy and the SUDS (Sustainable Urban Drainage Systems) hierarchy.

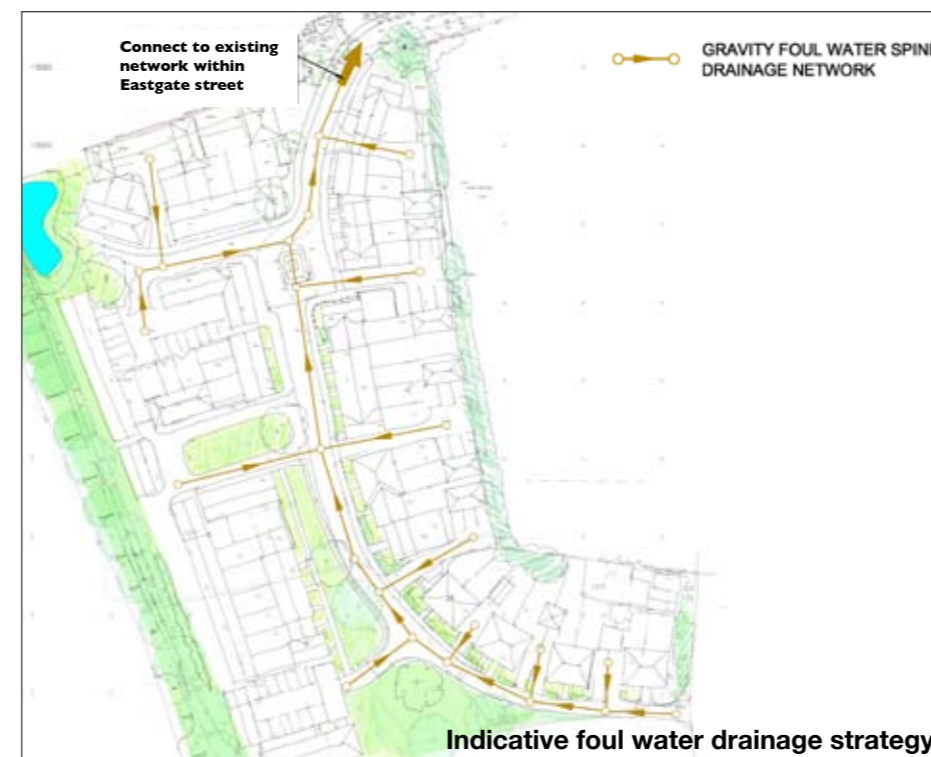
The infiltration system will incorporate attenuation facilities capable of accommodating the 1 in 100 year storm event plus a 30% allowance for climate change. Below is an indicative layout of the surface water drainage system and associated catchment areas.



Proposed Foul Water Management Strategy

The topography of the site and relationship to the public sewer network has enabled a gravity-fed foul water drainage strategy for the proposed development. Anglian Water has carried out a detailed appraisal for this proposal and confirmed spare capacity exists within the sewers in Eastgate Street. Anglian Water has also confirmed that there is sufficient spare capacity at the local sewage treatment works to cater for this development.

Below is an indicative layout of the spine foul water drainage infrastructure.



DESIGN & SUSTAINABILITY STANDARDS

13.0 Hopkins Homes

14.0 Design Standards

15.0 Sustainability Standards

Design & Sustainability Standards

13.0 Hopkins Homes

Hopkins Homes has developed an enviable reputation for developing well designed, high quality and award winning homes across East Anglia.

Hopkins Homes' commitment to high quality design and place-making is due to their understanding and appreciation of a site's context and relationship to its surroundings, which is reflected in the tradition and character of each individual site. The company has developed various sites throughout Bury St Edmunds. The most recent of these was the critically acclaimed Millgate development off Cotton Lane.

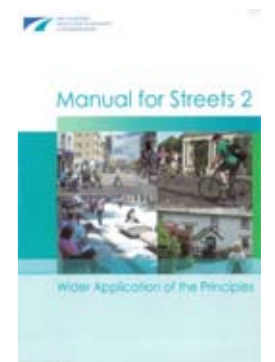
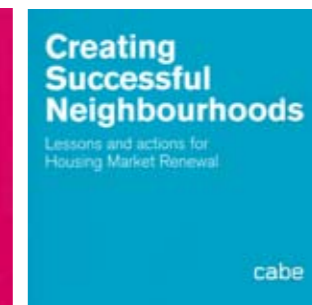


14.0 Design Standards

The contents of this document takes into account the increasing amount of national and local design guidance available on a range of subjects relevant to 'place making' which is at the heart of the indicative master plan for the site.

The various baseline studies and analysis which have been undertaken on the site, ensure that the site's physical constraints and opportunities have been fully taken into account during the design development stage. This information has informed the master plan and highlight the site's suitability for development.

Although an agreed detailed design and layout will occur at a later stage in the process, it is nevertheless important to identify at an early stage the potential for a site to deliver a high quality environment which would link into the existing settlement and provide high quality urban design.



15.0 Sustainability Standards

The development of this site would comply with best practice in terms of its sustainable design and construction principles. A number of approaches which could be considered for the development are outlined here to assist in meeting the local authority's own standards.

