

1. INTRODUCTION : THE DEVELOPMENT OF A VISIONARY SETTLEMENT

"Vision is a concept sufficient to move mens' minds achieving an outcome that is more than just a conglomeration of parts."

- 1.1. The history of development in Red Lodge reflects badly on the ability of the Planning System to create a new, attractive, living environment that can be appreciated by residents and visitors alike. Any further development must be seen as part of the long term plan to change this image and produce a settlement with a high quality environment, well endowed with community facilities. To achieve this, there has to be a vision of its future to guide the myriad of decisions that will need to be taken. The vision has to incorporate not just visual quality, but the economic and social structures that will be created. It should also embody the latest advice and practice on the long term need to protect the environment, both locally and globally. To produce an expanded settlement which addresses the environmental concerns of the 21st century, the following key factors provide the link between theory and practice. This Master Plan aims to provide a context for the vision through:-

Understanding the Opportunity

- 1.2. All sides agree that there is a unique opportunity to remedy the past and create an attractive, well resourced, settlement at Red Lodge. Acknowledgement of this opportunity to create a high quality lifestyle is what binds all the interested parties together.

Integration of Interest

- 1.3. There is acceptance amongst all parties involved that the expansion of the settlement will provide the impetus for the required improvements. The private sector sees the regeneration of Red Lodge as a key part of improving the image of the village in order to positively market its properties. The local residents accept the linkage between new development and the provision of new facilities as the only way forward. As a result, the principle of creating a new Red Lodge, and the mutual benefits that this will achieve, has been accepted by all the main parties. This general acceptance must be retained through the remaining planning and implementation stages.

Design of the New Settlement

- 1.4. This requires a display of imagination, balanced by the reality of the circumstances. If Red Lodge is to shake off its current image, the design of the new settlement must capture the imagination of both the existing residents and potential residents, and also offer the developers an opportunity that can be marketed. It must be capable of guiding the development to create an environment that can be readily appreciated and eagerly anticipated. Such a vision does not have to be

impractical or static and incapable of revision. It does, however, have to capture peoples' imagination, such that all involved have a positive view about the development and its future. Without that, the consensus so far achieved can be quickly lost.

Economic Reality

- 1.5. Any design for the future of Red Lodge has to be based on economic reality. The implementation of the vision has to be attractive to the development market. Investors in the site will look for, and should receive, an acceptable level of profit. The Master Plan, therefore, addresses the issue of who pays and who benefits, ensuring the balance is acceptable, with sufficient profit to attract investment. This economic reality can be compatible with the idea of vision and, in the case of Red Lodge, is crucial to the marketing of Red Lodge as an attractive place to live.

Integration of Investment in Infrastructure

- 1.6. A project such as Red Lodge will require considerable investment in infrastructure. Control of such infrastructure rests with both public authorities and private companies. In view of the scale of development, the likely cost of infrastructure investment will be considerable. The funding of the works will need to come from the profits of the development. The provision of such investment will need to be integrated with the overall development process to minimise any delay and reduce costs to a minimum. This could involve financial support from the public sector at key stages in the development to ensure its success.

Implementation

- 1.7. A clear, acceptable, organisational structure is required if the development is to be realised in a way that satisfies the parties involved. This structure is being established with the preparation and progressing of the Master Plan and should continue beyond the implementation stage to cover the future operation and development of the settlement. The structure should recognise the ability of the various parties to perform particular roles, and their level of responsibilities. Certain parties will be accountable for achieving specific goals, and the proposed organisation must recognise this if all parties are to have a positive input. A plan is only as good as the scheme for implementation. With such a complex project, a robust, organisation framework is crucial.

Monitor and Review

- 1.8. No matter how good the agreed version of the Master Plan turns out to be, circumstances change. The original Plan, and the means of implementation, must, therefore, be capable of review and modification. Monitoring of performance is an integral part of the process, and where shortcomings are found, there must be a mechanism to adjust the process. The development of Red Lodge will take many years to complete, and the end result will exist for many hundreds of years. Capacity to adapt to change, without compromising core principles, is crucial.

2. DEVELOPMENT PLAN CONTEXT

2.1. INTRODUCTION

2.1.1. The principle of expanding Red Lodge has been formally established through the development plan process by the adoption of Alteration No 2 to the Suffolk Structure Plan in January 1993 and the adoption of the Forest Heath Local Plan in December 1995. As part of the Local Plan process, it was agreed that the District Council, in consultation with key interested parties, should prepare a Master Plan as supplementary planning guidance.

2.2. STRATEGIC POLICIES

2.2.1. The Regional Planning Guidance for East Anglia (RPG6) published in 1991 identified the A11 corridor between Newmarket and Norwich as an area "for encouragement of investment in jobs and population growth to assist in dispersing some part of the expected growth away from Cambridge and the west of the region", i.e., from the most prosperous and congested areas, to the less prosperous areas.

2.2.2. The currently adopted version of the Suffolk Structure Plan (incorporating Alterations 1, 2 and 3), published in June 1995, identifies Red Lodge as "capable of accommodating approximately 1,500 additional dwellings". Paragraph 4.6 of the Plan explains that "this is expected to contribute to development needs both up to and beyond 2006, relieving pressure on Newmarket, with its sensitive racing-related townscape and landscape setting, and allowing committed development in Mildenhall and Brandon to be developed over an extended period. Detailed proposals are set down in the Local Plan".

2.2.3. Planning applications for the expansion of Red Lodge will be assessed in relation to relevant Policies of the Suffolk Structure Plan Review (Alterations 4) which was published as a consultation draft in April 1998, and provides strategic guidance up to the year 2016.

2.3. LOCAL PLAN POLICIES

2.3.1. The adopted Local Plan contains the following Policies:-

POLICY 13.1 THE SETTLEMENT OF RED LODGE SHALL BE EXPANDED TO ACCOMMODATE APPROXIMATELY 1500 ADDITIONAL DWELLINGS BY 2006. PROPOSALS FOR THE EXPANDED SETTLEMENT SHOULD:-

- a) BE BASED ON THE CONCEPT OF CREATING A COHERENT, INTEGRATED, ENVIRONMENTALLY SUSTAINABLE SETTLEMENT;
- b) MEET HIGH STANDARDS OF LAYOUT AND DESIGN, BE WELL RELATED TO EXISTING DEVELOPMENT IN RED LODGE, TAKE ACCOUNT OF ITS LANDSCAPE SETTING TO MINIMISE ITS IMPACT ON THE SURROUNDING COUNTRYSIDE;

- c) PROVIDE FOR ABOUT 10 HECTARES (25 ACRES) OF EMPLOYMENT LAND;
- d) PROVIDE FOR NEW INFRASTRUCTURE, EDUCATION, RECREATION AND COMMUNITY FACILITIES, IN PARALLEL WITH NEW HOUSING AND EMPLOYMENT PROVISION;
- e) PROVIDE FOR ADVANCED STRUCTURAL LANDSCAPING, SUBSTANTIAL PUBLIC AND AMENITY OPEN SPACE, REFLECTING THE SETTLEMENT'S RURAL SETTING AND FOR PROTECTION OF NATURE CONSERVATION INTERESTS. PUBLIC OPEN SPACE AND RECREATIONAL LAND WILL TOTAL AT LEAST 30% OF THE SETTLEMENT AREA OUTLINED ON INSET PLAN 4; AND
- f) PROVIDE FOR PHASED HOUSING DEVELOPMENT THROUGH TO 2006.

POLICY 13.2 THE DISTRICT COUNCIL WILL CO-ORDINATE THE PREPARATION OF A MASTER PLAN FOR THE EXPANSION OF RED LODGE IN CONJUNCTION WITH DEVELOPERS, LANDOWNERS AND OTHER INTERESTED PARTIES. THE MASTER PLAN SHALL COVER THE AREA DEFINED BY THE SETTLEMENT BOUNDARY ON THE INSET PLAN AND CREATE THE FRAMEWORK FOR THE DEVELOPMENT OF THE WHOLE SETTLEMENT RESPECTING THE DEVELOPMENT DIAGRAM AND THE IMPACT ASSESSMENT. ANY PROPOSALS OUTSIDE THE SETTLEMENT BOUNDARY WILL ONLY BE PERMITTED IF THEY ARE CONSISTENT WITH THE POLICIES CONTAINED ELSEWHERE IN THE PLAN.

POLICY 13.3 THE MASTER PLAN SHALL INCLUDE SPECIFIC DETAILS, TO THE SATISFACTION OF THE DISTRICT COUNCIL, OF:-

- a) AN OVERALL LAYOUT PLAN RESPECTING THE DEVELOPMENT DIAGRAM AND SHOWING THE DISPOSITION OF ALL PRINCIPAL LAND USES THROUGHOUT THE SITE, THE PHASING OF DEVELOPMENT, MEANS OF ACCESS THERETO AND INFRASTRUCTURE PROVISION;
- b) A WIDE RANGE OF HOUSING TYPE AND DENSITY, AS OUTLINED IN POLICY 4.17 TO INCLUDE A PROPORTION OF AFFORDABLE HOUSING IN ACCORDANCE WITH POLICY 4.26;
- c) IMPROVEMENTS TO THE EXISTING HOUSING AREAS, THE OLD A11 ROUTE, THE AREAS OF DESPOILED AND UNDERUSED LAND IN AND AROUND THE VILLAGE, THE WILDLIFE AREA OFF TURNPIKE ROAD, AND PROPOSALS FOR THE RELOCATION OF NON-CONFORMING USES. IMPROVEMENTS TO THE OLD A11 ROUTE SHOULD TAKE PLACE DURING THE FIRST PHASE OF DEVELOPMENT;
- d) THE PROVISION OF NEW EMPLOYMENT AREAS LOCATED, DESIGNED OR RESTRICTED IN USE TO GIVE ADEQUATE PROTECTION TO RESIDENTIAL AMENITIES AND TO MINIMISE THE ENVIRONMENTAL IMPACT ON THE SETTLEMENT AND THE SURROUNDING COUNTRYSIDE;

- e) A NEW MAIN CENTRE IN THE GENERAL LOCALITY SHOWN ON THE DEVELOPMENT DIAGRAM, TOGETHER WITH, AS NECESSARY, SMALLER NEIGHBOURHOOD FACILITIES EAST OF WARREN ROAD. THE MAIN CENTRE SHOULD CONTAIN COMMUNITY FACILITIES, INCLUDING A MULTIPURPOSE CENTRE AND FIRST SCHOOL, AS WELL AS SHOPS AND OFFICES. THE OVERALL GROSS AREA FOR RETAIL USE PLUS A2 AND A3 USES WILL BE BETWEEN 2-4 HECTARES (5-10 ACRES);
- f) THE EXTENT AND TIMING OF STRUCTURAL LANDSCAPING AND PLANTING AND A SCHEME FOR THE MANAGEMENT OF THE CENTRAL WILDLIFE SITE;
- g) PROPOSALS FOR DEVELOPMENT WITHIN THE AREA DESIGNATED AS THE "CENTRAL UNDEVELOPED AREA" ON THE DEVELOPMENT DIAGRAM SHOWING HOW THE NATURE CONSERVATION INTERESTS AND THE OTHER POTENTIAL PHYSICAL CONSTRAINTS CAN BE ACCOMMODATED;
- h) ALL ROAD IMPROVEMENTS REQUIRED AS A CONSEQUENCE OF THE DEVELOPMENT.

POLICY 13.4 PROVISION FOR INFRASTRUCTURE, COMMUNITY FACILITIES (INCLUDING THE MULTI PURPOSE CENTRE AND RECREATION FACILITIES), THE SCHOOL SITE, PUBLIC OPEN SPACE, NECESSARY OFF-SITE HIGHWAY IMPROVEMENTS, ENVIRONMENTAL IMPROVEMENTS AND AFFORDABLE HOUSING, IS EXPECTED TO BE THE SUBJECT OF LEGAL AGREEMENTS IN RESPECT OF ALL NEW DEVELOPMENTS IN RED LODGE. SUCH AGREEMENTS ARE EXPECTED TO PROVIDE FOR:

- a) CONTRIBUTIONS TO BE MADE BY ALL NEW DEVELOPMENTS;
AND
- b) THE PHASING OF DEVELOPMENT TO AN AGREED TIMETABLE, TAKING INTO ACCOUNT THE NEEDS OF EXISTING AND NEW RESIDENTS.

POLICY 13.5 NO DEVELOPMENT WILL BE PERMITTED AT RED LODGE UNTIL THE MASTER PLAN HAS BEEN APPROVED BY THE DISTRICT COUNCIL AND THE NECESSARY LEGAL AGREEMENTS COMPLETED.

POLICY 13.6 THE DEVELOPMENT DIAGRAM IS INTENDED TO GUIDE THE PREPARATION OF THE MASTER PLAN. IT SHOWS THE BROAD DISTRIBUTION OF LAND USES PROPOSED WITHIN THE SETTLEMENT BOUNDARY. THE MASTER PLAN IN INTERPRETING THE DEVELOPMENT DIAGRAM WILL NEED TO RESPECT THIS GENERAL DISTRIBUTION WHILST CLARIFYING THE DETAILED ASPECTS OF DEVELOPMENT.

2.4. RED LODGE DESIGN GUIDE

2.4.1. The Red Lodge Design Guide was first produced in 1992 and is Supplementary Planning Guidance to the Local Plan. It was produced in conjunction with the Red Lodge Development Diagram in the Local Plan to act as preliminary guidance before the publication of a full Master Plan. The key principles of the Design Guide are as follows, and these have helped to shape the contents of the Master Plan:

The Shape and Character of Red Lodge

- Emphasise the landscape character and the village framework
- Green the village and its perimeter
- Create identifiable neighbourhoods
- Provide identifiable entrances and edges to the village
- Environmental improvements to the former A11 and adjoining areas
- Promote public art

Road, Footpath and Cycle Network

- Create surroundings of quality
- Establish a clear traffic hierarchy
- Encourage the development of linked public spaces
- Provide separate pedestrian and cycle routes
- Encourage public transport

The Village Centre

- Reinforce the focus of the village
- Establish new public squares

Design of Spaces and Buildings

- Provide a sequence of interesting places, spaces and views

Environmental Improvement

- Hide unsightly uses
- Remove character of dereliction
- Conserve and develop the village's ecology
- Establish new parks
- Promote a new environmental and ecological consciousness

2.5. OTHER POLICY AND DESIGN GUIDANCE

2.5.1. In addition to the relevant Structure and Local Plan guidance, including the "Red Lodge Traffic Impact Assessment", the Master Plan has been drawn up on the basis of guidance contained in the following key documents:

- Suffolk Design Guide
- PPG1 3rd Edition 1997
- PPG3 "Housing" 1992
- PPG4 "Industrial and Commercial Development and Small Firms" 1992
- PPG7 "The Countryside and the Rural Economy" 3rd Edition 1997
- PPG9 "Nature Conservation" 1994
- PPG13 "Transport" 1994
- PPG17 "Sport and Recreation" 1991
- PPG23 "Planning and Pollution Control" 1994
- PPG24 "Planning and Noise" 1994
- "Residential Roads and Footpaths, Layout Considerations" DB32 1992
- PPG13 "A Guide to Better Practice" DoE and DoT 1995
- "Alternative Development Patterns : New Settlements" DoE 1993
- "Sustainable Settlements : A Guide for Planners, Designers & Developers" UWE/LGMB 1995
- "Urban Villages", Urban Villages Group, 1992
- "Six Acre Standard" NPFA 1992
- "Patterns for Suffolk Buildings : A Simple Design Guide", Suffolk Preservation Society 1993.

3. DEVELOPMENT AND DESIGN PRINCIPLES A VILLAGE FOR THE 21ST CENTURY

3.1. INTRODUCTION

- 3.1.1. Red Lodge is not a typical traditional Suffolk village that has gradually evolved through the centuries. The settlement did not emerge in its current form until after the First World War, when "leisure plots" were developed alongside the former A11. There was a gradual expansion of development during the 1950s, then a period of rapid growth during the late 1960s and early 1970s, resulting in a village with a population of 1700 by the 1990s. This brought additional houses but no coherent form to the village and, in particular, no community facilities.
- 3.1.2. Because of the history of its development, it is not feasible to try to reproduce a traditional village form from the expansion of Red Lodge. The aim should be to create a rural settlement which will combine many of the characteristics of a Suffolk village, as well as meet the needs of the new century. In particular, the Master Plan will encourage both developers and its inhabitants to adopt an environmentally sustainable approach which the emerging 21st century will demand by encouraging less dependence on the use of cars; providing more energy efficient buildings; strengthening a sense of local community; encouraging healthy leisure pursuits; protecting and enhancing bio-diversity and giving people the opportunity to produce their own organically grown food. Many of these reflect traditional values and activities, as well as the expected demands of the new millennium.
- 3.1.3. Many of the new technological advances of recent years, such as information technology and the development of less polluting industrial processes, are now allowing more people to work and even shop from nearer home. Residential uses can now coexist in close proximity to many commercial or industrial uses and still satisfy modern health and safety standards. As a result, it is now possible to incorporate many of the principal characteristics of historic towns and villages, which were based on a localised and integrated lifestyle and land-use pattern, into modern developments without any adverse environmental impact.

3.2. CREATING A SENSE OF COMMUNITY

- 3.2.1. Because of its history, Red Lodge has not had a strong sense of neighbourhood or community. Prior to the bypass being completed in 1992, the busy A11 trunk road dissected the village and, despite the scale of existing development, there was a lack of community organisations and facilities. However, the formation of the Red Lodge Parish Council and other community groups in recent years has allowed a stronger sense of community to emerge, resulting in the development of the first play area and the successful application for Millennium Lottery funding for a community centre. It is vital that the expansion of the village is used to strengthen this growing sense of community.

3.2.2. Most people's sense of community relates to the concept of a neighbourhood or area in which there is a common interest and they are on some sort of speaking terms with surrounding residents. Normally, this is based on seeing someone regularly in the street or at one or more local facility, such as the shops, a school, the 'pub', or community facility. The more people walk or cycle from their home, the more likely they are to meet neighbours face-to-face, and the stronger their concept of neighbourhood is likely to be. Similarly, the provision of meeting places will increase the potential for social interaction. As a result, the actual definition and strength of a neighbourhood is often determined by the presence of physical or psychological barriers to contact, such as busy roads, and the extent to which there are local community facilities for people to walk to or meet at. The emergence of safe, secure, footpaths and of additional community facilities during the expansion of Red Lodge should provide the physical infrastructure necessary to integrate old and new Red Lodge and encourage continuing community development.

3.2.3. Whilst the provision of such facilities is of key importance to social integration, this needs to be combined with development of a high visual and environmental quality to achieve a real sense of community. In particular, it is vital that the large residential area proposed east of Warren Road is not developed as a massive suburban housing estate, with any one part indistinguishable from another. The development of visual interest and variety will provide each area with some special qualities. Landscaping, pedestrian and cycleway routes, and shared areas of public open space, will also help link different housing areas, both visually and functionally. People's sense of community will depend as much on pride in their local environment as a physical reflection of their community as on the facilities provided.

3.3. KEY DESIGN PRINCIPLES

3.3.1. The key design principles have already been set down in the Red Lodge Design Guide. This was originally published as part of the Deposit Draft version of the Local Plan in 1992, but at the Local Plan Inquiry it was agreed that it be published separately from the adopted version of the Plan as Supplementary Planning Guidance. This guidance remains relevant and appropriate, therefore, a full version of the Design Guide is attached as Appendix B to this Master Plan.

3.3.2. Within the Design Guide there are four basic urban design principles which underlie and unite all aspects of the guidance. These principles are incorporated into the proposals for the Master Plan and can be described as follows:-

A Place for People

3.3.3. The expanded village of Red Lodge is intended to be a place for people: a development where the interests of the residents are paramount in the design and layout of the village. The main design concepts should help achieve a safe, healthy, attractive and responsive environment for the needs of all groups within the community.

- 3.3.4. An element of choice is important. This may be the route to school, or spaces in which to play or relax, or the location in which to live; or choice of direction if in a car or on a bicycle. This level of choice relies on a high level of residents' accessibility. Therefore, in locating the various facilities within the village, the principle criterion will be the availability of direct, safe and convenient routes for pedestrians and cyclists. Restraints on the car will seek to significantly reduce traffic speed, environmental pollution and maximise highway safety. This principle will also be applied to the existing Red Lodge development.

Safe and Easy Access for All

- 3.3.5. The layout of the village should incorporate systems of interlinking public spaces, such as, footpaths, cycleways, roads and open spaces (greenways). Alternative routes should be available, depending on whether the person is on foot or in a vehicle. It is in the experience of these various routes that the resident and visitor will become familiar with different parts of the village and develop a sense of place and belonging.
- 3.3.6. By incorporating visual references in terms of vistas, landmarks and focal buildings, it should be clear where the public spaces and routes will ultimately lead to, without the need for large amounts of signage. Public spaces should unify various parts of the village, in a similar way to that which is found in typical Suffolk villages where there is a myriad of interlinking streets and footpaths throughout the village.