Reducing environmental demand & carbon emissions

There will be numerous opportunities to implement local solutions to sustainability considerations through varying management regimes. These regimes or systems can be concerned with actual built development, with water systems and supply, with efficient use of resources, for example through recycling and also less directly through the encouragement of healthy, environmentally sensitive lifestyles.

Water

Household appliances requiring lower water usage could also be fitted as standard. Such measures will contribute to a reduction upon demand for water supply.

Sustainable urban drainage systems (SUDS) would also be implemented to help mitigate the effects of flooding, pollution and environmental damage. Sustainable drainage features can even double as amenity features. For example, they can become attractive public art or act as features in parks or rural settings adding to biodiversity value.

Waste

Part of this process will seek to change habits in relation to the disposal of waste. The overall approach will seek to achieve a redirection of waste from traditional means of disposal, which eventually lead to landfill. A number of tactics or measures can be incorporated within the development to ensure that landfilled waste is minimised. The composting of garden and kitchen waste can provide a reusable material for either domestic or commercial use. Measures for minimising and recycling of waste both during and after construction will be incorporated within the development.

Energy

Energy efficient buildings can considerably reduce the impact upon the environment. A variety of features and specifications can be incorporated within new buildings to provide for high levels of energy efficiency. Lower energy demands through the winter will be achieved through the incorporation of high performance insulation materials which will also protect against heat during the summertime. Daylight will be captured to reduce demands upon energy as will passive and mechanical systems of ventilation.

Renewable energy technologies can also be incorporated to reduce demand from non renewable energy sources. The generation of energy could also take place locally, through the capture of solar energy via photo-voltaics or through thermal water heating.

These provisions and technologies, in combination with improved building fabric and water systems, will ensure that buildings will seek to achieve the appropriate standards possible of energy efficiency for new buildings under the [Code for Sustainable Homes](#).



Landscape & Biodiversity

Existing habitats and areas of biodiversity interest within the site provide the opportunity to act as focal points for a network of green infrastructure. Achieving a successful balance of urban and green public open spaces will provide a powerful way to improve the overall environmental profile of the development. Existing features such as areas hedgerows could be reinforced to preserve and enhance any existing levels of biodiversity and in turn will provide areas of considerable recreation and amenity value.



Lifestyle

Behavioural change is not only concerned with waste reduction, but in a much wider sense the overall benefits to lifestyle and wellbeing. An environment which encourages healthy, more active and sustainable lifestyles is also one which is healthy for the environment. This cultural change will be able to take place, through high standards of design and attention to environmental measures. Integration of new open space will be integral to the development, providing the opportunity for healthy, active lifestyles.



CONCEPT MASTERPLAN

16.0 Vision & Design Principles
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CONCEPT MASTERPLAN

16.0 Vision & Design Principles

At the heart of the Vinefields Masterplan is the creation of a high quality residential scheme which will foster a real sense of community and integration with the existing character of the area. It has also been designed to incorporate the key design principles and guidance of the Adopted Concept Statement for the site, shown opposite.

The masterplan is based on proven urban design principles of urban 'place-making'. Some of the key aims and objectives are:

- Greater diversity of activity and use of the street by residents;
- Reduce the dominance of the car and significantly reduce traffic speeds;
- Provide a substantial new area of informal recreation & open space
- Increase opportunity for active and creative children's play;
- Encourage people to walk and cycle to nearby destinations;
- Improved quality of the built environment;
- Increased use of informal surveillance;
- Safe and secure environment;
- A space which allows ease of movement for all - children, older people and disabled people;
- Incorporating new landscape features such as a tree lined street - creating an attractive vista out to the informal area of open space

The proposal will provide for up to 75 new homes, creating a density of 41 homes per hectare on the residential area of the site. A broad mix of housing types and tenures will be accommodated on the site and will include a provision for affordable housing in line with Council policy.

This chapter breaks down the masterplan into its key design elements and demonstrates through illustrations and text how each element of the masterplan responds to the Adopted Concept Statement, creating a cohesive and sustainable housing development.



Vinefields Concept Statement - Approved Concept Layout



Proposed Illustrative Concept Masterplan

17.0 Block Structure & Character Areas

The Concept Masterplan creates a form and structure of development which responds to the key aims and objectives of the Adopted Concept Statement and also the landscape and topography of the site and its surroundings.

In order to give the development its own identity, a series of subtle but distinct character areas have been created through the site.

The Square

A semi-formal area at the entrance of the site which is framed by the buildings, some 3 storey building forms fronting on to it. A shared surface with changes in materials and textures will also create a traffic calmed area. This will link through to The Avenue.

The Avenue

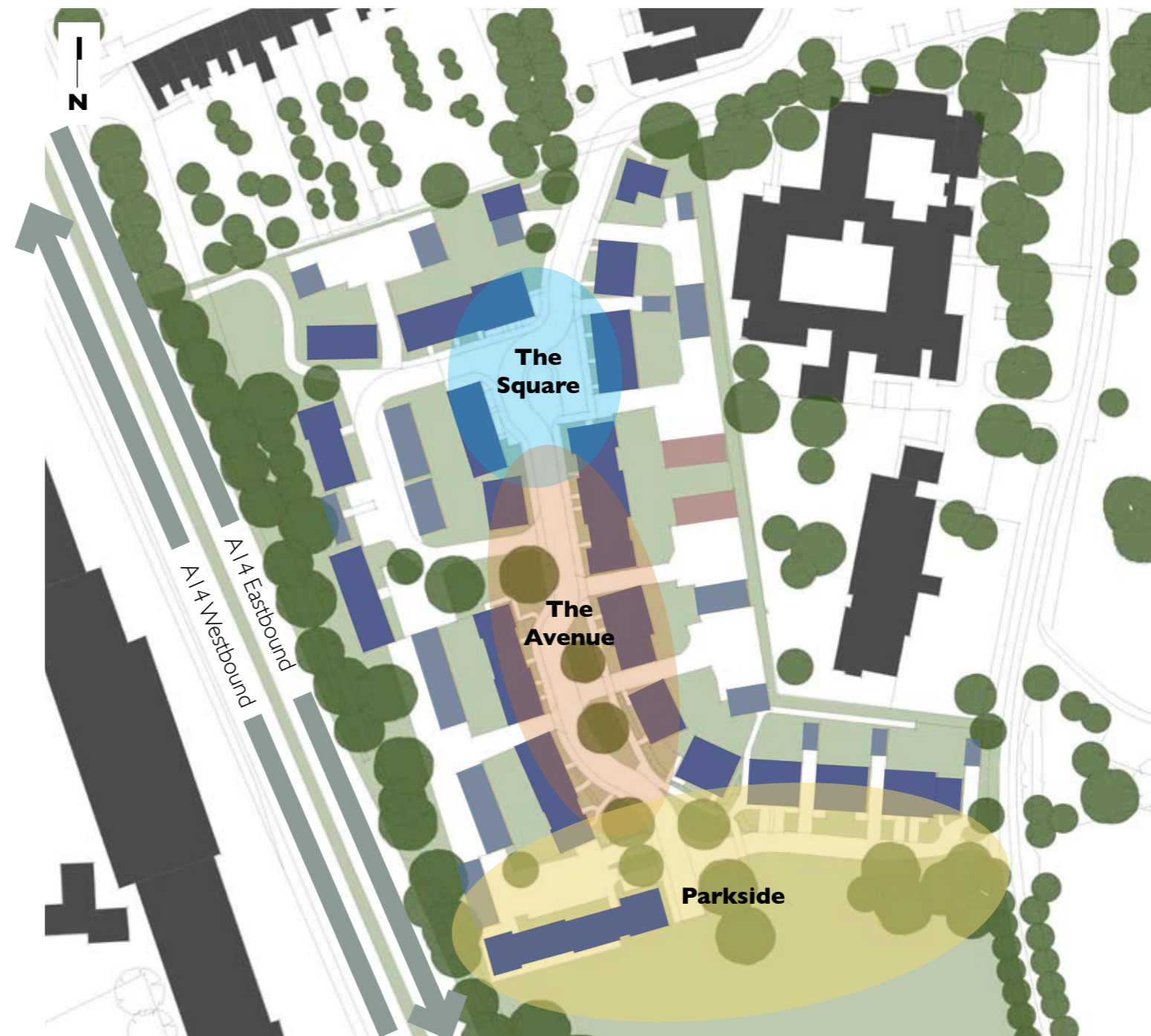
Here, the site will be characterised by small area of open and green spaces along the street. New trees will also assist in creating the character of The Avenue. The Avenue will also provide views along the street and out towards the area of open space.

Parkside

A mix of building types including flats and villa style properties will create a backdrop to the northern edge of the open space. New tree planting and a children's play area will help to reinforce the Parkside character of the site and the informal area of recreation and open space. The access road to the villa properties will be informal in nature and more in keeping with a shared surface.

A combination of new planting and single aspect properties and garaging will provide an edge to the development along the A14 and also act as an acoustic barrier.