Rural Quality and Local Identity

- 3.3.7. It is important for residents to be able to develop a mental image or map of the layout of the expanded village. It is the visual quality and interest which is most easily referred back to. It is for the designer to facilitate this legibility by creating spaces or buildings that have individuality and/or an easily recognisable locational relationship with other parts of the settlement. As a result, the resident or visitor will attribute a particular meaning to a space or building, be it emotional or practical.

Variety

- 3.3.8. Within old established settlements, land uses are mixed. Churches, schools, houses, open spaces, inns, work places, shops and other facilities are all combined to form the variety which is the physical manifestation of a community. This gives a variety of experience within the settlement, such that people are stimulated by and attracted to the community.

In seeking variety, the layout and design of the village must recognise that some uses cannot be located together for environmental reasons, but, by careful detailed design, a variety of land uses can be introduced into the village, in a way that is both economically viable and environmentally acceptable.

3.4. AN ENVIRONMENTALLY SUSTAINABLE VILLAGE

- 3.4.1. Having considered the need to create a community, and the principles of design, Red Lodge needs to be designed with the key qualities and characteristics of a self contained, environmentally sustainable rural village that meets the requirements of the 21st century. These are listed below.

Land Use and Village Form

- 3.4.2. - A mix of compatible land-use to give residents the opportunity to work, shop, socialise and play within the village and minimise the need to travel out from the village.
- A village centre to provide heart and focus, both visually and functionally and which is easily accessible for the whole village, by foot or bicycle.
 - Pockets of higher density development towards the village centre within 5 minutes walking distance of community facilities.
 - The edge of the village should be predominantly "arcadian" and semi-rural in character. There should be no hard urban edges adjoining the countryside or where there are prominent views into the village.
 - Significant wedges of countryside permeating into the built-up area, enabling the better quality land to revert back to agriculture, if required.
 - A range of appropriately designed energy efficient dwellings should be provided to cater for a full range of housing needs which will enable a well balanced social community to develop.

Transport/Movement

- 3.4.3. - The road and movement network should provide a safe and permeable system. This is best achieved by a traffic calmed, informal grid pattern, with the limited use of cul-de-sacs. Traffic speed should, wherever possible, be calmed to a maximum of 20 mph within the built-up area.
- Convenient and safe pedestrian and cycle routes should be created between the village centre and all new residential development with the objective of allowing the majority of residents to be within 10 minutes walk of the main community facilities.
 - Good public transport links should be created with surrounding towns and cities, including the potential for "bike and ride" journeys.
 - Good public access to the surrounding countryside for walkers, horseriders and cyclists should be made available where possible.

- Road engineering and signage should reflect the rural context of the settlement and roads towards the edge of the village should have the character and appearance of a country lane.

Employment

- 3.4.4. - The opportunities for home based office working should be made available through the provision of shared tele-working as a community facility, and a suitable proportion of new dwellings built with an integral office.
- Sufficient employment land should be allocated to provide local employment opportunities in the village and, therefore, limit the necessity to travel out.

Ecology

- 3.4.5. - The preservation, enhancement and interpretation of nature conservation interests within and around the settlement, with residents encouraged to assist in their management.
- Provision of allotments for those residents with small or average size gardens who wish to have the opportunity to produce their own organically grown fruit and vegetables.
 - All buildings to be constructed to a high energy-efficient standard, using innovative techniques, where appropriate.
 - Maximise the conservation of water resources, wherever possible, using opportunities to create attractive water features or semi-wet landscape features. Soft engineering solutions to drainage problems, appropriate for a rural context.

Design

- 3.4.6. - The overall appearance of all new development should reflect the rural context of the settlement. Excessively urban or suburban styles of development should be avoided.
- Attractive visual focal point(s) should be created throughout the village.
 - Buildings should convey a distinctive local character, sense of place and hence a quality of legibility.

Community Development

- 3.4.7. - A built environment, designed and developed to create a socially integrated community.
- An empowered local community, with responsibility, particularly for funding and managing community facilities.
 - Community facilities should be provided to meet the needs of the whole village.

4. EXISTING CHARACTERISTICS OF RED LODGE: CONSTRAINTS & OPPORTUNITIES

4.1. INTRODUCTION

- 4.1.1. In the past, for many people their first, and perhaps only, view of Red Lodge would have been from the old A11 road. Now that the village has been bypassed, the environmental impact of a major trunk road on a small village has gone, but there remains many issues still to be addressed within the village to create the attractive environment that both existing and future residents demand.

4.2. SETTLEMENT FORM

- 4.2.1. The majority of existing dwellings date from the present century, and are predominately suburban in character, which is not in sympathy with the rural context of the village. However, many of the dwellings are single-storey and low density which reduces their visual impact on the surrounding countryside. The only building of historical interest is the "Red Lodge" public house on Turnpike Road, although it is not a statutory listed building. As a result, the village has no identifiable centre or focus and there is little pattern in the urban form to use as a basis for the expansion of the village.
- 4.2.2. The results of the three day public consultation exercise in the village during July 1996 demonstrated that many of the existing residents chose to live in Red Lodge because of its rural character, particularly its closeness to the countryside. The central heathland and wooded area was cited as a much used and valued feature. It is considered important that these rural characteristics and qualities are protected and enhanced during the expansion of the village and form a key feature in the areas for new development.

4.3. ROAD PATTERN

- 4.3.1. Red Lodge has, for most of its existence, been dominated by the road system. The village originally developed along the old A11 trunk road (Turnpike Road). The road itself is very wide and straight, resulting in a tarmac dominated street-scene. Its trunk road capacity is now totally inappropriate for its new role as a local distributor road. There are also a number of vacant and derelict sites adjoining Turnpike Road, which currently detract from the appearance of the street scene. It still continues to attract use by HGVs and therefore needs to be redesigned to create an attractive distribution road commensurate with the future needs of the village.

- 4.3.2. Warren Road is much narrower than Turnpike Road but it is used as part of an East West link between the A11 and A14. Increased usage has had an unacceptable impact on existing residential properties. In places, it still retains the appearance of an attractive country lane, but the long, straight, sections do invite excessive speeding. In view of the scale of proposed development east of Warren Road, there is a need to provide an alternative route.
- 4.3.3. The new bypass has taken the through traffic out of the village centre. However the junction to the south does not have northern sliproads. As a result the location and design of development, and the road pattern, should minimise the amount of traffic required to pass through the village to the junction to the north of Red Lodge.
- 4.3.4. The new A11 runs close to the village on its western side. New residential development should not be located too near the new road so as to recreate traffic based environmental problems formerly experienced in the village.

4.4. THE CENTRAL AREA

- 4.4.1. The central undeveloped area located between Turnpike Road, Green Lane and Heatherset Way represents a visually and ecologically important element within the existing structure of the settlement. It contains woodland and open heathland, as well as a small lake. It is the only large area of vegetation within the village and, as a consequence, is a significant landscape feature. The low lying levels of the carr woodland is prone to extensive flooding in wetter than average winters, and there is the potential problem of migrating methane gas from the adjoining landfill site. The network of informal footpaths and tracks across this area is clear evidence of long established and frequent use of the heathland and woods. The majority of the central undeveloped area (heath and woodland) was designated in 1990 as a County Wildlife Site because of its nature conservation interest.
- 4.4.2. Interviews with local residents during the three day Master Plan exhibition in July 1996 confirmed that the area is much used and much valued for its recreational, landscape and nature conservation interests. These interviews also confirmed that existing residents felt that the best location for the village centre was within this central area. If this is to be the village centre, it will have to be designed to balance the need to provide an attractive village centre, containing the facilities much needed in the village, with the need to protect the nature conservation interest.
- 4.4.3. Part of the area previously had planning permission for gravel extraction. The current status of this is being considered as part of a review of mineral planning permissions under the Environment Act 1995.

4.5. EXISTING HOUSING AREAS

- 4.5.1. The 1970s housing estate adjoining Heathersett Way has generally not matured well. Many of the boundary fences have become dilapidated. Often there is a lack of established landscaping, together with problems of excessive and speeding traffic, lack of appropriate areas for childrens play and indiscriminate car parking. Environmental improvements are needed to address these problems. It is important that the environmental qualities expected in the new development is matched by improvements in the existing parts of the settlement.

4.6. SOUTHERN AREA AND DEGRADED LAND

- 4.6.1. Within the southern part of the existing settlement there are specific land uses which place a considerable number of environmental and physical constraints upon the formulation of development proposals. The transport depot, the transport café, completed landfill sites, a disused quarry, waste transfer station, scrap yards, coal yard and lorry park all represent a challenge in devising an environmentally attractive plan for the new settlement. Many of these uses are long established, and continue to generate environmental problems for Red Lodge.
- 4.6.2. Each such site is likely to require its own individual solution. This may not be possible to achieve from the outset of the development, but will require careful attention throughout the development process. Existing land owners will need to be involved in the development of the Master Plan and shown how they can be creatively involved in ensuring the successful development of Red Lodge.

4.7. LAND EAST OF WARREN ROAD

- 4.7.1. This is agricultural land which was previously low grade but has, in part, been upgraded in the agricultural land classification by the Ministry of Agriculture, Fisheries & Food (MAFF). MAFF has identified 32 hectares as Grade 3a land. However, this has been disputed by the landowner and a potential developer and is currently under review.
- 4.7.2. The land slopes gently downwards in a northerly direction. The highest point is midway along the southern boundary of the development area (22.4 metres) and the lowest point is at the northern extremity of the development area (16.5 metres); a drop of 5.9 metres. These levels will have an effect on the surface water drainage solution as well as the overall design of the area. Water soakage tests were carried out in 1994 which established that, in general, soakage of the ground is good. This allows the possibility of a soakaway drainage system to deal with surface water runoff.

4.7.3. Many of the existing fields are bounded by mature shelter belts of Scots Pine, Poplar or Beech trees of varying degrees of thickness. These are a distinct local landscape feature, which is very characteristic of Forest Heath District and the wider Breckland. Most such landscapes are designated as an "Environmentally Sensitive Area" (E.S.A.), and of "Local Landscape Value" and offer an opportunity to create a development that complements the surrounding landscape.

4.8. LAND BETWEEN TURNPIKE ROAD AND THE A11 BYPASS

4.8.1. An area of Brecks heathland has been identified by Suffolk Wildlife Trust as being of sufficient nature conservation interest to justify designation as a "County Wildlife Site". The site contains a number of nationally rare plants. This heathland is also visually prominent, due to the adjoining A11 trunk road being elevated in this locality. Any new development needs to take account of these issues.

4.8.2. The land south of Red Lodge Warren, up to Heath Farm Road, is better screened from the A11 trunk road which cuts through an embankment in this locality. Similarly there is a substantial wooded area south of Heath Farm Road, adjoining the River Kennett, which screens the village and enhances the landscape setting of the settlement. In addition, there are small isolated groups of trees or individual specimen trees scattered throughout the wider area, which provides visual interest and their retention will help to soften the impact of new development in the vicinity.

4.9. WIDER LANDSCAPE SETTING

4.9.1. The Development Boundary proposed indicates both the maximum extent of any new development and respects the landscape setting of the village. In particular, the land beyond the boundary to the east is recognised for its quality and requires protection from development. To the west, there are still areas which contain development, not all of which positively contribute to the wider landscape. Some improvements may be achieved by screening and landscaping, but there are pressures for development which will need to be carefully monitored so as to restrict any further impact.

4.10. COMMUNITY FACILITIES

4.10.1. Although there is an existing population of some 1700 (mid 1994 estimate), there are few existing community facilities. The idea of new development without a guarantee to provide such facilities is a cause of serious local concern. An integral part of any new development therefore must be the provision of these facilities to ensure that the whole settlement can be developed as an integrated community.

4.11. INFRASTRUCTURE

- 4.11.1. The current infrastructure has only sufficient capacity to serve the existing dwellings and with some aspects, problems already exist. New development of the scale proposed in the Master Plan will require either major improvements or new approaches to the surface water drainage system, the foul sewerage system and the water supply arrangements.

6. IMPLEMENTATION

6.1. INTRODUCTION

- 6.1.1. Having established the aims of the Master Plan and the proposals required to achieve those aims, the next issue to resolve is the mechanism to secure the implementation of a plan. The guidance given on implementation is vital to the achievement of the objectives of the Master Plan as well as giving prospective developers an understanding of the expectations of the District Council in a clear and unequivocal way. Given the likely timescales associated with the completion of the proposals, the District Council acknowledge the need for flexibility and it is recognised that the structure for the implementation of the proposals should not be so prescriptive as to preclude a review of the plan to meet changing needs and aspirations as the development progresses.
- 6.1.2. Set out below is the District Council's current thinking on the likely structure of controls to secure the development and to ensure that it proceeds in a properly co-ordinated and comprehensive way and not on a piecemeal basis. Piecemeal development will be resisted. Implementation will be secured by a combination of planning conditions and planning obligations under Section 106 Agreements, although the precise formula will be subject to detailed negotiations with the developers.

6.2. THE DEVELOPMENT PROCEDURES

- 6.2.1. In order that development proceeds in a co-ordinated manner, it is essential that all planning applications for the expansion of Red Lodge are submitted in a form which satisfies the following requirements:
- Demonstrates how the proposed development complies with the overall context of the Master Plan guidance.
 - Enables the District Council to assess the application in relation to all relevant guidance contained in the Master Plan, development plans and national planning guidance.
 - Enables individual Section 106 Legal Agreements to be signed which address all implementation issues for the whole site. Each planning permission will be dependent on the prior signing of such a legal agreement.
 - If any variations to the layout of development shown on the Master Plan proposals map are proposed by any application, these variations must be explained and justified in relation to the written guidance in the Master Plan, together with relevant development plan and national planning guidance.
- 6.2.2. Paragraph 13.40 of the Local Plan states that a Legal Agreement would be needed for the development as a whole. In order to achieve this and ensure that the development proceeds in a properly co-ordinated and comprehensive way, it is proposed that a planning application should be made in outline covering the whole of the development area.

- 6.2.3. A draft Section 106 Agreement will be required to accompany this application covering all the required implementation issues. If it proves impossible to issue the outline planning permission, the Council may be prepared to grant planning permission for proposals which cover significant areas of the overall development, provided an accompanying Section 106 legal agreement can be signed which addresses all the implementation issues and is based on the draft 106 Agreement for the development as a whole.
- 6.2.4. Such Legal Agreements, entered into by all developers and landowners with interests in Red Lodge, will ensure a co-ordinated and comprehensive approach to the provision of facilities, the payment of contributions and phasing.

6.3. LEGAL AGREEMENT

- 6.3.1. All planning permissions granted in Red Lodge will be subject to Legal Agreements based on a model Section 106 Agreement covering the whole of Red Lodge. This will control those aspects of development that are not suitable for inclusion in conditions attached to planning permissions. Section 106 Agreements provide a legal framework for the provision of facilities, receiving financial contributions, where appropriate, and restricting or regulating the development, including, for example, phasing. Where the Agreement specifies a requirement to pay a contribution, this will be, in all likelihood, linked to phasing. It will also establish the mechanism for ensuring that the monies, when paid, are used in accordance with the requirements of the Master Plan. No developments in Red Lodge will take place until the related Section 106 Agreements have been signed which address all the required implementation issues.

6.4. COMMENCEMENT OF DEVELOPMENT

- 6.4.1. Although it is not possible to anticipate with any certainty the likely start date for the development, the Council is keen to see the development begin as soon as possible. It is recognised that the timing of implementation will, however, depend upon the economics of the housing market and potential investors will need to take account of the cost of the development itself including the provision of major infrastructure and other planning requirements sought by the District Council. The purpose of this Master Plan and particularly this chapter, is to assist prospective developers in making this assessment.
- 6.4.2. In parallel with the development procedures, the developer will be expected to secure the District Council's approval to its phasing proposals for the development and how each phase interrelates with:
- the disposition of uses: residential, employment, and the provision of retail within a new and enhanced village centre:
 - the provision of off-site infrastructure:
 - the provision of on-site infrastructure, including the new road network, footpath, cycleways and bridleways:

- foul and surface water disposal and the provision of other services;
- structural landscaping, the provision of open space and allotments;
- the provision of social and community facilities.

6.5. PHASING OF DEVELOPMENT

- 6.5.1. The issue of whether development in the settlement should be phased, and whether specific areas should be given timescales for development, depends on a number of issues. The provision of new infrastructure will have a considerable bearing on the potential for development in the early stages. The most obvious solution is to have an agreement with major developers and landowners involved in Red Lodge to ensure development is phased to the benefit of encouraging cohesive development at Red Lodge, to minimise the impact on existing residents, ensure the timely provision of community facilities and environmental improvements and the need to provide employment and local services for the residents.
- 6.5.2. Appendix D outlines the District Council's suggested phasing of community facilities, infrastructure provision and environmental improvements relative to housing provision. This will provide the starting point for negotiations with developers, and other interested parties, on the Section 106 legal agreement.
- 6.5.3. The phasing proposals should comply with the guidance given in this Master Plan.
- 6.5.4. It is understood that potential developers of Red Lodge are currently predicting a building rate of about 50 dwellings completed during the first year, raising to up to 150 dwellings per annum in later years. This means that it is likely to take at least 10 to 15 years to complete the 1500 additional dwellings. 1998 will be the earliest year that the development process can start, and it may take up to the year 2013 to complete the planned expansion.
- 6.5.5. The District Council will consider using its powers of compulsory purchase if developers are unable to reach a reasonable agreement with landowners, and the land in question is considered to be vital for the successful implementation of the Master Plan proposals.

6.6. THE MOVEMENT NETWORK

- 6.6.1. The District Council's policies and proposals in relation to the movement network within the development and the manner by which it links to strategic network are set out at section 5.3. The developer's transport proposals will be expected to comply with the Integrated Transport policy currently being formulated by Central Government.

6.6.2. Accordingly, in addition to the route, categorisation and design of roads, cycleways and footpaths the developer will be required to submit for approval proposals for:

- off-site highway improvements to accommodate traffic generated by the development;
- traffic calming both within the existing and proposed residential areas to achieve vehicular speed restraint;
- the encouragement of cycling including segregation and secure parking;
- the encouragement and enhancement of public transport;
- the route and specification of the "circular" bridleway; and
- car parking provision.

6.7. VILLAGE CENTRE

6.7.1. The village centre consists of private commercial development, such as shops, offices and dwellings, together with public facilities. It will be necessary to co-ordinate these two types of development in order to achieve a shared approach to access, a village square, parking and landscaping provision. Legal agreements will be sought to address these issues. It is also important that a village centre is created at an early stage around the community centre and the school.

6.8. HOUSING

6.8.1. Prior to the submission of detailed proposals for each individual residential development area, the Developer will be required to secure the District Council approval for the overall residential component of the development, in particular:

- for the provision of communal amenity or open space;
- density and site coverage within each development phase;
- proposals to achieve a balanced mix of housing (including details of social housing provision) by size, type and management regime;
- the mechanism for the delivery of social housing.

6.8.2. Detailed proposals for the layout and design of housing will be expected to follow the guidance in the Master Plan.

6.9. PROTECTION AND IMPROVEMENT OF EXISTING RESIDENTIAL AREAS

6.9.1. With such a major comprehensive development involving a construction period likely to last many years, there will be an inevitable impact upon the amenity of the surrounding area, in particular, upon the existing residents. The District Council recognises the importance

of, so far as possible, minimising the impact of construction activity on existing residents and will seek to put in place a regime of environmental controls including:

- measures to limit construction hours and the routing of construction traffic;
- acoustic limits for construction activity;

6.9.2. As identified in Section 5.6, the developer is expected to play an active role in improving the environment of the existing residents of the village. The developer will be expected specifically to respond positively to the recommendations to emerge from the Village Appraisal, and subsequent feasibility studies, and to fund or contribute to the funding of such measures.

6.10. DEVELOPMENT FOR EMPLOYMENT PURPOSES

6.10.1. Given the existing size of Red Lodge, it is important that more local employment opportunities start to occur within the village at an early stage in the expansion process. Housing growth and employment growth need to be phased to occur in a parallel and co-ordinated manner, and these issues will be addressed by the Section 106 legal agreement. The District Council will consider being actively involved in the implementation of employment opportunities.

6.11. PROVISION OF COMMUNITY FACILITIES AND ENVIRONMENTAL IMPROVEMENTS

6.11.1. Section 5.8 identified those community facilities which the District Council consider to be necessary to serve the needs of the new community. This falls broadly into two categories:

- social infrastructure in the shape of a new community centre, educational facilities and an all weather, floodlit, multi-use sports pitch.
- environmental improvements to the road system as well as general improvements to the environment of the existing village which are identified as in need of major improvements.

6.11.2. In particular, the District Council will require the developer to contribute to the funding or provide under Section 106 Agreements:

- a community centre to the specification agreed with the Parish Council, the District Council and the Millennium Commission;
- a contribution to educational facilities, including a two form entry first school in accordance with a specification to be agreed with the County Council as the Education Authority and provision of places at middle and secondary schools;
- specialist outdoor sport facilities in accordance with an agreed specification and transferred to the District Council for nominal consideration;

- the laying out of a Village Square to be transferred to the District Council for nominal consideration and payment of a commuted sum for future maintenance;
- the laying out of Nature Conservation areas and nature reserve in accordance with a specification to be agreed with the District Council in consultation with the Suffolk Wildlife Trust; and
- the payment of contributions to the District Council for the provision of environmental improvements to the village including Turnpike Road and Warren Road, potential contamination clean-up costs, restoration of landfill areas, etc.