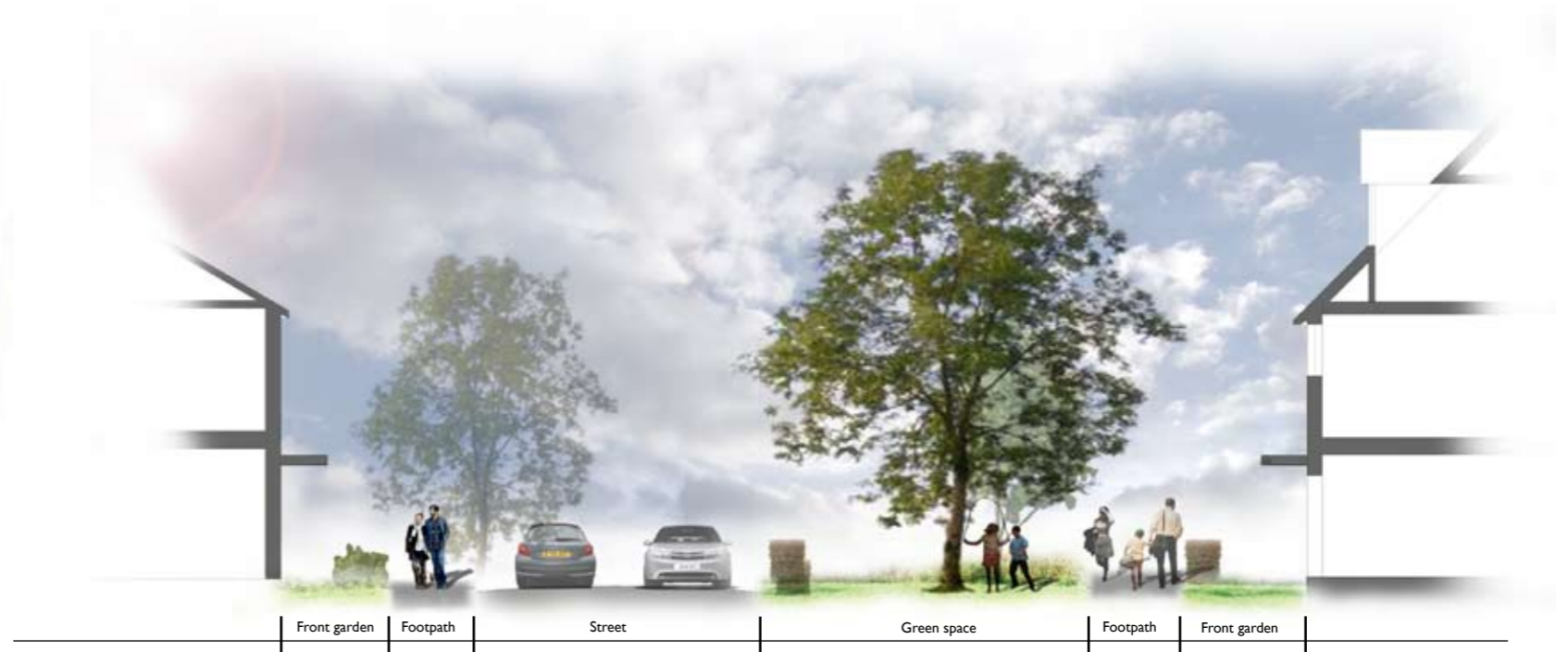
Parking courts, back gardens and landscaping are also used to provide separation and privacy along the eastern boundary from the existing Davers Court and the Scope Family Help Unit.



Block structure



The Avenue



Illustrative section A-A



Parkside



Illustrative section B-B

Materials

The precise selection of materials will be chosen at the detailed application stage. However, the predominant materials throughout the development are likely to be render, timber boarding, brick with slate and pan tiles, which respond and compliment the predominant material in use in the area.

High quality surface materials should be used throughout the scheme. Subtle contrasts in colour and texture will help to create a clear distinction between the spaces and their uses, as well as providing traffic calmed areas.



The Square will create a key focal point to the scheme and an important area of public realm



A combination of texture, colour and materials will help to create a sense of place and define spaces within the scheme.

18.0 Landscape & Public Realm

This initial landscape and public realm strategy for the site has been designed to fulfill key elements and requirements of the Concept Statement, including provision of green spaces and pedestrian friendly shared surfaces.



New landscaping is proposed along the carriageway of the A14. This will provide enhancement to both the existing Local Wildlife Site and to the visual impact along the A14. The additional landscape buffer also forms an important element of the acoustic strategy for the site.



The southern area of the site will create a large area of informal recreation and public open space as set out in the Concept Statement. It is proposed for this area to have a parkland character which can be enjoyed and used by all.



Running through the site will be a series of small pockets of green spaces. These will provide a green link through the site between the informal recreation space and the more formal square. These spaces will be enhanced with new tree planting to create The Avenue through the site.



The Square will provide the urban space described in the Concept Statement. This will predominately be a shared surface with variations in colour, texture and materials. The illustrative sketch opposite provides an idea of how this could look.



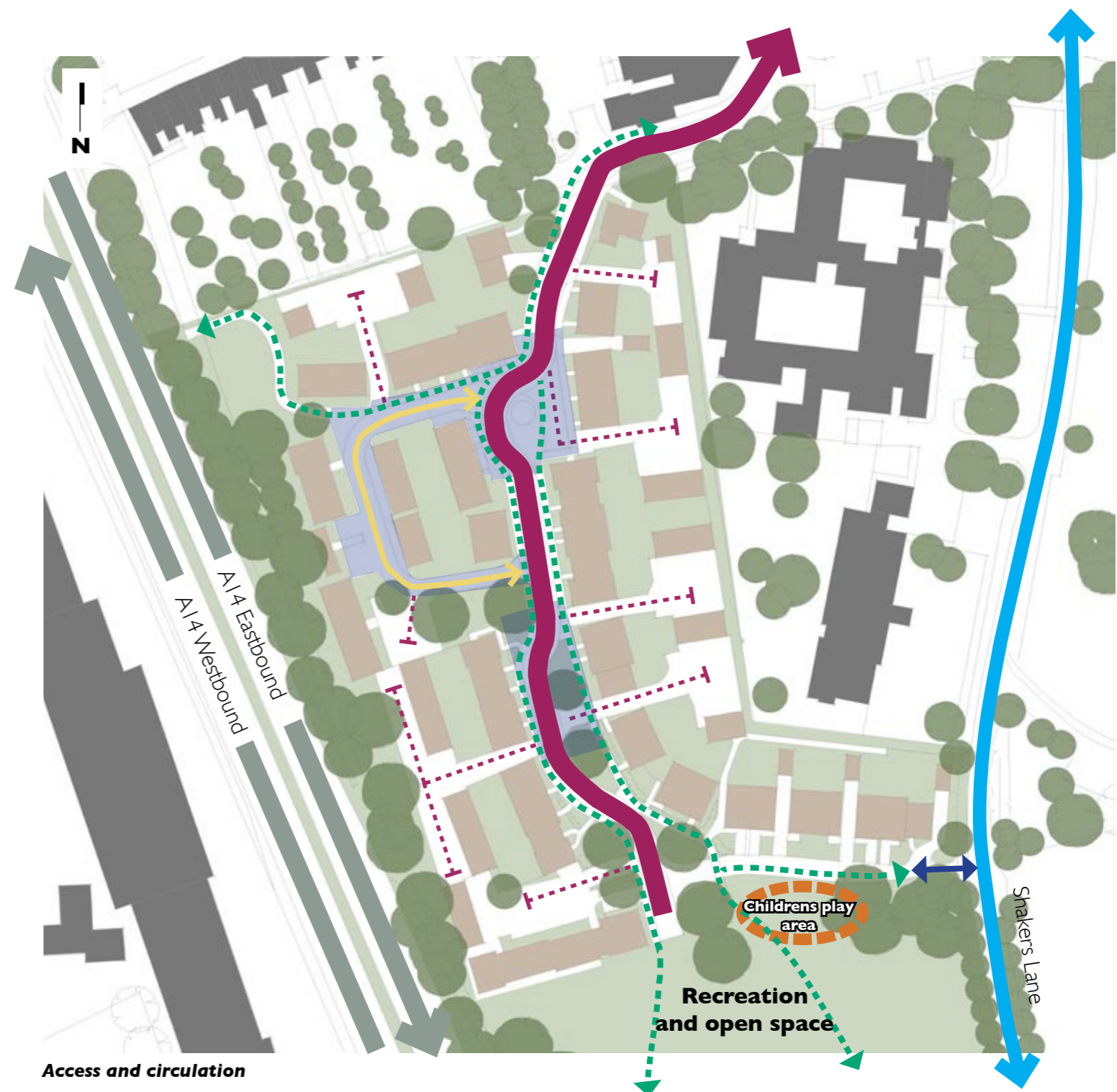
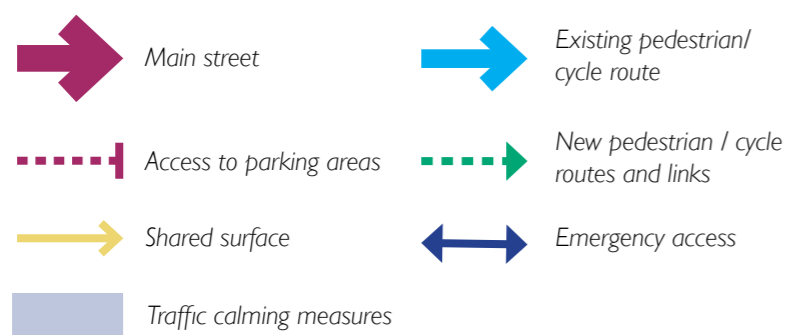
19.0 Movement & Circulation

The layout of the streets and spaces has been designed to comply with the principles of the Concept Statement and provide a clear and logical pattern of movement, and one which allows for safe pedestrian and cycle movement as advocated in the Manual for Streets guidance manual.

The relationship between the buildings and main street will avoid on-street parking. The design will create an environment which reduces speeds and creates a safe environment for pedestrians and cyclists. A combination of deliberate tight turns, variations in the colour and texture of materials, change in levels and width of road and landscape features will all contribute to speed reduction and a safe pedestrian environment.

In line with the Concept Statement the Concept Masterplan provides new pedestrian and cycle links to the existing network on Shakers Lane as well as providing the potential for a future link to Eastgate Street from the north-west corner of the site. A combination of dedicated footpaths and traffic calming will result in convenient, safe and secure pedestrian and cycle movement to areas of public open space and the wider pedestrian and public transport network. The layout of the site may enable potential rear access from the site to adjoining properties in Eastgate Street.

The link through to Shakers Lane will also be used for an emergency access into the site as specified in the Concept Statement.



Access and circulation

20.0 Frontages & Focal Points

The concept masterplan acknowledges the aspirations of the Concept Statement by providing active frontages and focal points, addressing the key public and private spaces through the site.