6.11.3. More detailed particulars can be found at Appendices C and D.

6.11.4. Whilst it is recognised that in phasing terms, the need for each element of the community facilities will arise at different times, the more appropriate mechanism to ensure their delivery is a prohibition on the occupation of a specific number of houses pending provision or funding. This is a typical arrangement for a large development of this nature.

6.12. LANDSCAPE, OPEN SPACE AND NATURE CONSERVATION

6.12.1. The objectives of the District Council in relation to these issues are set out in some detail at section 5.9. Prior to the submission for approval of detailed landscape proposals for each development phase, the Developer will be required to secure approval to a landscape Master Plan (including, where appropriate, planting plans) for the whole development, identifying proposals for:

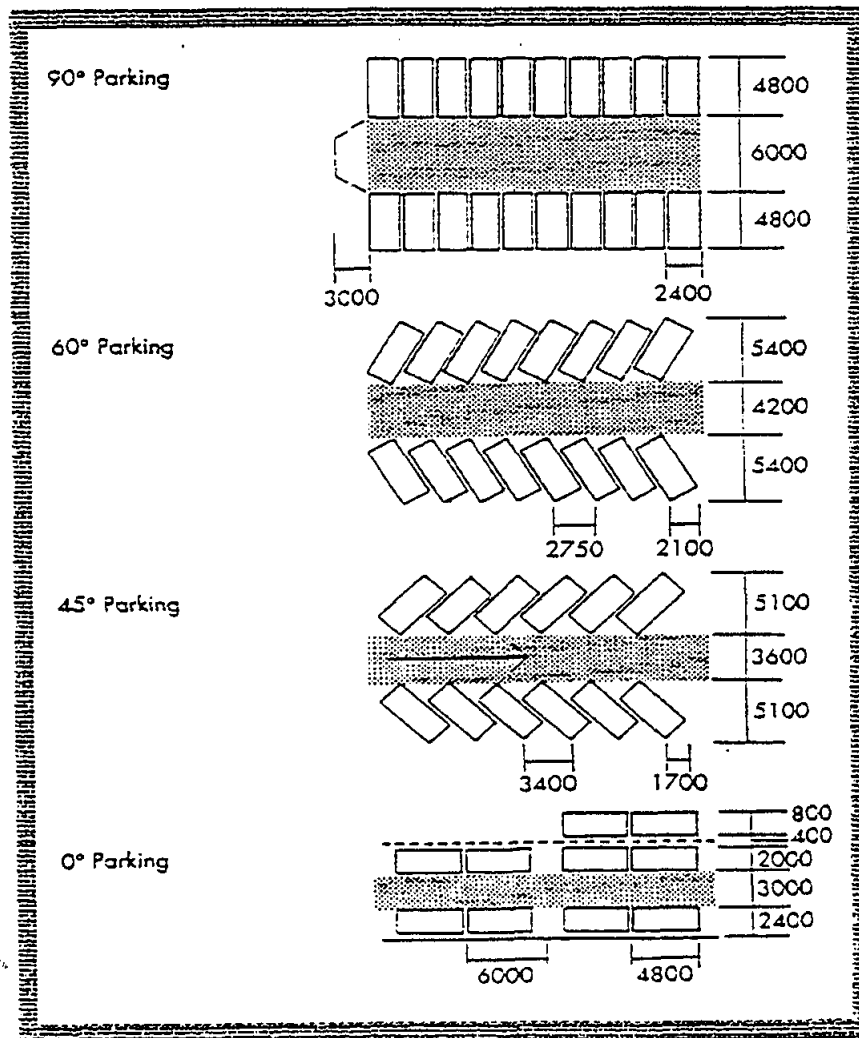
- landscape design concepts and overall landscape framework;
- ground modelling;
- structural landscaping within the development area and, in particular, the outer edge of the development and its relationship with open countryside;
- the disposition and treatment of open space within the development and how this links with the disposition of different land uses and the movement network outlined in section 5.2;
- the disposition and treatment of nature conservation areas/reserves;
- the disposition of "countryside wedges" referred to in section 5.9.7; and
- the protection of existing green belts.

- 6.14.6. It is anticipated that all eligible roads will be adopted for maintenance by the Highway Authority (Suffolk County Council). Details of adoption requirements can be found in Chapter 6 of the Suffolk Design Guide. The County Council will also be responsible for maintaining the new school and public rights of way. However, the Red Lodge Parish Council will be encouraged to enter a Parish Paths Partnership Scheme with the County Council, similar to existing schemes elsewhere in Forest Heath District, e.g., Lakenheath.
- 6.14.7. As outlined in Section 5.7, open spaces will generally be laid out and landscaped in order to minimise maintenance costs.
- 6.14.8. It is anticipated that the following range of Authorities, organisations and groups could be involved in the maintenance of public areas of Red Lodge.
- Forest Heath District Council.
 - Suffolk County Council.
 - Red Lodge Parish Council.
 - Community Centre Management Trust.
 - A village Management Trust.
 - Existing Community Groups in Red Lodge.
 - Anglian Water Services.
 - Suffolk Wildlife Trust.
 - Brecks Countryside Management Project.
 - Allotment Association.
 - Any commercial leisure/sports facility provider.

wap/redlodge/masterplan/a1tc6mar98

SUFFOLK LOCAL PLANNING AUTHORITIES

SUFFOLK ADVISORY CAR PARKING STANDARDS



JUNE 1995

1. Introduction

- 1.1 The purpose of the parking standards contained in this document is to ensure, in normal circumstances most commonly encountered, that parking and manoeuvring space is provided within the curtilage of development sites to cope with the traffic likely to be generated by that particular land use. It is expected that these standards will be met thus preventing a rise in on-street parking, interference with free flow of traffic and congestion.
- 1.2 The standards have been prepared taking into consideration the number and type of vehicles likely to be generated by the particular land use and reflect the normal minimum requirements for parking spaces. Where a proposed development is not specifically included in these standards the parking requirement will be assessed by taking into account experience of similar developments and the particulars of the specific application including the numbers of vehicles likely to be generated by the use and whether vehicles belong to the occupants or visitors.
- 1.3 Where a development will include two or more uses each use will be assessed separately for its parking requirement. If it can be demonstrated that such uses will not be carried out concurrently, shared use of parking areas may be considered.
- 1.4 Having regard to the advice contained in Planning Policy Guidance Note 13 discretion will be used in the application of the standards to sites in already congested urban areas, which have poor access for vehicles but which have good access to means of travel other than the private car.

2. Commuted Payments

- 2.1 Although the total parking provision will normally be expected to be provided within the curtilage of a development site, the local planning authorities may be prepared, where circumstances are appropriate, to consider commuted payments for the provision of parking areas at a convenient location offsite or in appropriate circumstances for measures to assist public transport or other means of travel. Advice is given by the Secretary of State for the Environment in DoE Circular 1/85 and its appendices with regard to conditions and the reasonableness of commuted payments.

3. Service Vehicles

- 3.1 Service vehicles will be required to enter and leave the highway in forward gear and have sufficient space on site for manoeuvring. An indication of the minimum number of service vehicle bays and their size will be given within the standards.

4. Dimensions

- 4.1 Each car parking space shall be a minimum of 4.8m x 2.4m unless otherwise agreed and spaces for the physically handicapped should represent approximately 5% of the total number. Those spaces should have a minimum width of 3.3 metres.

5. Calculations

- 5.1 When calculating the number of spaces for the development proposed the result shall be rounded up to the next highest whole number if the original calculation produces a decimal number.

1.0 SHOPPING

- 1.1 In defined central area locations the number of spaces provided on site may need to be reduced on overall planning grounds where local plan policies allow but should not be less than the 1 per 200sq m requirement for operational space. Operational spaces are those required to enable the building to function within its intended land use not for long stay convenience staff parking. The short fall can be made up by commuted payments.

| DEVELOPMENTS | GROSS FLOOR- AREA (sq m) | GUIDE FOR LORRY PARKING REQUIRED | CAR PARKING REQUIRED |
|---|-----------------------------|--|--|
| 1.2 SHOPS | Up to 499 | Room for one 16.5m lorry | One space per 25 sq m |
| | 500 - 2000 | Room for one 16.5m lorry per 1000 sq m | 20 spaces plus one space per 15 sq m above 500 sq m |
| | Above 2000 | Room for one 16.5m lorry per 1000 sq m | 120 spaces plus one space per 10 sq m above 2000 sq m |
| 1.3 FOOD SUPERMARKETS AND SUPERSTORES | | Room for one 16.5m lorry per 1000 sq m | One space per 10 sq m |

2.0 RETAIL WAREHOUSES

| DEVELOPMENTS | GROSS FLOOR- AREA (sq m) | GUIDE FOR LORRY PARKING REQUIRED | CAR PARKING REQUIRED |
|--|-----------------------------|--|--|
| 2.1 NON FOOD RETAIL | | | |
| Fiat Pack Use | | One 16.5m lorry space per 500 sq m | One space per 15 sq m |
| DIY Use | | One 16.5m lorry space per 500 sq m | One space per 18 sq m |
| Furniture Use | | One 16.5m lorry space per 500 sq m | One space per 40 sq m |
| 2.2 GARDEN CENTRE | | | |
| | | One 16.5m lorry space per 500 sq m | One space per 15 sq m of covered sales area + negotiated spaces for external use |
| 2.3 OTHER RETAIL WAREHOUSING | | | |
| | | One 16.5m lorry space per 500 sq m | One space per 30 sq m |
| 2.4 CAR ACCESSORIES (Tyre Centre, exhausts, drive in service) | | | |
| | | One 16.5m lorry space per 500 sq m | Three spaces per service bay, excluding the service bay |

3.0 OFFICES

- 3.1 In defined central area locations the number of spaces provided on site may need to be reduced on overall planning grounds where local plan policies allow but should not be less than 1 per 200sq.m requirement for operational space. Operational spaces are those required to enable the building to function within its intended land use not for long stay convenience staff parking. The short fall of spaces can be made up by commuted payments.

| | DEVELOPMENTS | GROSS FLOOR- AREA (sq m) | GUIDE FOR LORRY PARKING REQUIRED | CAR PARKING REQUIRED |
|-----|---|-----------------------------|--|--------------------------|
| 3.2 | FINANCIAL AND PROFESSIONAL SERVICES | Up to 499 | Room for one 7m lorry | One space for 20sq m |
| | (Use Class A2 including offices where the service is provided principally to visiting members of the public) | Over 500 | Room for one 16.5m lorry | One space per 20 sq m |
| 3.3 | GENERAL | Up to 499 | Room for one 7m lorry | One space per 25 sq m |
| | (Use Class B1) | Over 500 | Room for one 16.5m lorry | One space per 25 sq m |

4.0 COMMERCIAL DEVELOPMENTS

| | DEVELOPMENTS | GROSS FLOOR-AREA (sq m) | GUIDE FOR LORRY PARKING REQUIRED | CAR PARKING REQUIRED |
|-----|---|-------------------------|---|---|
| 4.1 | LIGHT INDUSTRY RESEARCH AND DEVELOPMENT (Use Class B1) | Up to 499 | Room for one 7m lorry | One space per 25 sq m |
| | | Over 500 | Room for one 16.5m lorry per unit | One space per 25 sq m |
| 4.2 | BUSINESS/INDUSTRY (Use class B2) | Up to 249 | Room for one 7m lorry | One space per 30 sq m |
| | | Over 250 | Room for one 16.5m lorry per unit | One space per 30 sq m |
| 4.3 | WAREHOUSING This standard will only apply where the development is specially designed for storage or as a distribution centre within Use Class B8. If the building has the potential to be converted to other Business uses, those higher standards must be met. By agreement, part of this provision could be deferred provided that adequate land within the site is available | | One 16.5m lorry space per 250 sq m | A minimum of 3 spaces plus one space per 150 sq m |
| 4.4 | WAREHOUSING CASH AND CARRY (WHOLESALE) | | A minimum of 3 16.5m lorry spaces and one 15m lorry space every 1500 sq m | One space per 30 sq m |

| DEVELOPMENTS | GROSS FLOOR- AREA (sq m) | GUIDE FOR LORRY PARKING REQUIRED | CAR PARKING REQUIRED |
|-----------------------------|-----------------------------|---|--|
| 4.5 MOTOR VEHICLE REPAIR | | A minimum of 1 16.5m lorry space plus one 15m lorry space for every 1500 sq m | 3 spaces per bay plus staff parking |
| 4.6 CAR SALES | | A minimum of 1 16.5m lorry space plus one 16.5m lorry space for every 1500 sq m | A minimum of 2 car spaces plus one car space per 40 sq m of area used for the display or storage of vehicles for sale. Space to be clearly marked for customer parking |
| 4.7 HAULAGE DEPOTS | | | One space per HGV plus office as 3.3 above |

5.0 RESIDENTIAL DEVELOPMENT

5.1 In addition to the standards quoted below (5.2) for each 5 dwellings proposed 1 unassigned space shall be provided for visitor and service parking. These spaces, if located and constructed in accordance with Highway Authority guidance, are likely to be adopted by the Highway Authority.

5.2 HOUSES AND FLATS

| | | |
|------|---|--|
| i) | Dwellings of 2 or fewer bedrooms with private grouped unassigned parking courts | Three spaces per two dwellings |
| ii) | Dwellings of 3 or more bedrooms with private grouped unassigned parking courts | Two spaces per dwelling |
| iii) | Dwellings of 3 or fewer bedrooms - parking within the curtilage of the dwelling | Two spaces per dwelling which may include garage provision |
| iv) | Dwellings of 4 or more bedrooms - parking within the curtilage of the dwelling | Three spaces per dwelling which may include garage provision |

5.3 RETIREMENT HOMES

These schemes are in the main provided by the private sector and are Leasehold Schemes for the Elderly (LSE). The District Council will normally require developers to enter legal agreements restricting occupation to elderly persons. The normal standards for houses/flats will apply if no lower age is to be agreed. The rate of parking provision applicable is dependent upon the age of the occupants and the location of the scheme. The towns set out in the list at the rear of these standards will be taken as "urban". All other villages will be termed "rural".

Parking Spaces per Residential Unit

| Min Age | "Rural" | "Urban" |
|---------|---------|---------|
| 55 | 1.5 | 1 |
| 60 | 1 | 0.67 |
| 65 | 0.75 | 0.5 |
| 70 | 0.5 | 0.33 |

5.4 WARDEN SERVICED HOUSING FOR THE FRAIL ELDERLY

The District Council will normally require developers to enter legal agreements restricting occupation to persons over 60. The normal standard for houses/flats will apply, if no or a lower age limit is to be agreed. This includes Local Authority Category 2 Sheltered Accommodation.

Two spaces per warden and one space per 4 dwellings.

5.5 COMMUNITY HOMES

Homes for children, physically and mentally handicapped adults and children

One space for each member of residential staff and one space per 2 members of day staff and 1 space per 3 beds

5.6 HOMES IN MULTIPLE OCCUPATION

Where housing needs are paramount (not holiday bedsits)

2 spaces per 3 rooms

6.0 HOTELS, CONFERENCE CENTRES, RESTAURANTS, PUBLIC HOUSES

| DEVELOPMENT | GUIDE FOR LORRY PARKING | CAR PARKING REQUIRED |
|----------------------------------|--|-----------------------------------|
| 6.1 HOTELS | One lorry/coach parking space per 100 bedrooms with adequate and safe facilities for turning a vehicle | 1 car space for each bedroom |
| Restaurant and Bars within Hotel | | 1 space per 4 sq m of public area |
| 6.2 CONFERENCE CENTRES | | 1 space per 3 seats |
| 6.3 EXHIBITION HALLS | | 1 space per 6 sq m |

Note: Where Conference Centres and/or exhibition halls are to be developed in conjunction with a Hotel the standards should be additive but with a reduction on conference centre space equivalent to one seat per bedroom.

| | | |
|---|-----------------------|---------------------------------------|
| 6.4 RESTAURANTS, CAFES, PUBLIC HOUSES AND WINE BARS | One 16.5m lorry space | 1 car space per 4 sq m of public area |
|---|-----------------------|---------------------------------------|

Note: In Town Centres where a reasonable provision of publicly available spaces already exist the Local Planning Authority will use its discretion in the application of this Standard, particularly involving the conversion of an existing commercial building.

| DEVELOPMENT | GUIDE FOR LORRY PARKING | CAR PARKING REQUIRED |
|--|--|---|
| 6.5 . TRANSPORT CAFE (HGV) | Cafes principally for lorry drivers - one 16.5 m lorry space per 2 sq m of dining area | |
| 6.6 ROADSIDE RESTAURANT | | Catering principally for the motorist. One car space per 3 sq m of dining area but in a situation where a change of use to a transport cafe (HGV) is possible it may be necessary to set the provision at one 16.5m lorry space per 2 sq m of net public floor area |
| 6.7 GUEST HOUSE, BOARDING HOUSE AND MOTELS | | One space per letting bedroom plus 2 spaces for proprietor |

7.0 PLACES OF ENTERTAINMENT, RECREATION AND COMMUNITY USE

| DEVELOPMENT | GUIDE FOR LORRY/COACH PARKING REQUIRED | CAR PARKING REQUIRED |
|---|--|--|
| 7.1 CINEMAS, THEATRES, BINGO HALLS, PUBLIC HALLS, DANCE HALLS | Room for one 16.5m lorry | One space per 3 persons as licensed by fire officer |
| 7.2 LIBRARIES AND MUSEUMS | Room for one 7 m lorry | One space per 30 sq m public floor area |
| 7.3 PLACES OF WORSHIP | Room for one coach | One space per 10 sq m public floor area |
| 7.4 SPORTS FACILITIES | One coach space per two pitches for team sports | 20 spaces per pitch (Football, Cricket, Rugby etc) plus one space per ten spectator seats |
| 7.5 SWIMMING POOLS, GYMNASIA AND SPORTS HALLS | One coach space | One car parking space per 10 sq m public area |
| 7.6 SQUASH CLUBS | | 3 spaces per court |
| 7.7 TENNIS AND BADMINTON CLUBS | | 6 spaces per court |
| 7.8 GOLF CLUB AND CLUB HOUSE Other facilities will require additional parking at the appropriate standard | | 100 spaces minimum 150 desirable for 18 holes |
| 7.9 GOLF DRIVING RANGE | | 2 spaces per tee |

8.0 MEDICAL ESTABLISHMENTS

8.1 Hospitals

One car parking space per doctor or surgeon. In addition, a minimum of one parking space for every bed or private room whichever is the greater to serve the requirements of other staff and visitors. Additional space will be required when an outpatients department is provided.

8.2 Health Centres or Clinics

One car parking space for every practitioner (eg doctor, dentist), one car parking space for every 2 members of other staff present at the busiest time and 6 visitor car parking spaces for each consulting room. The 6 spaces may be reduced to 3 in urban areas.

8.3 Nursing Homes

One space for each member of residential staff and 1 space per 2 members of day staff and 1 space per 3 beds.

9.0 EDUCATION

DEVELOPMENT

GUIDE FOR LORRY/COACH
PARKING REQUIRED

CAR PARKING REQUIRED

9.1 SCHOOLS

Operational Requirements

One lorry/coach parking space with adequate and safe facilities for turning the vehicle

One space per teaching staff member

One space per 2 ancillary/administrative staff

Visitor spaces, a minimum of 6 or 1 space per 25 pupils whichever is the greater subject to a maximum of 20. Where parents parking has been provided at the site the visitors' spaces standard may be reduced or dispensed with

Parents Parking

Primary Schools

One space per 10 pupils on roll

Given the wide variation in the type, size and location of primary schools and of the means of access to such schools the Local Planning and Highway Authorities will undertake a detailed assessment of each application in order to determine, in each case, the way in which this standard is applied

DEVELOPMENT

GUIDE FOR LORRY/COACH
PARKING REQUIRED

CAR PARKING REQUIRED

Middle/Upper Schools

To be determined on the individual circumstances of the case but subject to a maximum of 30 spaces. Where circumstances permit the parents parking standard may be reduced or dispensed with but the onus will rest with the applicant to justify why such a reduction in standard should be made.

9.2 COLLEGES OF FURTHER
EDUCATION

One space per 8 students

One space per teaching
member of staff

One space per 2
administrative/ancillary staff

The following towns will be considered "urban", for the purposes of car parking standards:

ALDEBURGH
BECCLES WITH PARTS OF WORLINGHAM
BRANDON
BURY ST EDMUNDS WITH PARTS OF FORNHAM ALL SAINTS,
FORNHAM ST MARTIN AND HORRINGER
BUNGAY
DEBENHAM
EYE
FELIXSTOWE WITH PARTS OF TRIMLEY ST MARTIN AND TRIMLEY ST
MARY
FRAMLINGHAM
HADLEIGH
HALESWORTH WITH PARTS OF HOLTON
HAVERHILL
IPSWICH WITH PARTS OF BELSTEAD, KESGRAVE, MARTLESHAM,
PURDIS FARM, RUSHMERE ST ANDREW, SPROUGHTON AND
WASHBROOK
LEISTON
LOWESTOFT WITH PARTS OF OULTON AND CARLTON COLVILLE
MILDENHALL
NEEDHAM MARKET
NEWMARKET
SAXMUNDHAM
SOUTHWOLD WITH PARTS OF REYDON
STOWMARKET WITH PARTS OF STOWUPLAND
SUDBURY WITH PARTS OF CHILTON AND GREAT CORNARD
WOODBIDGE WITH PARTS OF MELTON.