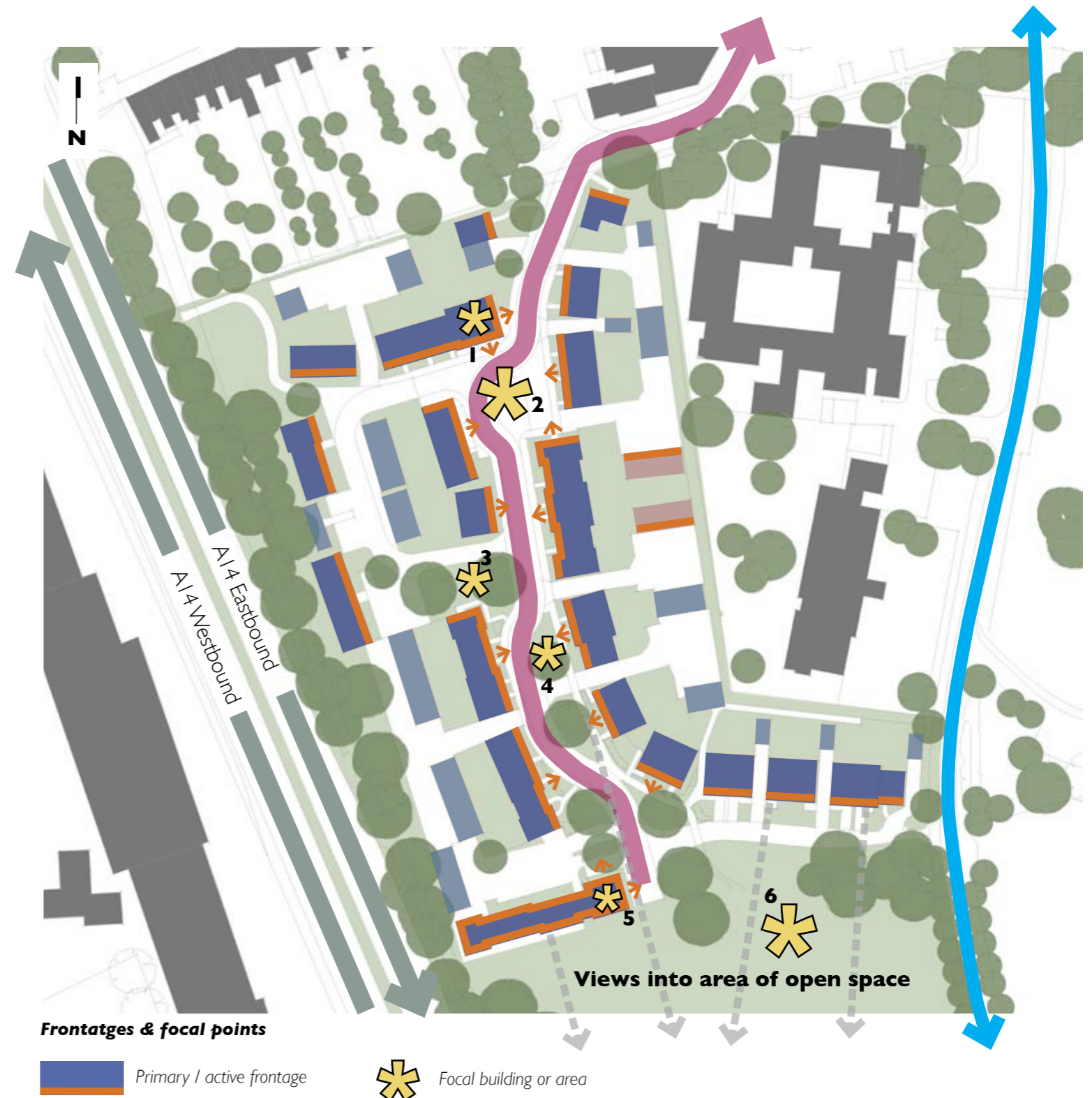
Frontages

The semi-continuous, active frontage along the main access road provides good enclosure to the streets and informal surveillance to the private area, such as the parking courts and areas of open space as specified within the Concept Statement. The buildings help to define and frame the spaces through the site.

Focal Points

To compliment the active frontages, a series of spaces, formed by landscape and architectural features within the three main character areas provide key focal points and visual stops through the site, adding both interest to the street scene and a clear structure. The plan opposite highlights 6 key area:

- 1** Corner building which creates a frontage as you enter the site and also provides a focal frame to the new area of public realm.
- 2** New area of public realm will act as both a key focal point to the front of the site as well as creating a traffic calming measure.
- 3** This small landscaped area will provide both an attractive focal point as well as area of open space which can be used by small children as an area for play.
- 4** A more formal area of green spaces framed by homes on either side will create a small tree-lined avenue with views out towards the informal recreation and open space to the south.
- 5** A feature corner to the end building will help to address the open space and provide a focal end stop when viewed from the square.
- 6** A new safe area of play can be incorporated on the area of open space with the buildings providing informal surveillance.



21.0 Vinefields Concept Masterplan

Below is a copy of the Approved Concept Layout from the Adopted Vinefields Concept Statement, with the Proposed Concept Masterplan opposite.

Showing the two plans side by side demonstrates how the Proposed Concept Masterplan has been able to achieve a scale and form of development which meets all the core design principles set out within the Adopted Vinefields Concept Statement - creating a new, high quality and sustainable community within a new landscape setting and walking distance of the historic town centre.



Vinefields Concept Statement - Approved Concept Layout



Proposed Concept Masterplan

CONCLUSION

22.0 Conclusion & Next Steps

22.0 Conclusion & Next Steps

This masterplan has been prepared to satisfy the requirements contained within Policy BSE2 of the Local Plan the Vinefields allocation, for a masterplan to be prepared for the site.

This masterplan has been prepared in accordance with the Adopted Concept Statement for the site prepared by the Council, as is also required by Policy BSE2 of the Local Plan.

The Masterplan was subject to a 4 week period of public consultation which was initiated by a public exhibition held at the Athenaeum Reading Rooms on 2nd February 2011. The Masterplan was also available for public viewing and comment via a dedicated web site. A report was prepared following the consultation period and this was considered by the Borough Council's Sustainable Development Panel on 7th March 2011. The Panel resolved to adopt the Masterplan as 'non statutory planning guidance' subject to amended wording in relation to the Movement and Circulation chapter. The borough Council will then use the Vinefields Masterplan as the basis for considering planning applications in respect of the development of the site.

APPENDIX

Relevant Planning Policy

APPENDIX

Relevant Planning Policies

Relevant planning policies affecting the site include those contained those within National Planning Policy Guidance Notes (PPG's) and Planning Policy Statements (PPS's), the Statutory Development Plan and other local non-statutory policy documents. It is also relevant to acknowledge local, emerging planning policy. This section provides an overview of planning policies contained at each level of that planning policy hierarchy.

National Planning Policy

Government Planning Policy in the form of Planning Policy Guidance Notes (PPG's) and Planning Policy Statements (PPS's) are in important consideration, in the formulation of this Masterplan. They will also be an important consideration in the determination of a planning application for development of the site.

Planning Policy Statement 1: Delivering Sustainable Development

PPS1 sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. Paragraph 5 of PPS1 sets out the principles of sustainable development. PPS1 states that planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- *making suitable land available for development in line with economic, social and environmental objectives to improve peoples quality of life;*
- *ensuring high quality development through good and inclusive design and efficient use of resources; and,*
- *ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.*

Planning Policy Statement 3: Housing

Sets out the Government's land use planning policies in relation to housing. PPS 3 seeks to direct housing development to sustainable locations with good access to public transport, services and facilities. It also encourages high standards of design and sustainability while directing that development should make an efficient use of the land in tune with local context.

Planning Policy Guidance Note 13: Transport

PPG13 sets out the Government's land use planning policies in relation to transport. Paragraph 21 of PPS13 states that local authorities should seek to make maximum use of the most accessible sites such as those in town centres and others which are, or will be, close to major transport interchanges.

Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation

PPG 17 identifies the Government's planning policies for open space, sport and recreation. PPG 17 recognises that open spaces, sport and recreation all underpin people's quality of life. As such, PPG 17 also recognises that well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objectives. Proposals for open space, sports and recreational facilities (particularly in urban areas) should be easily accessible by walking and cycling, and more heavily used or intensive sports and recreational facilities should be planned for locations well served by public transport.

Planning Policy Guidance Note 24: Planning and Noise

PPG24 gives guidance to local authorities on the use of their planning powers to minimise the adverse impact of noise resulting from development. It outlines the considerations to be taken into account in determining planning applications both in noise sensitive locations and for those activities which generate noise.

Planning Policy Statement 25: Development and Flood Risk

PPS25 sets out the Government's policies with regard to flood risk, within the context of land use planning. PPS25 recognises the role played by land use planning in avoiding, reducing and managing flood risk, through decisions taken on plans and planning applications. PPS25 sets out a sequential approach to new development, whereby development should be located within Flood Zone 1, unless no other sites within Flood Zone 1 are available. PPS25 requires applicants to provide a Flood Risk Assessment with planning applications, demonstrating whether proposed development is likely to be affected by current or future flooding, that the development is safe and where possible reduces flood risk overall, whether the proposal will increase flood risk elsewhere and the measures proposed to deal with effects and risks.

The Statutory Development Plan

The Statutory Development Plan for the site comprises saved policies contained within the Suffolk Structure Plan 2001 and saved policies contained within the Replacement St Edmundsbury Borough Local Plan 2016.

Saved policies contained within the Suffolk Structure Plan 2001

There are two saved policies contained within the Suffolk Structure Plan 2001 that are relevant to housing development of the Vinefields site. These policies are Policy T10 concerning cycle parking and Policy T14, which concerns planning applications for major developments. Policy T10 requires the sufficient provision of secure cycle parking to meet the advisory parking standards agreed by Suffolk Local Authorities. Policy T14 requires that all planning applications for major development are accompanied by a comprehensive Transport Impact Assessment to demonstrate how the proposed development both contributes to the objective of minimising the need to travel and encourage journeys to be made by modes other than the private car.