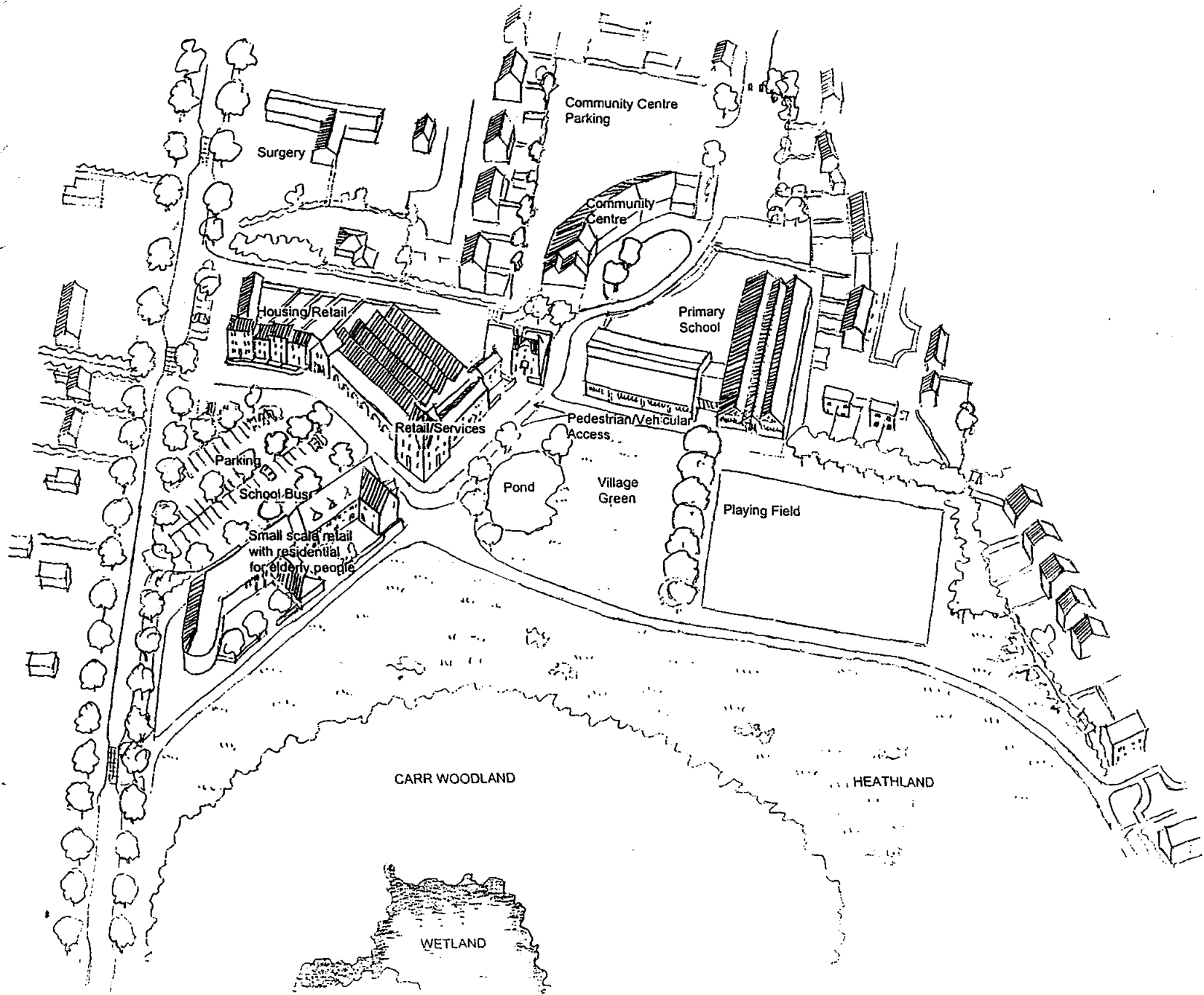
dgp/docs/CARPARKING

Cycle Parking Standards

| Land Use Ref. | Description of Land Use | Required Parking Standard |
|---------------|---|--|
| A1 | Blocks of flats and low-rise high density housing schemes without garage provision (eg Housing Association schemes) | <p>(i) If garages to be provided for each unit, no cycle parking provision for residents or visitors will be required for residents or visitors</p> <p>(ii) If garages are not provided per each unit, require long-term (L/T)³ cycle parking provision for residents on basis of:</p> <p>(a) two cycle spaces per dwelling (two beds or more)</p> <p>(b) one cycle space per dwelling (one bed only)</p> <p>In addition, short-term (S/T)³ cycle parking provision for visitors of one cycle space per eight units.</p> |
| A3/A4 | Sheltered Housing/Community Homes | <p>(i) One space per four staff of L/T provision.</p> <p>(ii) Five spaces per 100 beds for both visitors and residents together: L/T provision for residents and S/T provision for visitors.</p> |
| B1 | Industry | <p>(i) One space per 46.5m²/500 sq ft of floorspace for staff in L/T provision.</p> <p>(ii) One space per 186m²/2,000 sq ft of floorspace for visitors in S/T provision.</p> |
| B2/B3 | Warehousing (including cash & carry wholesale warehouses) | <p>(i) One space per 93m²/1,000 sq ft of floorspace for staff in L/T provision</p> <p>(ii) One space per 372m²/4,000 sq ft of floorspace for visitors in S/T provision.</p> |
| B4/B5 | Hi-Tech Industry/Offices | <p>(i) One space per 46.5m²/500 sq ft of floorspace for staff in L/T provision.</p> <p>(ii) One space per 93m²/1,000 sq ft of floorspace for visitors in S/T provision.</p> |

Cycle Parking Standards

| Land Use Ref. | Description of Land Use | Required Parking Standard |
|---------------|---|--|
| B6/B7 | Shops (including retail warehouses) | <ul style="list-style-type: none"> (i) Two spaces per 93m²/1,000 sq ft of food retail floorspace for staff in L/T provision. (ii) One space per 93m²/1,000 sq ft of food retail floorspace for customers in S/T provision. (iii) One space per 93m²/1,000 sq ft of non-food retail floorspace for staff in L/T provision. (iv) One space per 186m²/2,000 sq ft of non-food retail floorspace for customers in S/T provision. |
| B12 | Hotels & Motels (including Guest Houses) | <ul style="list-style-type: none"> (i) One space per four staff in L/T provision. (ii) One space per ten beds (not bedrooms) for resident visitors in L/T provision. (iii) One space per 23m²/250 sq ft of restaurant/entertainments area for non-residents in S/T provision. |
| B13/B14 | Public Houses, Licensed Clubs and Restaurants | <ul style="list-style-type: none"> (i) One space per four staff in L/T provision. (ii) One space per 12m²/125 sq ft of floorspace in S/T provision. |
| B15/B16 | Roadside Restaurants and Transport Cafes | <ul style="list-style-type: none"> (i) One space per four staff in L/T provision. (ii) One space per 23m²/250 sq ft of floorspace in S/T provision. |
| C1 | Places of Worship | One space per five seats, including staff in S/T provision. |
| C3 | Health Centres, Surgeries and Clinics | <ul style="list-style-type: none"> (i) One space per four staff in L/T provision. (ii) One space per consulting room for patients and carers together in S/T provision. |
| D1 | Places of Assembly | <ul style="list-style-type: none"> (i) No special provision for staff (ii) One space per every 8m² of floorspace in L/T provision. |
| E1 | Schools and Colleges of Further Education | <ul style="list-style-type: none"> (i) One space per five staff in L/T provision. (ii) One space per three students in L/T provision. |



Surgery

Community Centre
Parking

Community
Centre

Housing/Retail

Primary
School

Retail/Services

Pedestrian/Vehicular
Access

Parking

School Bus

Pond

Village
Green

Playing Field

Small scale retail
with residential
for elderly people

CARR WOODLAND

HEATHLAND

WETLAND

RED LODGE DEVELOPERS' CONTRIBUTIONS

- a) THOSE FACILITIES AND INFRASTRUCTURE COSTS WHICH WILL BE PROVIDED BY DEVELOPERS AS AN INTEGRAL PART OF EACH DEVELOPMENT AREA.
- On-site infrastructure work.
 - Open space; e.g., structural landscaping, landscaped incidental space, childrens play areas, sports pitches/greens, changing facilities and parking necessary to comply with the NPFA standards for their development.
 - Commuted sum payments to highways and open space maintenance.
 - Strategic pedestrian/cycle routes within or adjoining development areas to the standard required.
 - Noise attenuation necessary to comply with PPG24.
 - Costs associated with the redevelopment of sites of existing bad neighbour use, e.g., contaminated land and relocation costs.
 - Social Housing
 - Provision of land for circular bridleway.
- b) FACILITIES TO BE FUNDED BY DEVELOPERS THROUGH A CENTRAL DEVELOPMENT FUND.
- Community Centre
 - Land acquisition, infrastructure and landscaping relating to the proposed village centre.
 - Off-site infrastructure improvements essential for highway safety or for drainage and water supply.
 - Environmental improvements to Turnpike Road, the existing residential areas and the central undeveloped area comprising of heathland and carr woodland.
 - Educational facilities.
 - Gateway and traffic calming of Turnpike and Warren Roads.
 - Community development costs.
 - Hard-surfaced outdoors sports facilities, e.g., all-weather floodlit surface, tennis courts, running track.
 - Contribution to the cycleway link to Kennett Railway Station.
 - Public Art
 - Management and interpretation of nature conservation areas.
 - South facing slip road off the A11 south of Red Lodge.
 - Bus stops and shelters, plus subsidies during the expansion period to establish improved bus services.

SUGGESTED RED LODGE IMPLEMENTATION

| No. of Houses | Start | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1600 | Land Requirement | Proposed Implementation Agency |
|--|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------------------------|--|
| | | | | | | | | | | | | | | | | | | |
| 1. On-Site Infrastructure | | | | | | | | | | | | | | | | | Yes | Developer |
| 2. Integral Landscaping & Open Space | | | | | | | | | | | | | | | | | Yes | Developer |
| 3. Highway / open space maintenance | | | | | | | | | | | | | | | | | Yes | SCC/FHDC/RLPC |
| 4. Pedestrian/Cycle Routes within or adjoining development | | | | | | | | | | | | | | | | | Yes | Developer |
| 5. Attenuation Where Relevant | | | | | | | | | | | | | | | | | Yes | Developer |
| 6. Redevelopment of Existing Bad Neighbour Uses | | | | | | | | | | | | | | | | | Yes | Developer |
| 7. Social Housing | | | | | | | | | | | | | | | | | Yes | Housing Ass/FHDC/Developer |
| 8. Circular Bridleway | | | | | | | | | | | | | | | | | Yes | Developers FHDC |
| 9. Community Centre | | | | | | | | | | | | | | | | | FHDC | RLPC |
| 10. Village Centre Infrastructure/ Landscaping | | | | | | | | | | | | | | | | | Yes | Developer/FHDC/SCC |
| 11. Off-site Infrastructure | | | | | | | | | | | | | | | | | Yes | AWS or similar (Drainage/Water) SCC or Developer (Highways) |
| 12. Environmental Improvements | | | | | | | | | | | | | | | | | Yes | Various |
| 13. Educational Facilities | | | | | | | | | | | | | | | | | Yes | SCC |
| 14. Traffic Calming & Gateways Turnpike and Warren Rds | | | | | | | | | | | | | | | | | Highway Land | SCC/Developers |
| 15. Community Development | | | | | | | | | | | | | | | | | No | RLPC/SACRE |
| 16. Hard Surfaced Outdoor Sport | | | | | | | | | | | | | | | | | Yes | Developers/FHDC/RLPC |
| 17. Cycle Link to Railway Station | | | | | | | | | | | | | | | | | Possible Land Purchase | Developers/FHDC |
| 18. Public Art | | | | | | | | | | | | | | | | | | Developers |
| 19. Nature Conservation Interpretation & Management | | | | | | | | | | | | | | | | | No | SWT / RLPC |
| 20. A11 Slip Road | | | | | | | | | | | | | | | | | Highway Land | Developer / H.A. / C.C.C |
| 21. Bus Stops/Shelters & Subsidies | | | | | | | | | | | | | | | | | Yes | SCC/FHDC/RLPC, Bus Companies |

Key
 FHDC=Forest Heath District Council
 RLPC=Red Lodge Parish Council
 AWS=Anglia Water Services
 SACRE=Suffolk Action with Communities Rural England
 H.A.=Highways Agency
 C.C.C.=Cambridge County Council
 SCC=Suffolk County Council

SUGGESTED RED LODGE IMPLEMENTATION

EXPLANATORY NOTES

- 1-3 - Continuous requirement
- 4 - Continuous requirement in order to create a comprehensive network.
- 5 - Essential requirement where relevant.
- 7 - Continuous requirement after 50 dwellings based on Policy 4.26
- 8 - Continuous land requirement
- 9 - £350,000 required from developers by the end of 1999
- 10 - Complete by the half-way stage, 750 dwellings
- 11 - AWS advise that drainage improvements are required after 50 dwellings
- 12 - Programme of improvements throughout the development period. Turnpike Road is the main priority.
- 13 - Brought forward from the Local Plan guidance as the next priority after the Community Centre.
- 15 - Main need is in the early years in order to continue the current work by Suffolk ACRE, linked with the setting up of the Community Centre.
- 6, 14 and 16 to 21 - More flexible requirements to those above, most elements currently anticipated in the latter half of the implementation process.

C O U N T Y W I L D L I F E S I T E S

S I T E S H E E T - F O R E S T H E A T H D I S T R I C T

Site Name: Red Lodge

Parish: Red Lodge

Grid Ref: TL 696700

Map No: 67SE/66NE

Area: 18ha

Description of Features:

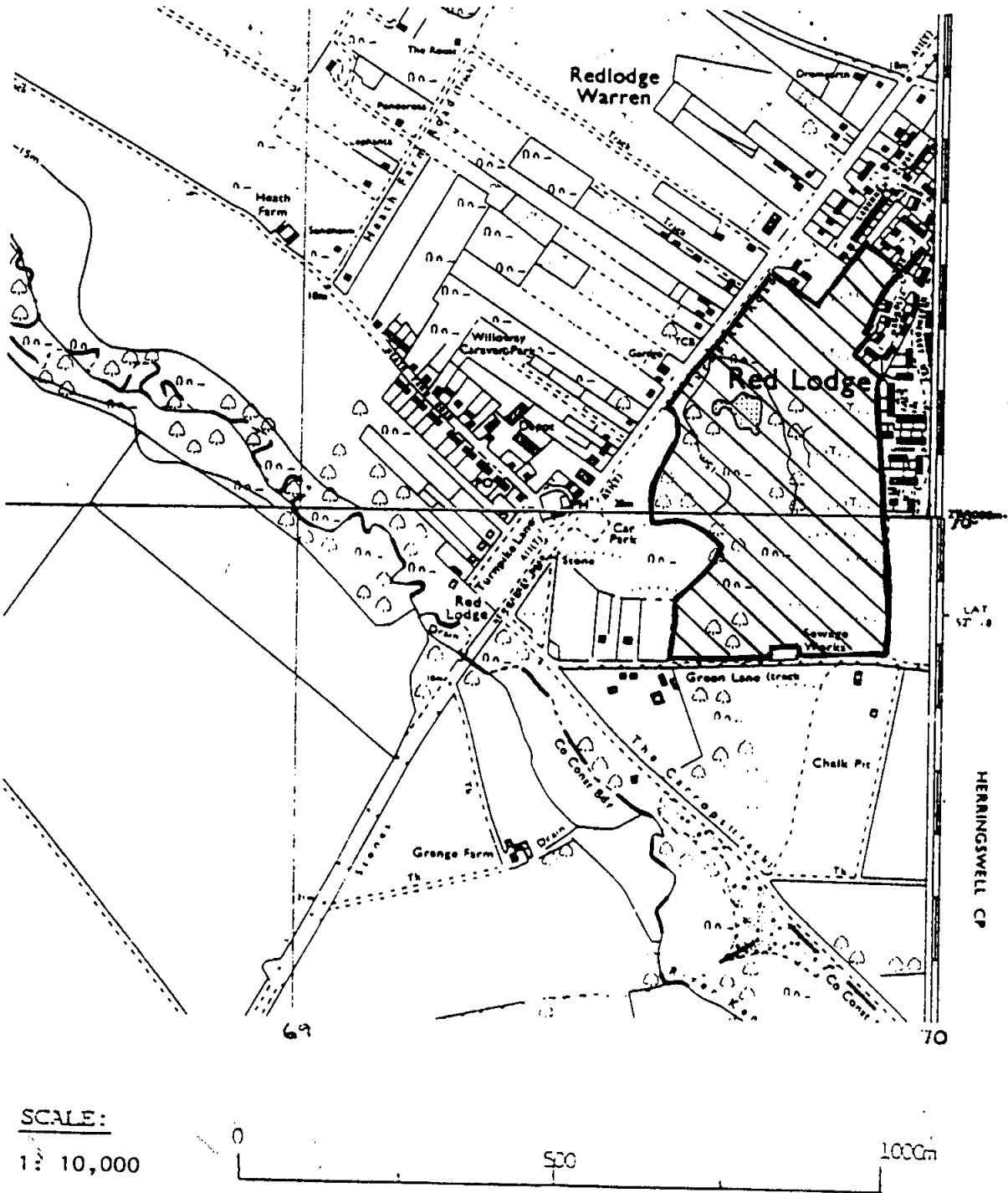
This site has two main habitats. The central area contains a large pond derived from sand and gravel extraction, surrounded by woodland. The pond itself is currently too shaded to support an extensive aquatic flora, but where the light does manage to reach the pond edges, water forget-me-not, watercress and reedmace grow. The woodland, dominated by willow, birch and oak, is valuable for breeding birds, supporting a number of warblers and other song birds such as robin and song thrush. In areas of scrub nightingales have been heard. Adjacent to the pond and woodland is an extensive area of open acid/base grassland characteristic of Breckland habitats. Here, acid favouring plants, such as sheep's fescue, sheep's sorrel, gorse and bracken occur with indicators of chalky conditions such as wild parsnip, thyme, and common centaury. Other frequent plants include kidney vetch, bird's-foot and small scabious.

Within the grassland, extensive areas of gorse occur at various heights providing nesting areas and cover for birds. It would be advantageous to contain the gorse to its current area to prevent further scrub invasion and loss of grassland. In the south east corner, the grassland is generally more open with much bare ground. These bare areas contain the nationally-rare smooth - rupturewort, a Red Data Book species, occurring in less than 15 x 10km squares in Great Britain. The intensive visitor pressure that these open areas receive helps to reduce the scrub encroachment and enables the smooth rupturewort to survive. Areas of grassland such as this which show acid flora intermingled with chalk grassland species are unusual in Britain, occurring only when superficial sandy deposits overlies chalk geology. The Red Lodge grassland is therefore a rare example of this habitat which was formerly extensive in the Breckland. Loss of habitat to a variety of land uses has severely reduced such grasslands to a small number of sites.

SITE BOUNDARY MAP

SITE NAME: Red Lodge

GRID REFERENCE: TL 696700



SCALE:
1: 10,000

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COUNTY WILDLIFE SITES

SITE SHEET : FOREST HEATH DISTRICT

Site Name: Red Lodge Warren

Parish: Red Lodge

Grid Ref: TL 697707

Map No: 67 SE

Area:

Red Lodge Warren County Wildlife Site is located in the north western corner of the parish of Red Lodge. It is separated from the adjacent Red Lodge County Wildlife Site by the A11, Barton Mills to Newmarket road.

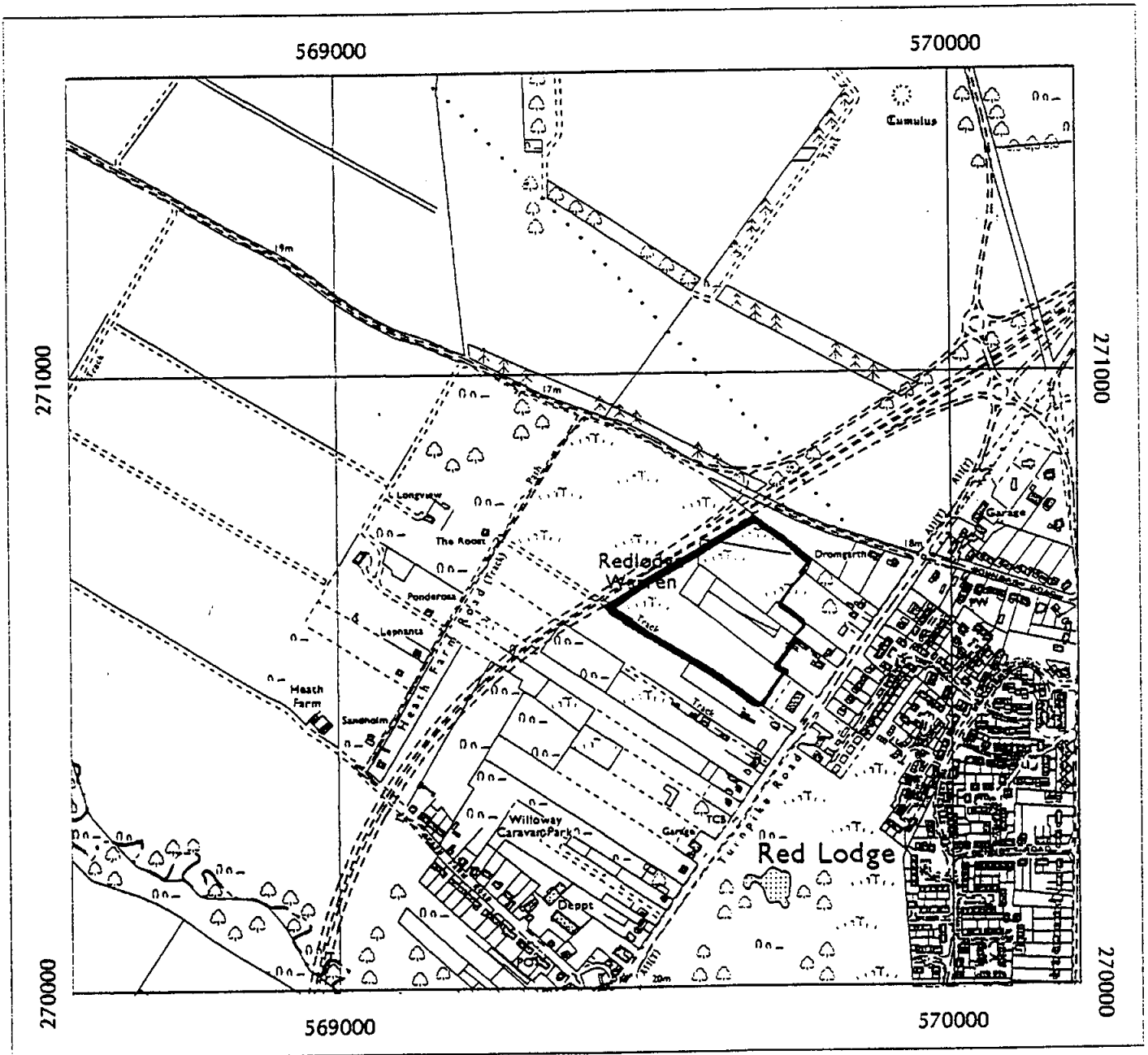
Red Lodge Warren consists of a number of small fields, most of which are heavily grazed by rabbits. Although some parts of the site are colonised by bracken, the remaining areas support a valuable Breck grassland community. Bird's-foot trefoil, harebell, heath bedstraw and early flowering forget-me-not are amongst the typical acid indicator species which were recorded when the site was surveyed in 1995. Purple fescue, a nationally scarce plant in the UK, occurs in one area on the western boundary of the site.

SITE NAME

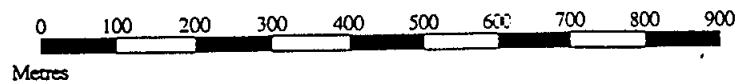
RED LODGE WARREN

GRID REFERENCE

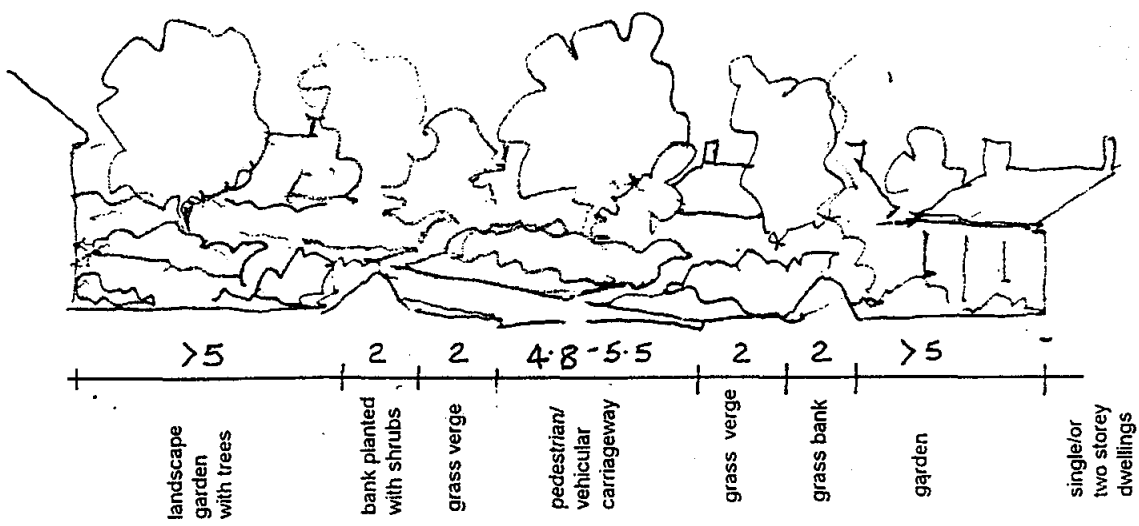
TL 5695 2705



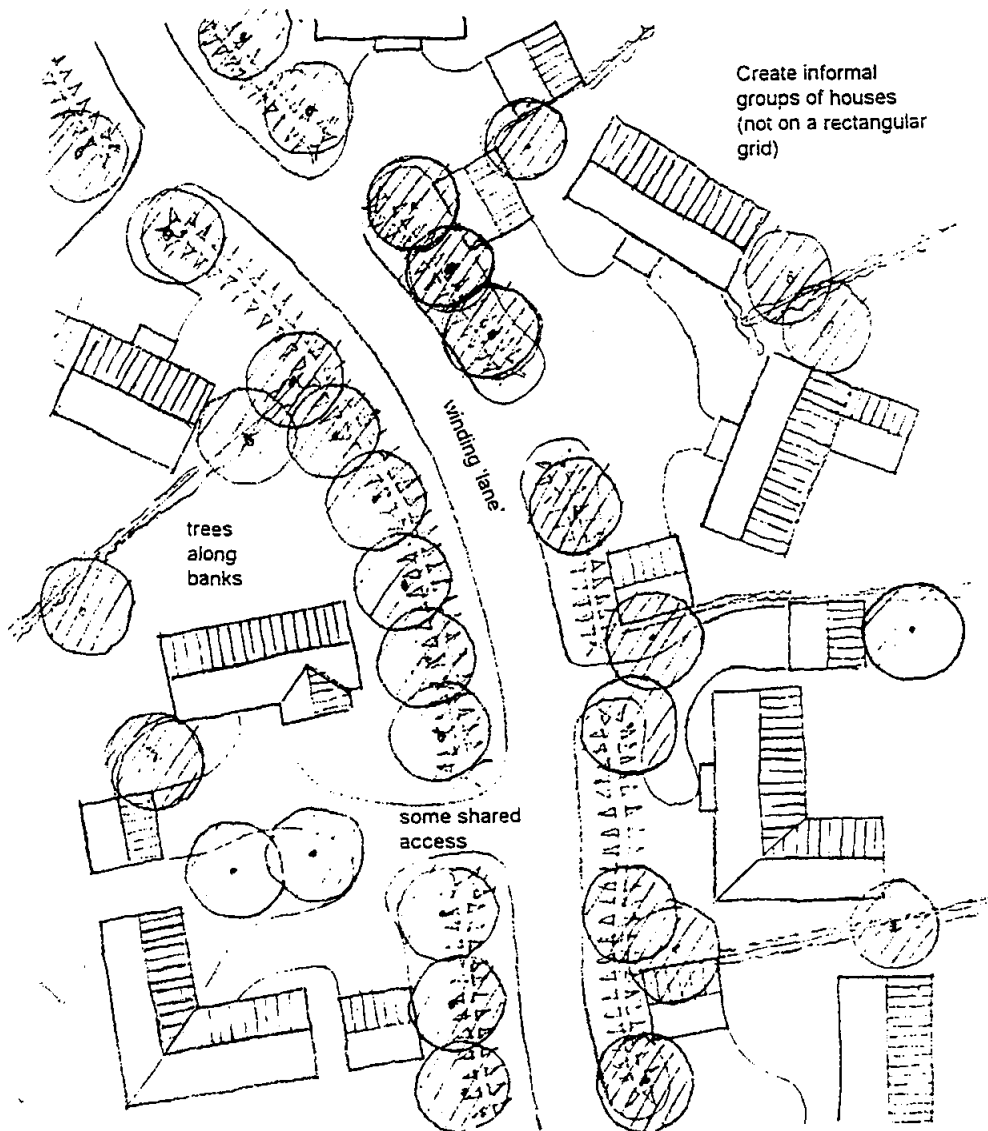
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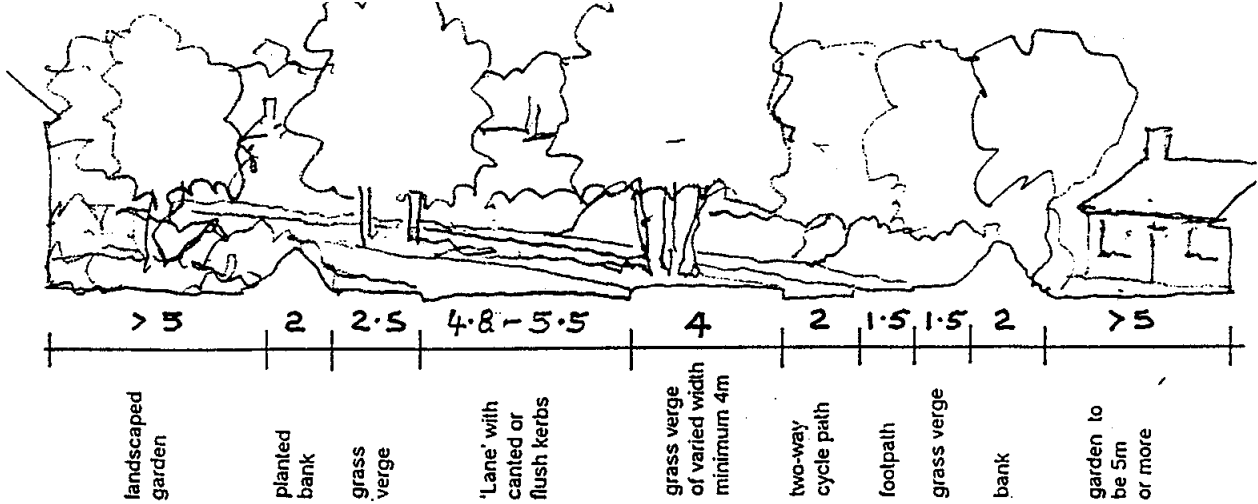


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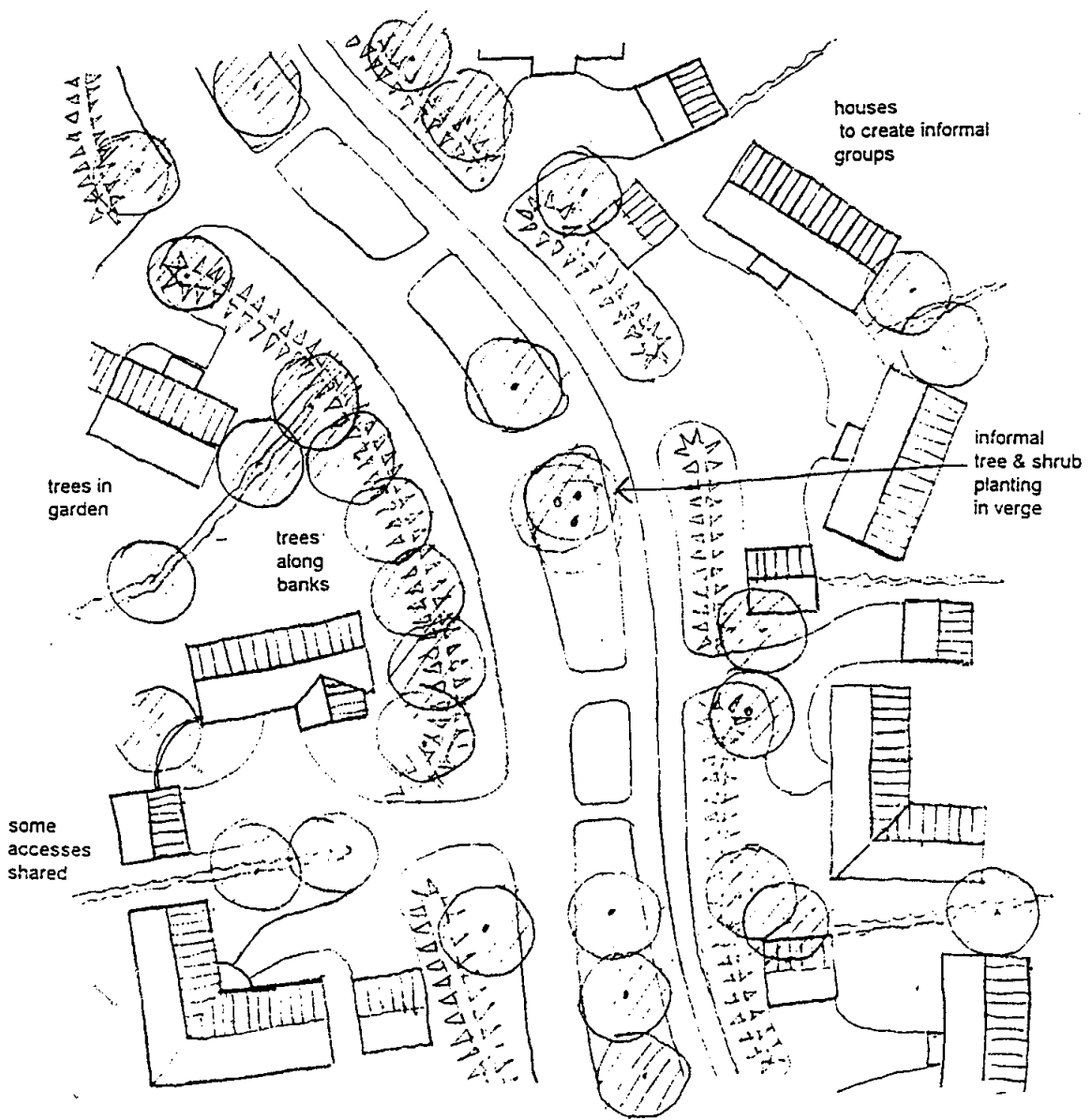


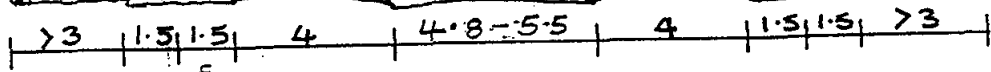
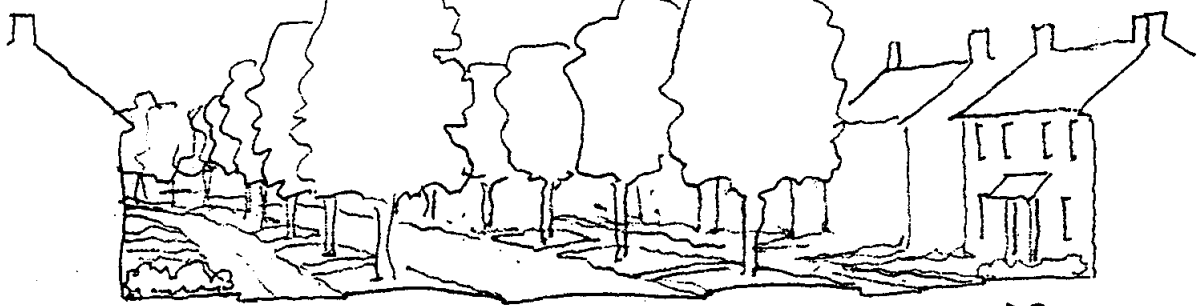
Low Density 'Rural' Lane





Low Density 'Rural' Lane with cycle/walkway

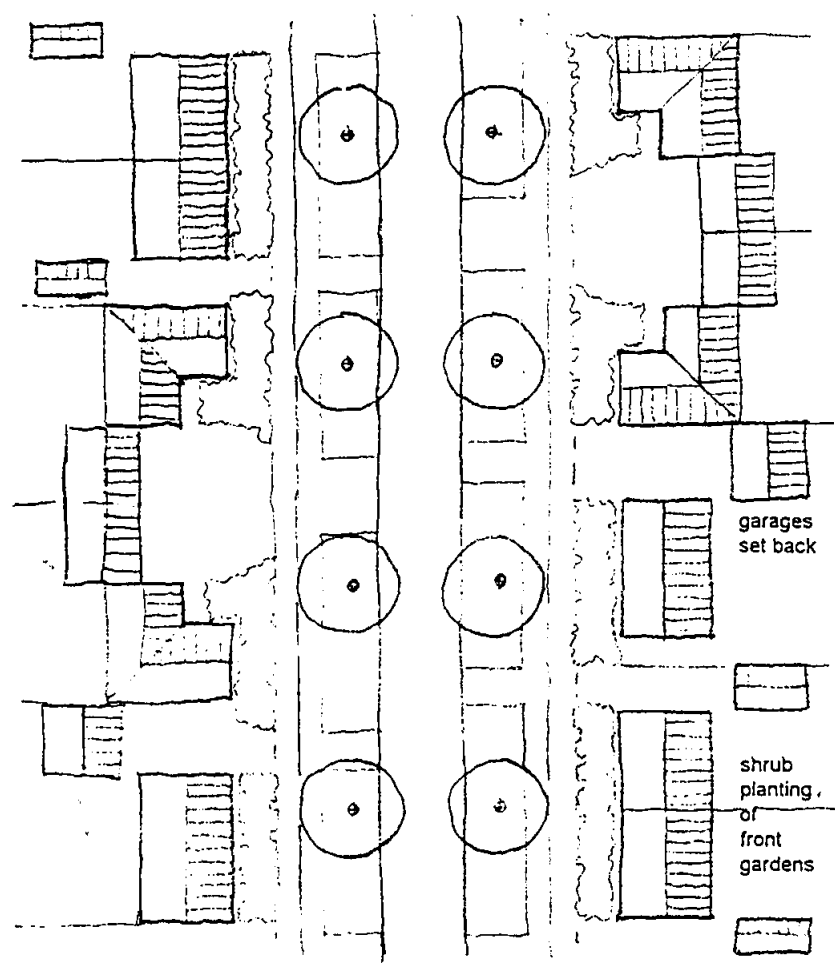


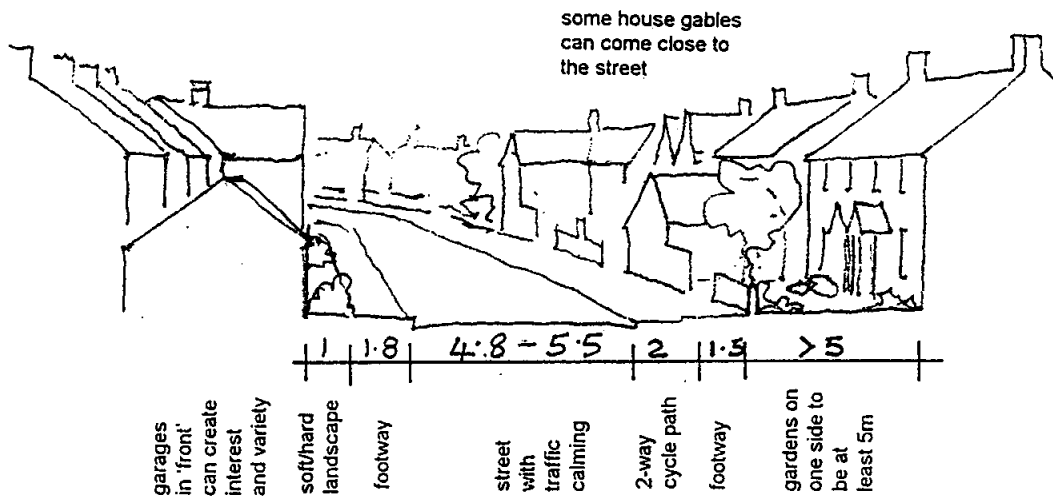


- most houses to front street
- 'open plan' garden
- footway
- one-way cycle path
- grass verge with trees and shrubs
- avenue
- verge (width could vary)
- cycleway
- path
- gardens of varied depth
- repeat rhythms and 'patterns' of house types acceptable

Boulevard with cycleways

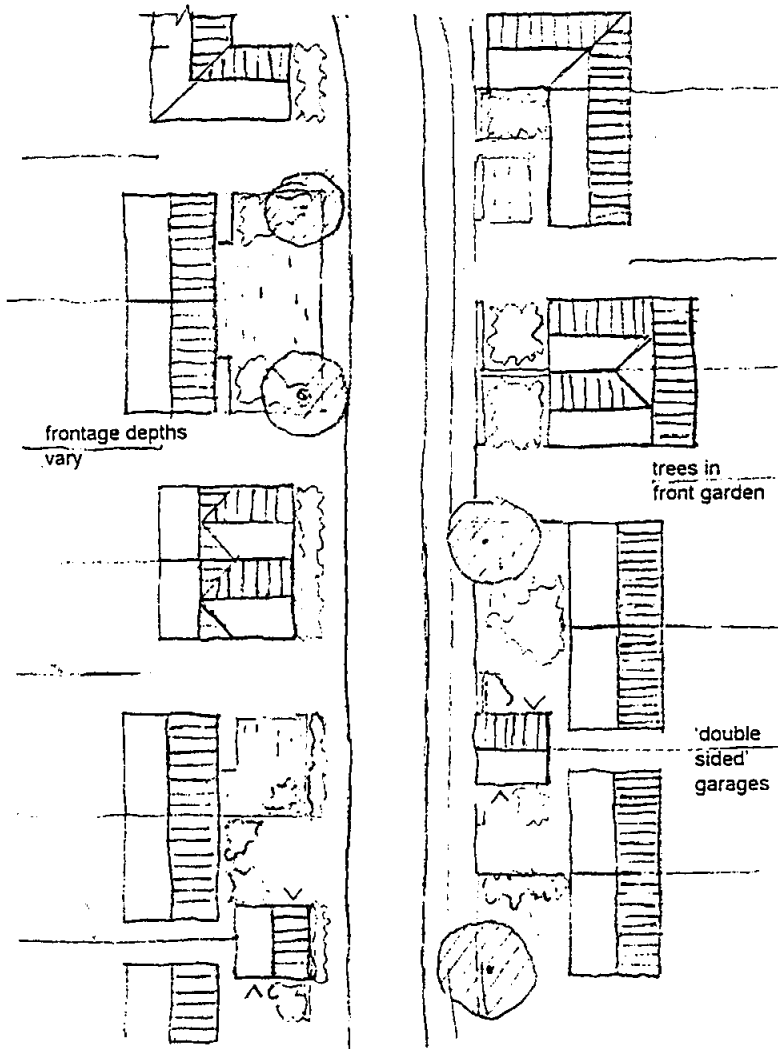
Houses preferred to bungalows
 relaxed spacing with wide frontages
 regular rhythm of trees to form avenue.
 Gently curving road alignment preferred.