Also of particular relevance to this Masterplan are policies DS4 and DS3: Policy DS4 states that:

“Developers will be required to fund the preparation of a comprehensive masterplan, and accompanying statement for the following sites:

1. Vinefields Farm, Bury St Edmunds – BSE2...

...Masterplans should be agreed and adopted by the Local Planning Authority following full public consultation before an application for the relevant site can be approved. It must be based on the Concept Statement and will, where appropriate, set out:-

- (a) *The exact site boundaries for the whole development and individual phases, including growth beyond the plan period;*
- (b) *defined neighbourhoods and development parcels for which separate development briefs will be prepared, including plans to show in detail how the design principles will be implemented;*
- (c) *major landscaping and open space proposals to assimilate new development into the landscape and create new habitats;*
- (d) *biodiversity plan, including species and habitat protection, mitigation, compensation and new habitat creation measures for sustainability;*
- (e) *proposed shopping centres;*
- (f) *provision of public art;*
- (g) *the range and mix of housing types and the level of affordable housing provision;*
- (h) *density of housing /mix of uses for each neighbourhood;*
- (i) *location and design principles of employment sites;*
- (j) *location and design principles of social infrastructure sites;*
- (k) *pedestrian and cycle links, including access to all workplaces, shops, and community facilities, as well as providing access to the surrounding countryside and open spaces;*
- (l) *the basic road network, and links to the existing highway network;*
- (m) *public transport links and proposals to limit dependence upon the private car. Developer funding will be required by the masterplan to ensure revenue funding is secured to enable such services to run in the medium to long term;*

- (n) *measures to promote sustainable living, including energy saving designs, innovations in heating and lighting technologies and waste management measures;*
- (o) *the expected phasing and funding release for social and physical infrastructure and implementation timetable, including beyond the plan period; and,*
- (p) *how the development will protect the amenity of adjoining areas by reason of noise, smell, vibration, overlooking, other pollution or volume of vehicular activity generated.*

Developers should contact the Local Planning Authority at an early stage of the development process to ascertain the requirements for a masterplan.

Masterplans should have regard to the content of the Supplementary Planning Document.”

Policy DS3: Development Design and Impact

Policy DS3 concerns the design of development and its impact. Policy DS3 states that:

“Proposals for all development, including change of an existing use and the display of advertisements, 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;*
- (c) *preserve and enhance the setting of, or views into and out of, a Conservation Area*
- (d) *do not involve the loss of large gardens and important open areas which make a significant contribution to the character and appearance of a settlement defined on the Proposals Map as “areas subject to planning restrictions”, “recreational open space” and “amenity open space”. The absence of such identification does not indicate that a site is suitable for development:*

- (e) *do not affect adversely:*
 - i) *the distinctive historic or architectural character of the area and/or building;*
 - ii) *the urban form, in terms of significant street patterns, individual or groups of buildings and open spaces;*
 - iii) *important landscape characteristics and prominent topographical features;*
 - iv) *sites, habitats, species and features of ecological interest;*
 - iv) *sites, habitats, species and features of ecological interest;*
 - v) *the amenities of adjacent areas by reason of noise, smell, vibration, overlooking, other pollution or volume or type of vehicular activity generated;*
 - vi) *the highway network, in respect of the movement of traffic and road safety; and*
 - vii) *residential amenity.*
- f) *incorporate:*
 - i) *designs of a scale, density, massing, height and materials compatible with the locality;*
 - ii) *designs and layouts which are safe and take account of public health, crime prevention and community safety;*
 - iii) *safe and convenient access for all potential users, based on the hierarchical approach in Policy T2;*
 - iv) *measures which mitigate the impact of the development on the existing highway network;*
 - v) *the use of appropriate building materials and techniques which respect local tradition, including aspects of detail;*
 - vi) *schemes for the retention of existing and provision of new landscape features;*
 - vii) *necessary and appropriate street lighting and furniture and public art;*
 - viii) *measures which will protect and preserve the natural and built environment; and*
 - ix) *energy conservation features, water and waste storage, collection and recycling arrangements.*
- g) *have appropriate regard to Supplementary Planning Documents, other planning guidance including design guidance, concept statements and/or development briefs adopted by the local planning authority.”*

Local Emerging Planning Policy

St Edmundsbury Borough Council is currently preparing a Local Development Framework for the Borough.

The formal adoption of the Core Strategy Development Plan Document is imminent following the receipt of the Inspectors report the Examination in Public in May 2010.

The Core Strategy identifies the amounts of housing development that will be directed to Bury St Edmunds and the rest of the borough in the plan period.

Policy CS 1 confirms that a total of 7,813 new dwellings will be provided at Bury St Edmunds over the plan period.

Policy CS 2 seeks to ensure high quality, sustainable development.

Policy CS 3 requires new development to contribute to local distinctiveness through high quality design.

Policy CS 5 concerns affordable housing. For the Vinefields site, provision of 30% of the units as affordable units would be applicable.