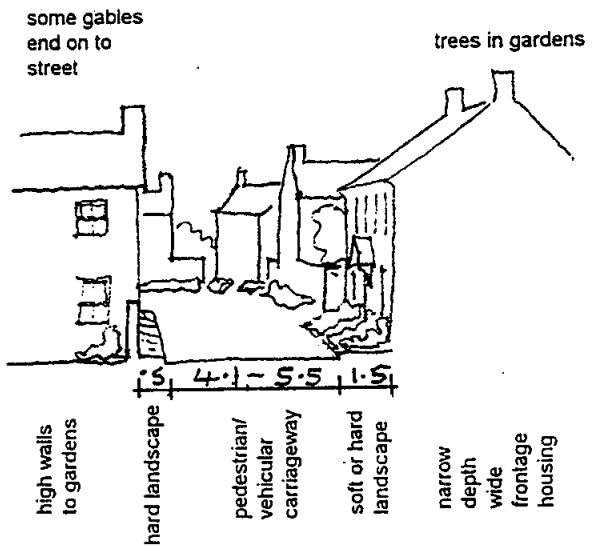




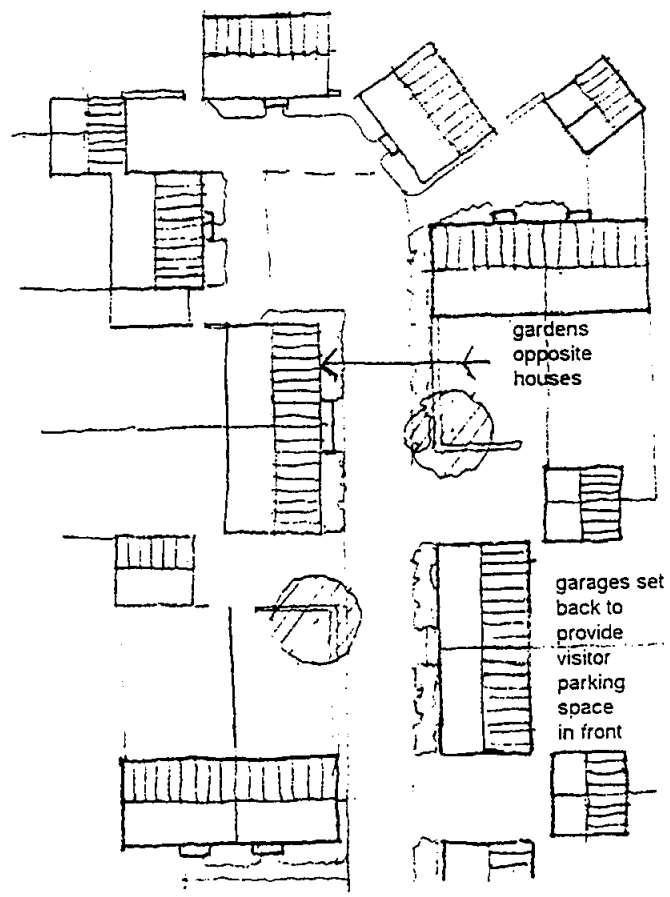
Medium Density Suburban Street with combined cycleway/walkway

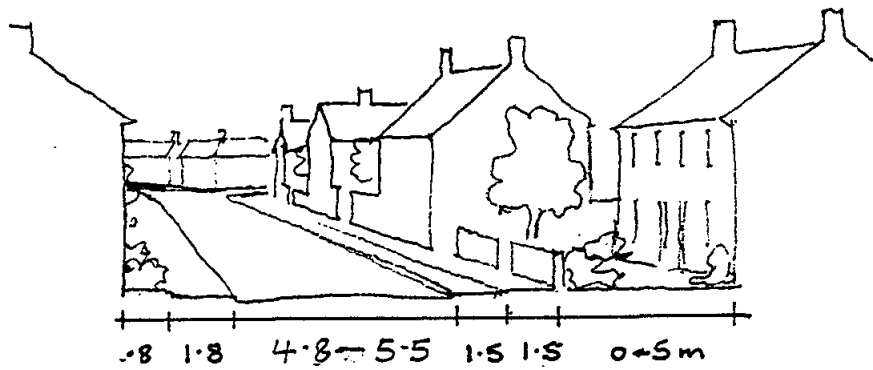
Two storey dwellings illustrated, but mixed single and two storey equally acceptable.
 All dwellings to have narrow span across gable.
 A variety of shapes and sizes is encouraged.
 Road may be gently curving.





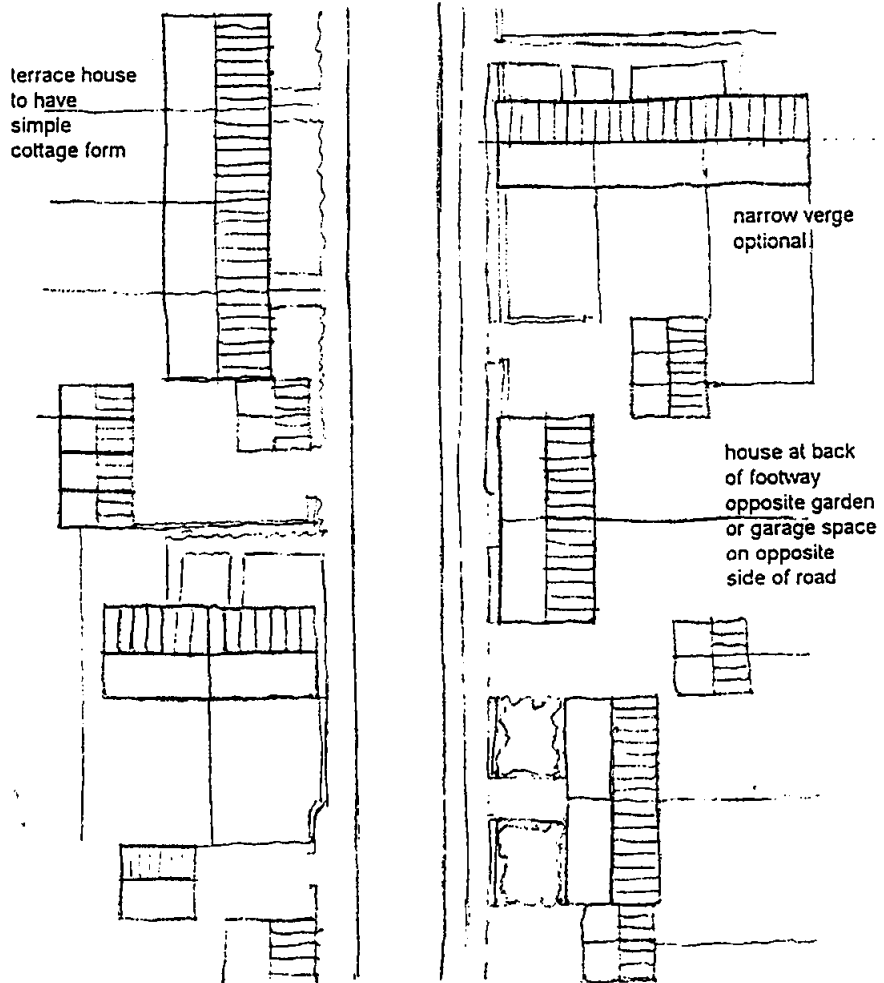
Urban High Density courtyard/street



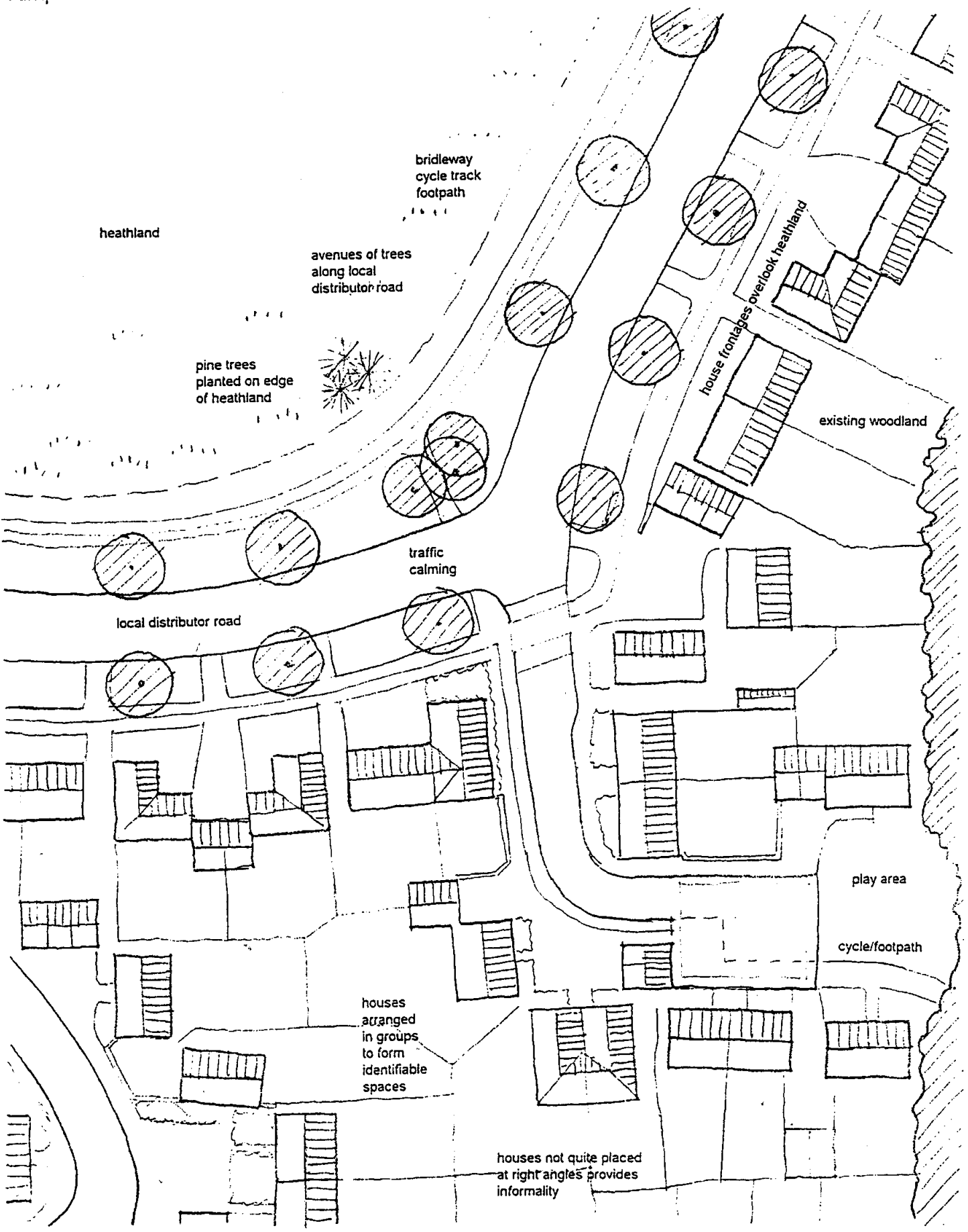


- .houses face street or gable end on
- soft/hard landscape
- footway
- street
- 2-way cycleway
- footway
- front gardens with walls or fences of varied depth
- variety of house types encouraged

Urban street with cycleway



Development Fronting onto the Heathland north-west of Turnpike Road



heathland

bridleway
cycle track
footpath

avenues of trees
along local
distributor road

pine trees
planted on edge
of heathland

house frontages
overlook heathland

existing woodland

traffic
calming

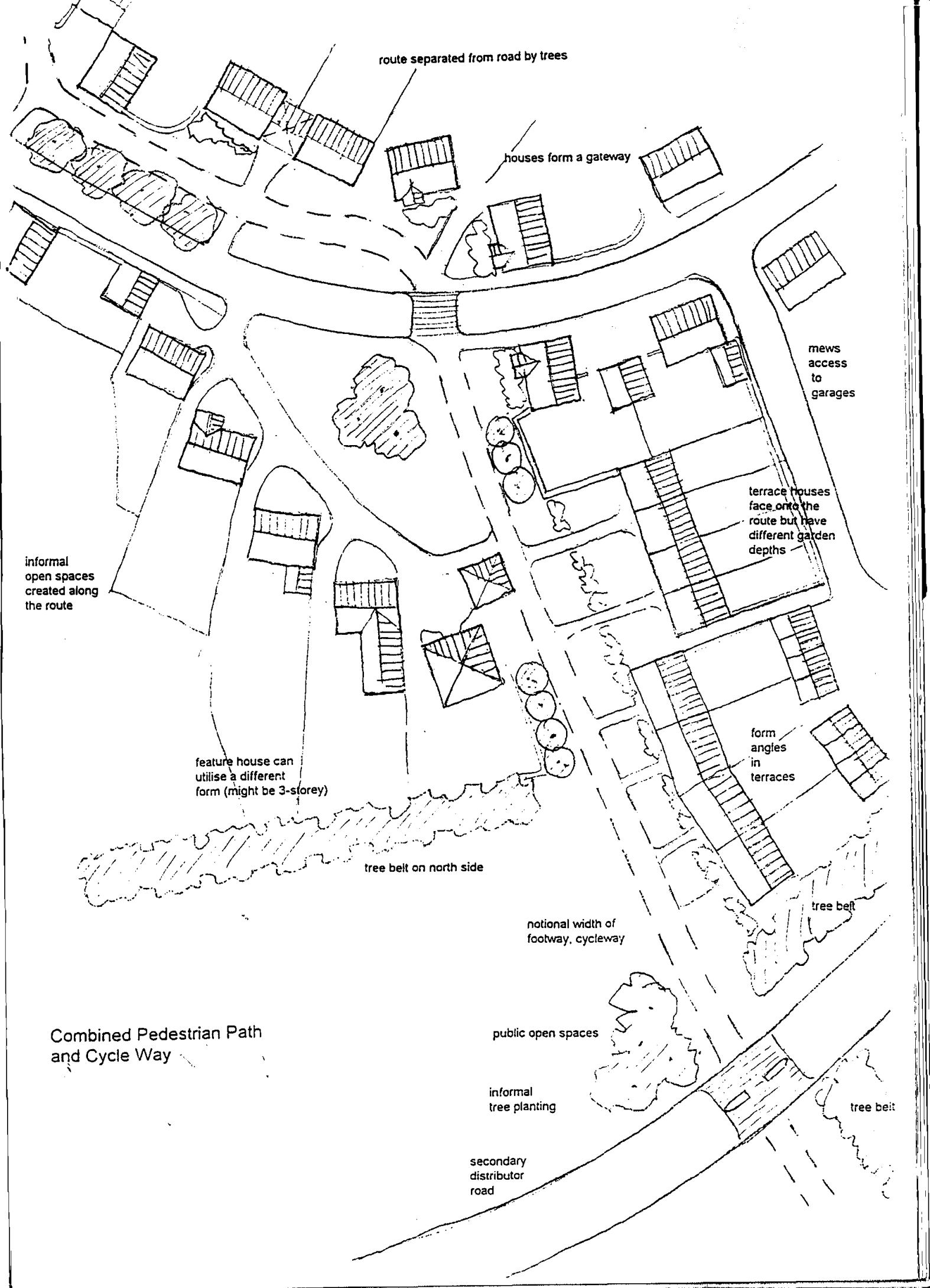
local distributor road

play area

cycle/footpath

houses
arranged
in groups
to form
identifiable
spaces

houses not quite placed
at right angles provides
informality



route separated from road by trees

houses form a gateway

mews access to garages

terrace houses face onto the route but have different garden depths

informal open spaces created along the route

feature house can utilise a different form (might be 3-storey)

form angles in terraces

tree belt on north side

notional width of footway, cycleway

tree belt

Combined Pedestrian Path and Cycle Way

public open spaces

informal tree planting

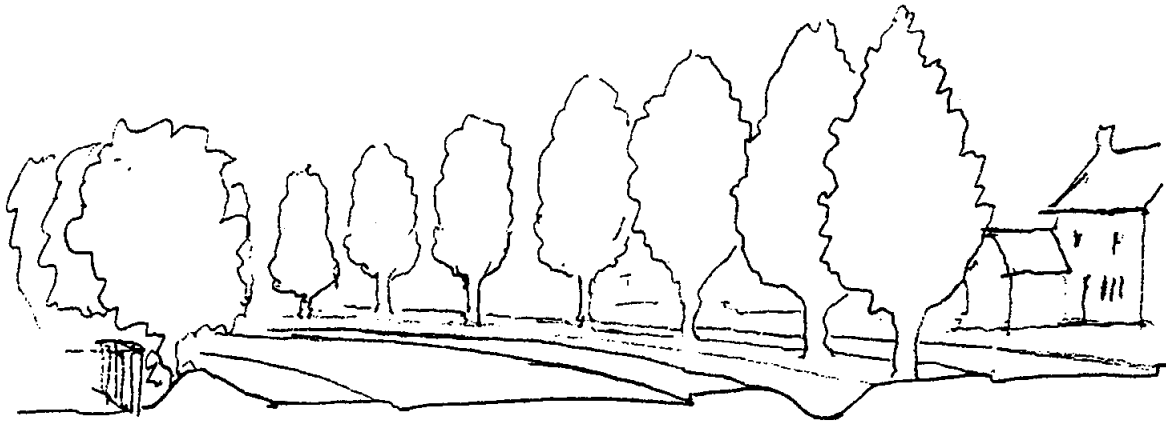
tree belt

secondary distributor road

ST MICHAEL'S
QUEEN STREET
DERBY DE1 3SU
TEL: 01332 365777
FAX: 01332 290314

ARCHITECTURE
CONSERVATION
PLANNING
LANDSCAPE
INTERIORS

PROJECT



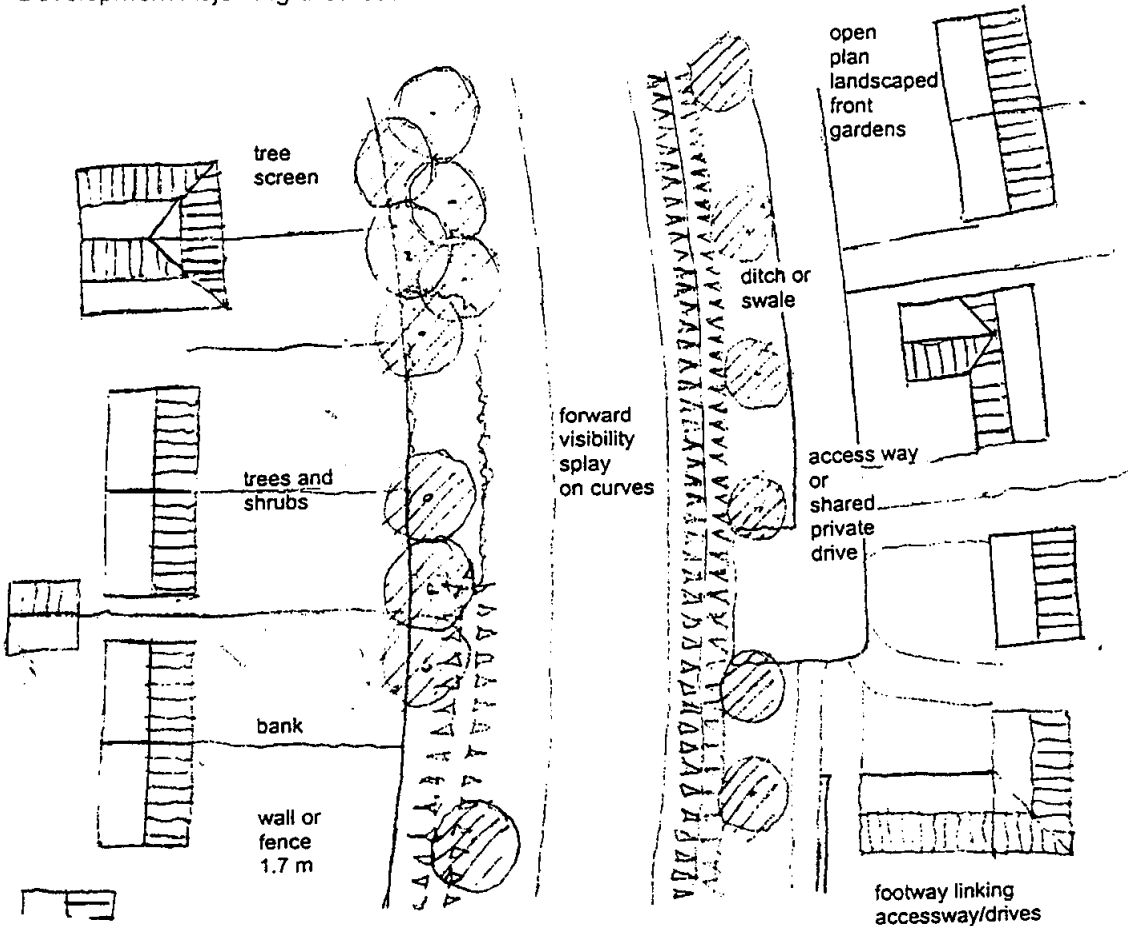
- rear gardens
- fence or wall 1.7 m high
- bank or tree screen or trees and shrubs
- allow room for forward visibility over grass verge
- Distributor Road
- grass verge
- swale ditch or other feature
- avenue of trees and/or shrub planting
- access way or shared private drive
- open plan front gardens
- CLIENT

No frontage development.

Frontage development.

SUBJECT

Development Adjoining Distribution Road



DATE

NUMBER

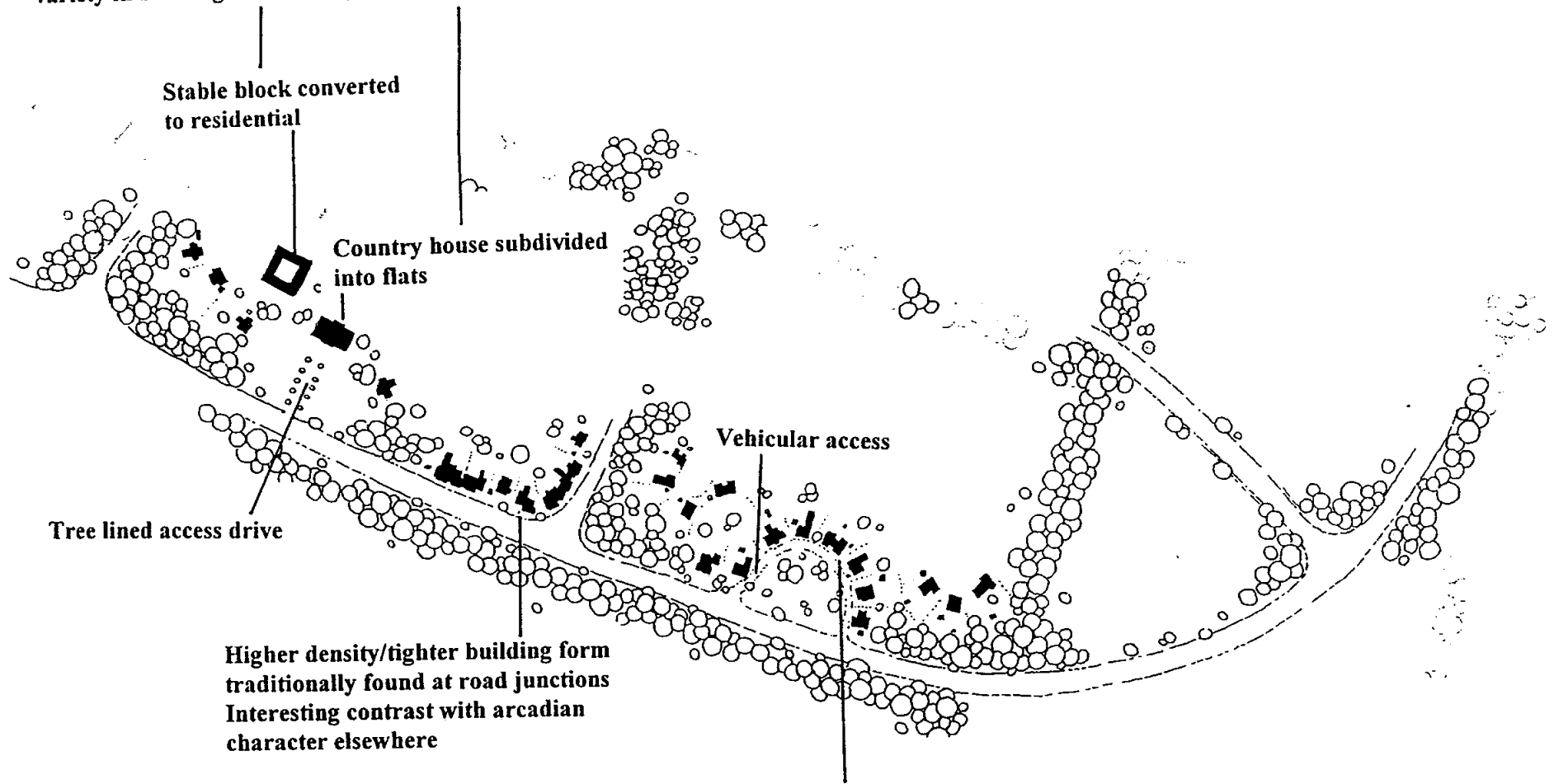
SCALE

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**CREATIVE
REUSE OF
LAND AND
BUILDINGS**

TYPICAL SOFT EDGE

Appropriate architectural themes allow greater variety in building forms and provide landmarks



Stable block converted to residential

Country house subdivided into flats

Tree lined access drive

Vehicular access

Higher density/tighter building form traditionally found at road junctions
Interesting contrast with arcadian character elsewhere

Crescent form allows :

- a) Soft edge
- b) Traditional open space (village green)
- c) Traditional road frontage orientation but with minimal access openings
- d) Rural outlook from principal rooms

**Forest Heath
District Council**

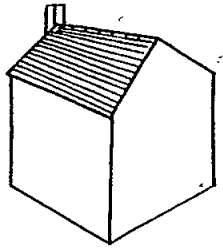
Development &
Environmental
Services Section

DISTRICT OFFICES
COLLEGE HEATH ROAD
MILDENHALL
SUFFOLK
IP28 7EY

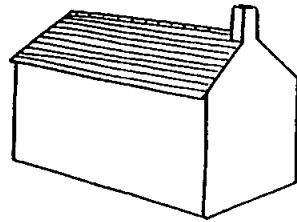
Peter Nock, BA DipTP MRTPI
Chief Development & Planning Officer

Tel: Mildenhall (0638) 719000

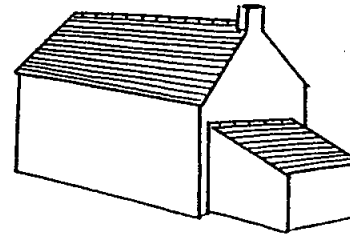
RANGE OF BUILDING FORMS FOR A SINGLE DWELLING UNIT



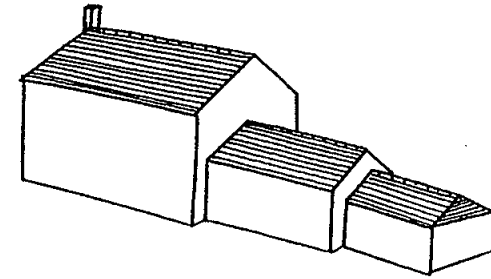
Square



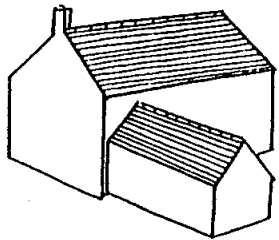
Single rectangular



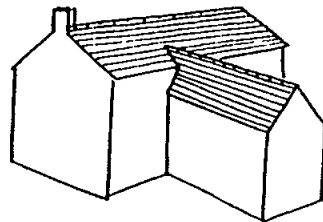
Rectangular and square



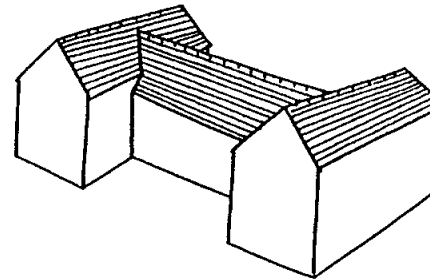
Treble rectangular



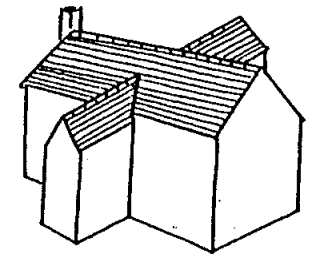
L - shaped



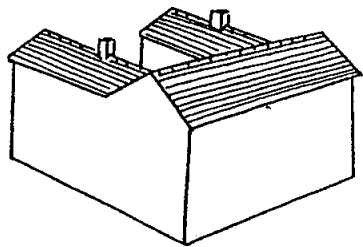
T - shaped



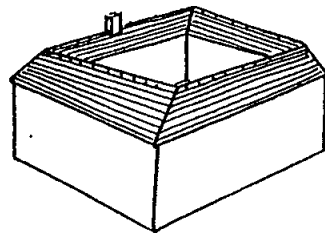
H - shaped



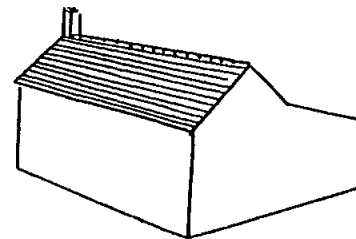
Cross - shaped



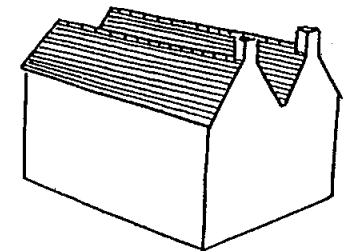
U - shaped



Courtyard

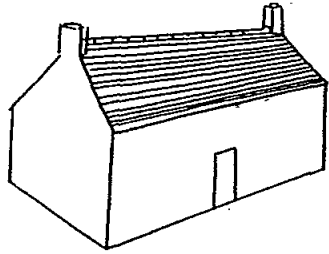


Double pile catslide roof

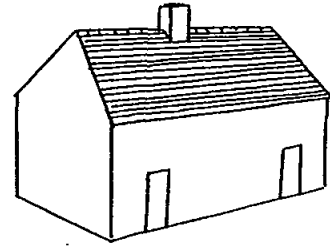


Double pile M - shaped roof

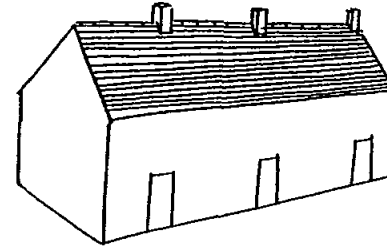
RANGE OF DWELLING LINKS / CONFIGURATIONS



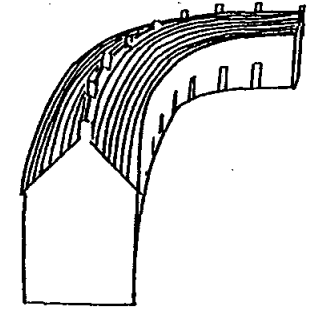
Detached



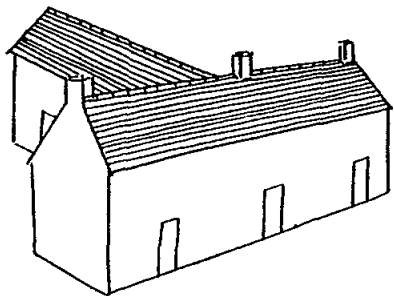
Semi - detached



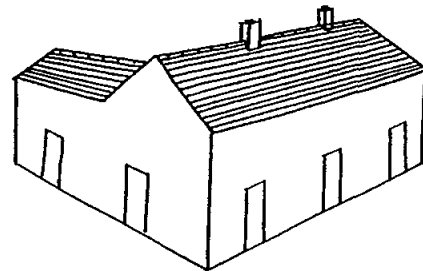
Linear terrace



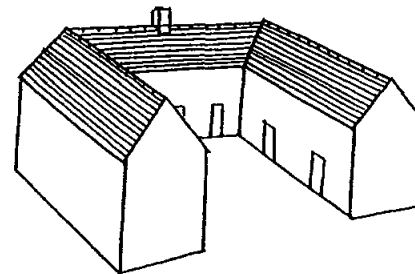
Crescent terrace



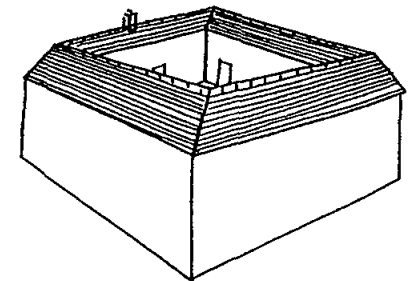
T - shaped terrace



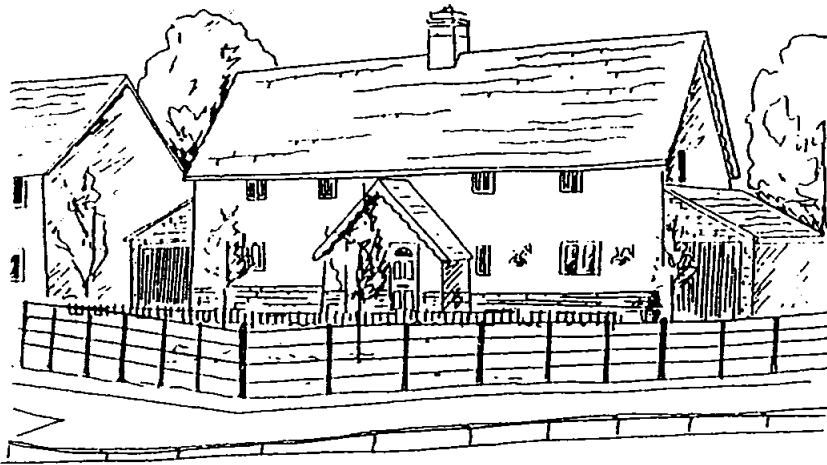
L - shaped terrace



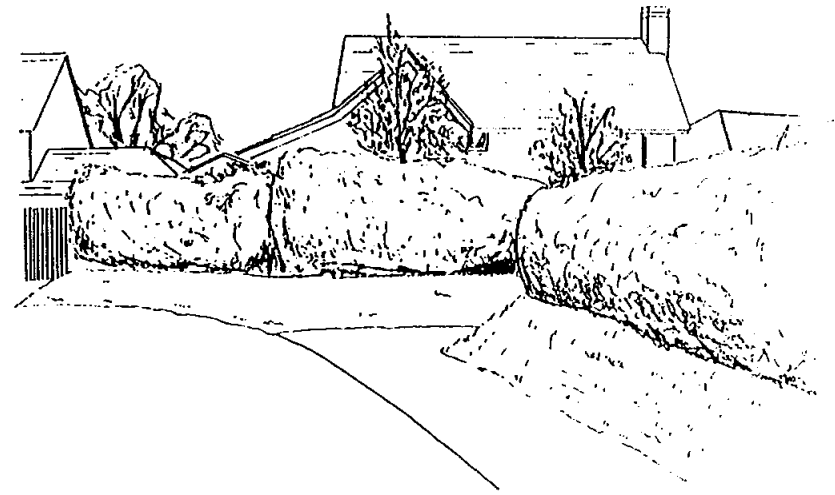
U - shaped terrace



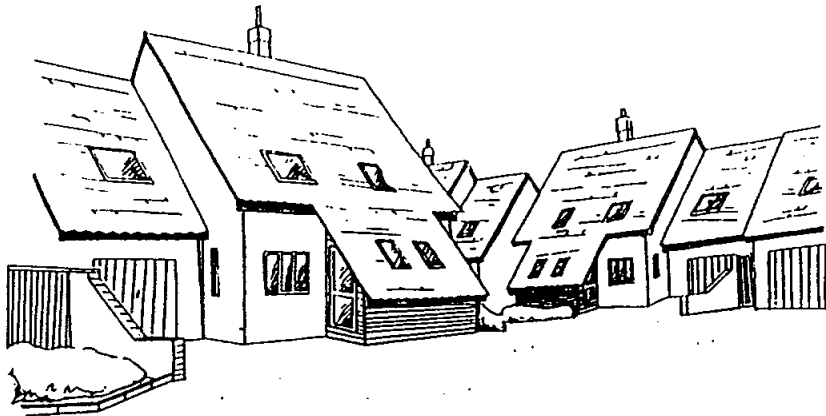
Courtyard



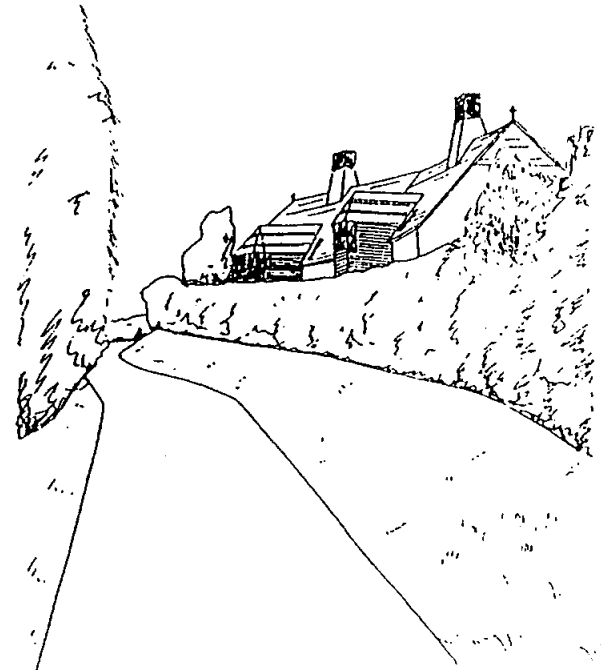
The standard suburban form, the semi-detached house, can be given an attractive rural flavour - here it is built in the form of a traditionally long Suffolk farmhouse.



Hedgerows set on a shallow grass bank give a distinctly rural character to development.

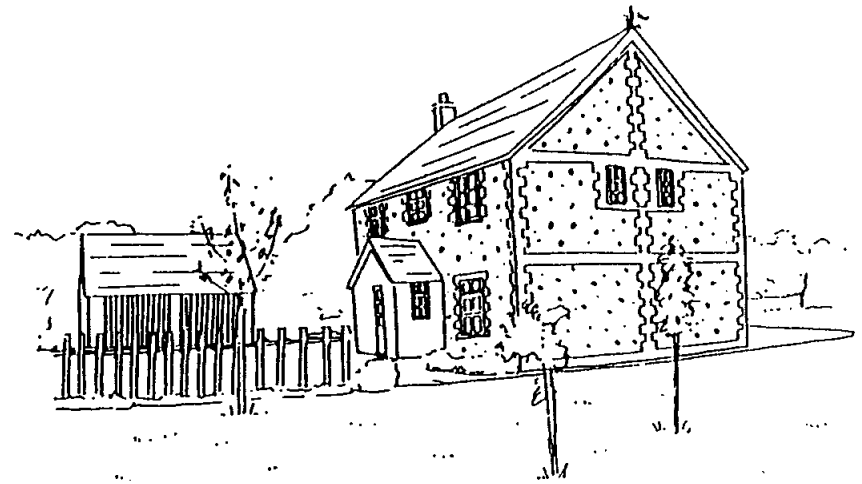


Bold and initiative design, a good modern interpretation of rural character.

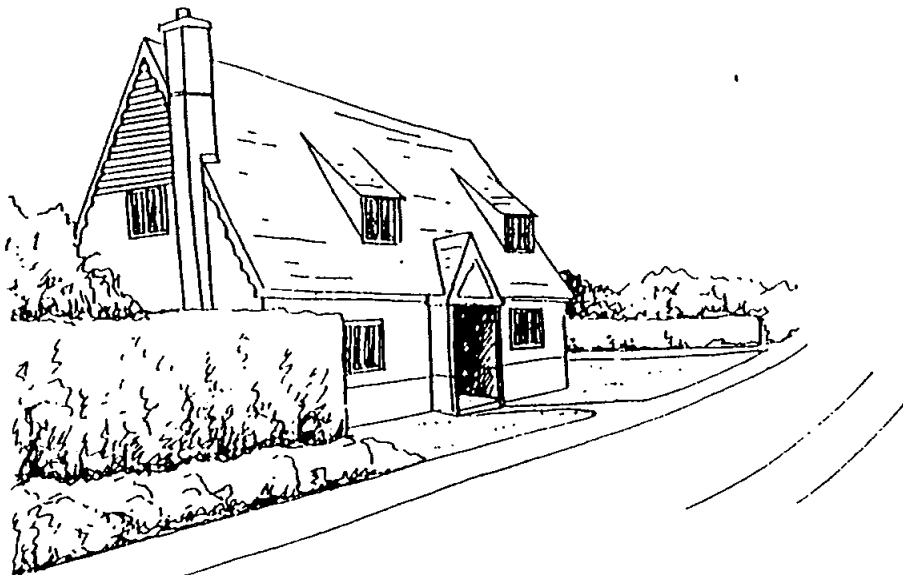




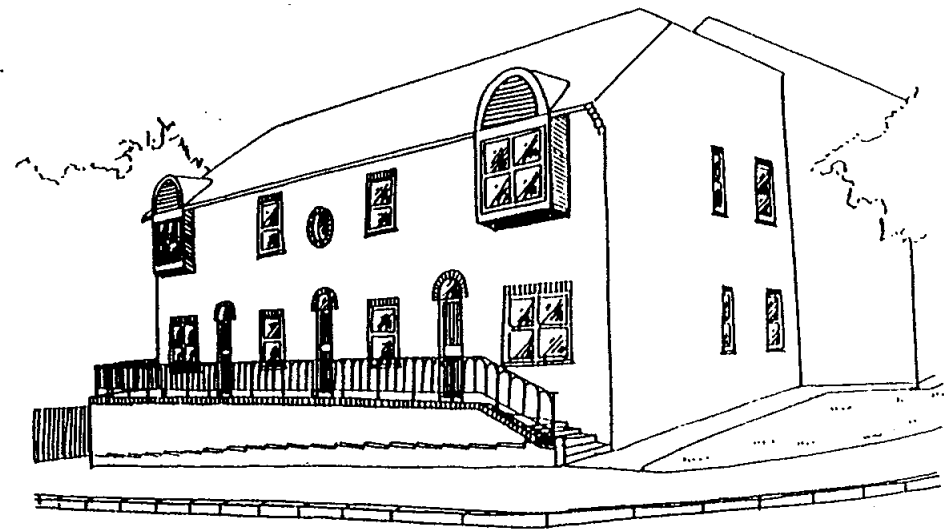
Recently constructed housing in St. John's Street, Beck Row which is a modern interpretation of a traditional rural cottage; steeply pitched roof, narrow gable, low eaves, additive building form, chimney. However, the development could have benefited from more landscaping and darker stained timber boarding.



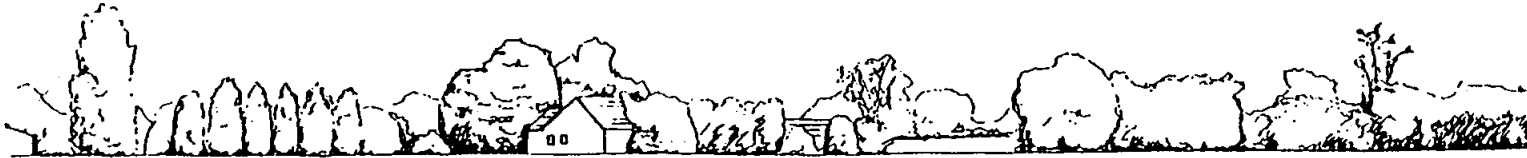
Recent flint constructed house at Wilde Street, near Beck Row, which respects the vernacular tradition of the area.



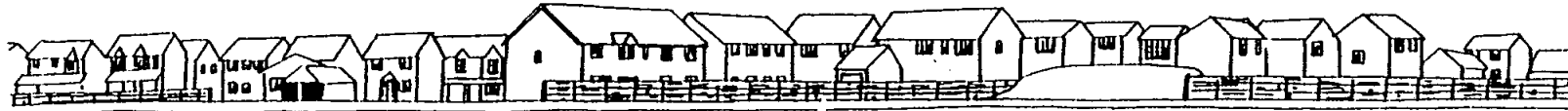
A recently constructed cottage in Tuddenham which shows a number of traditional rural characteristics.



Attractive modern terraced housing in Newmarket with a distinctive local character.



A good example of a soft, landscape dominated, rural edge to a village in Forest Heath District.

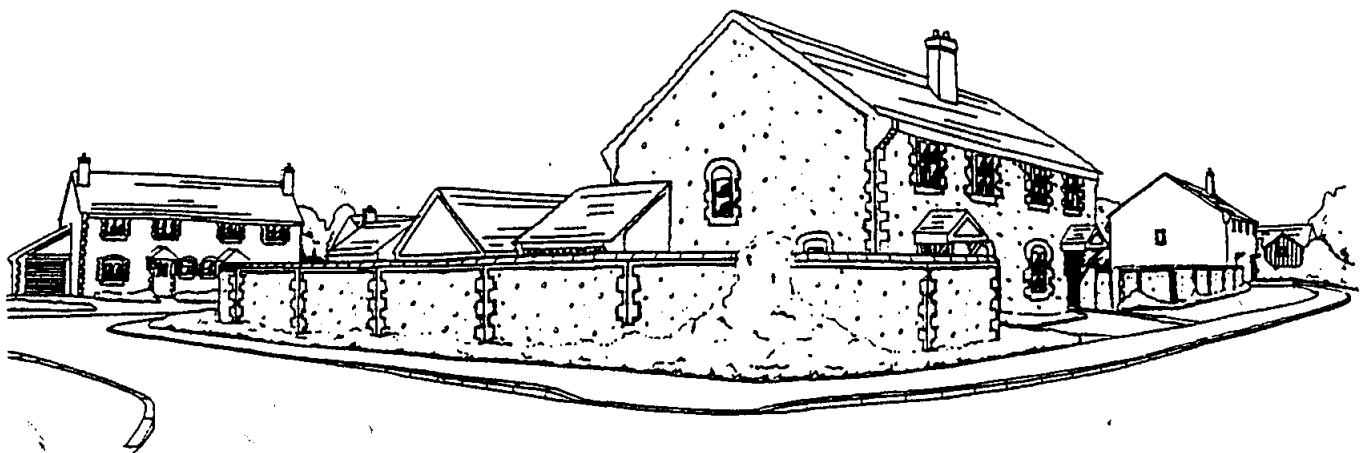


Hard edge development adjoining the countryside will not be acceptable.

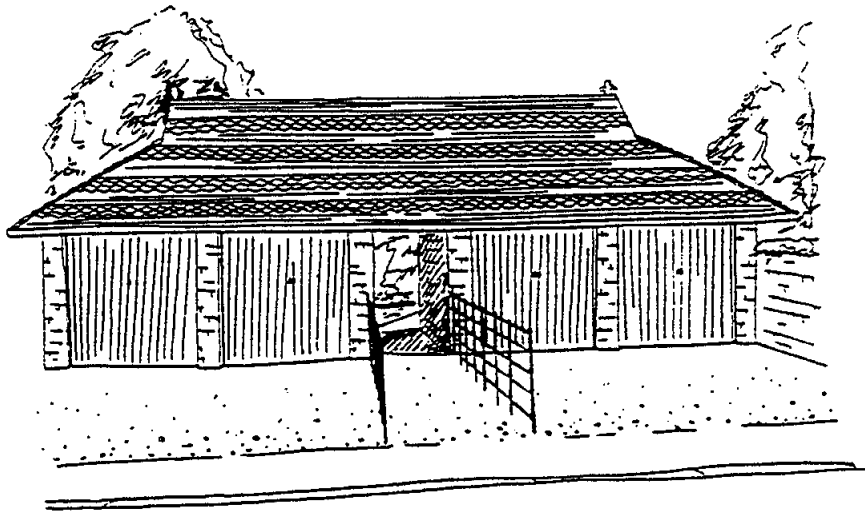


New Dwellings at Park Close, The Street, Moulton that have successfully blended in with the rural character of the village by having the following characteristics:

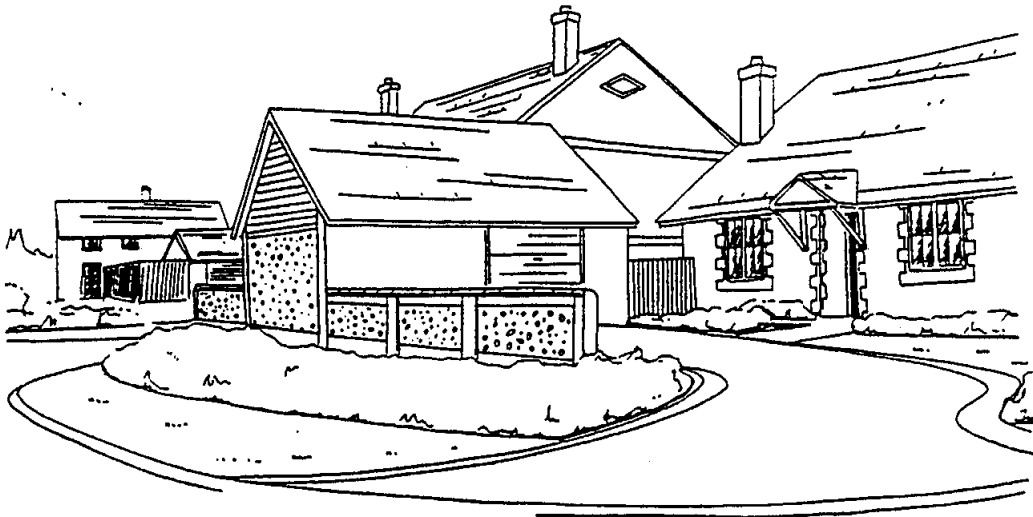
- courtyard layout
- steep pitch roofs and traditional proportions
- retention of mature trees
- traditional brick and flint wall on the frontage



A recent Council designed scheme on the edge of Kentford demonstrates how standard house types can be adapted and laid out to respect the traditional village street-scene. Varied and generous spacing on the frontage achieved with a density of 9 dwellings per acre.



An example of front garden garaging with an attractive rural character.



Garaging intergrated as a feature in the street scene in a recent development in Kentford.

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FAX 01332 · 290314

ARCHITECTURE
LANDSCAPE ARCHITECTURE
HISTORIC BUILDINGS
TOWN PLANNING
INTERIOR DESIGN

PROJECT

RED LODGE
FO

CLIENT

FOREST
HEATH
D.C.

SUBJECT

INDUSTRIAL
UNITS:
SKETCH

DATE

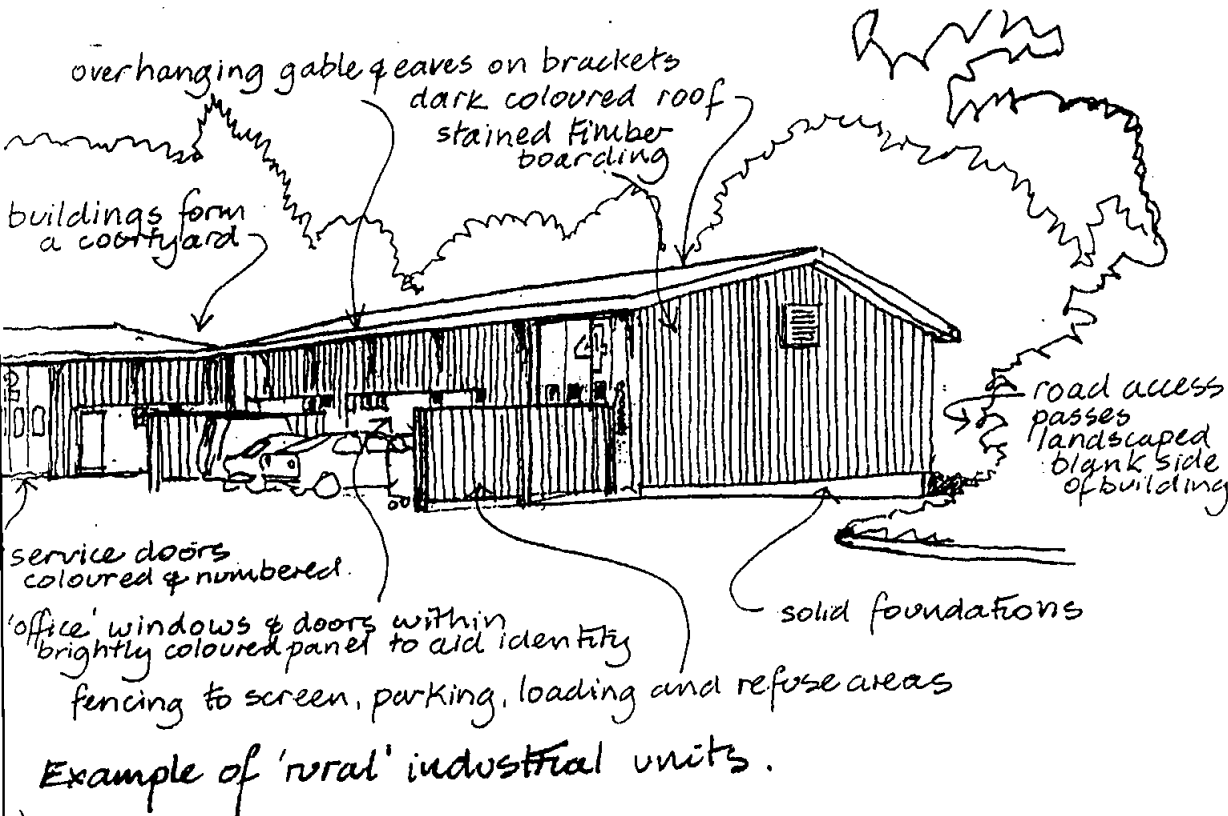
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SCALE .125.

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PROJECT RED LODGE DEVELOPMENT

CLIENT FOREST HEATH DISTRICT COUNCIL

SUBJECT MASTER PLAN

ST MICHAEL'S STREET
QUEEN STREET
DERRY DE1 3SU
TEL 01332 365777
FAX 01332 260314

ARCHITECTURE
CONSERVATION
LANDSCAPE
INTERIORS



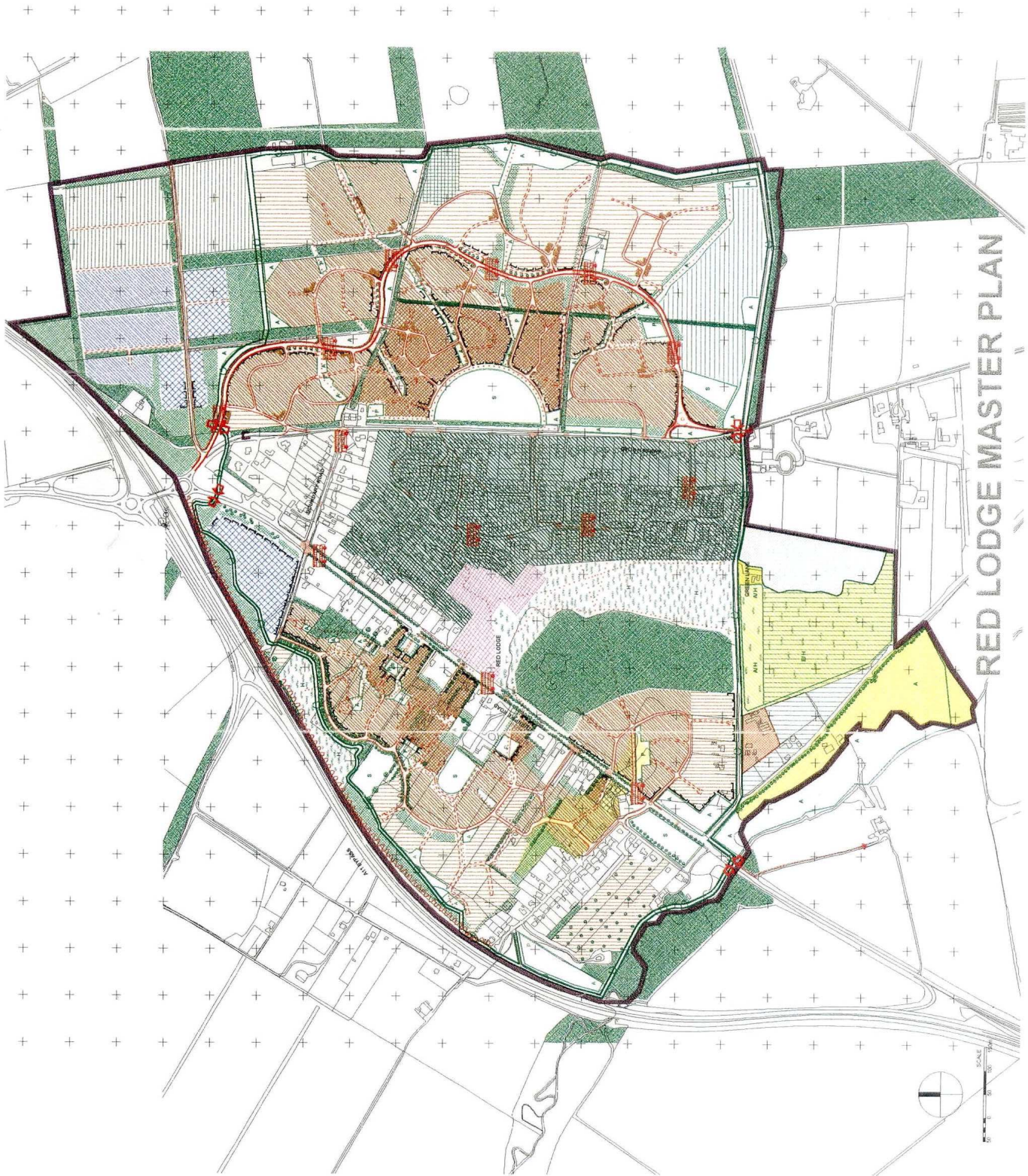
DRAWN: MINICAD/D

NUMBER: 1788

DATE: 30/07/98

SCALE

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KEY

- PRIMARY EXISTING/PROP ROADS
- SECONDARY EXISTING/PROP ROADS
- EXISTING/PROPOSED ACCIDENTAL LANE
- TRAFFIC CALMING
- GATEWAYS
- POSSIBLE BUS STOP LOCATION
- PEDESTRIAN CYCLE ROUTES
- CYCLEWAYS ONLY
- BREKELWAYS
- INCLUDING CYCLEWAYS
- COMMUNITY & SCHOOL USE (APPROX 2.5 HECTARES)
- VILLAGE HEART (S - IMPROVE EXISTING SHOP (SEPARATE DASH))
- MEDIUM DENSITY RESIDENTIAL VILLAGE CHARACTER
- LOW DENSITY RESIDENTIAL RURAL CHARACTER
- SENSITIVE DESIGN AREAS
- FOCAL POINT DEVELOPMENT ENVIRONMENTAL IMPROVEMENTS TO CENTRAL AREAS TO BE CONSIDERED FOR PROPOSAL
- DEVELOPMENT BOUNDARY
- TURNING HEAD STOPPING UP
- EXISTING CHILDREN'S PLAY AREA
- BUSINESS DEVELOPMENT AREA
- EMPLOYMENT AREA
- NOISE ATTENUATION MEASURES
- EXISTING BACK NEIGHBOURHOODS TO BE RELOCATED IF POSSIBLE
- LANDFILL/DEBRIS TACT AREAS TO BE RECLAIMED
- OPEN SPACE - CHILDREN'S PLAY
- OPEN SPACE - OUTDOOR SPORTS
- OPEN SPACE - AMBITY
- OPEN SPACE - TOGETHER
- HEATHLAND
- ALLOTMENT LAND
- EXISTING WOODLAND
- PROPOSED WOODLAND
- AMBITY PLANTING
- AGRICULTURAL LAND
- EXISTING EQUESTRIAN BUSINESS
- COMMERCIAL, EQUESTRIAN USE
- CHALK GRASSLAND

Residential Areas:

- (i) Land East of Warren Road
 - High Density = 6.40 hectares
 - Medium Density = 7.70 hectares
 - Low Density = 15.50 hectares
- (ii) Land West of Turnpike Road:
 - High Density = 2.40 hectares
 - Medium Density = 5.70 hectares
 - Low Density = 8.10 hectares