

Appendix 1
National Planning policy Framework



National Planning Policy Framework

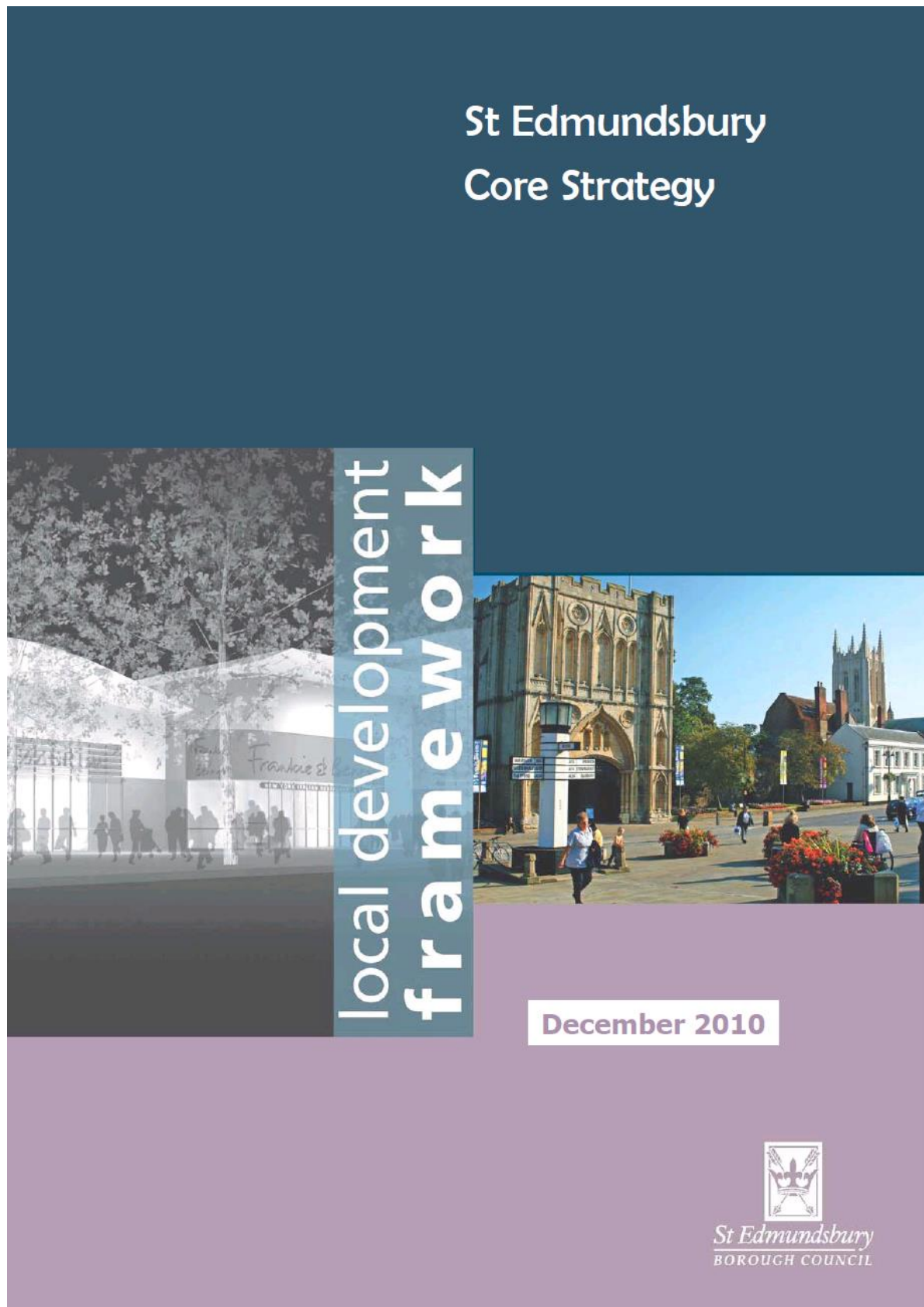


- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people; and
 - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
33. When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation.
34. Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.
35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to
- accommodate the efficient delivery of goods and supplies;
 - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
 - incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
 - consider the needs of people with disabilities by all modes of transport.
36. A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.
37. Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.
38. For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

57. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
58. Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments:
 - will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
 - optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
 - respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
 - create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
 - are visually attractive as a result of good architecture and appropriate landscaping.
59. Local planning authorities should consider using design codes where they could help deliver high quality outcomes. However, design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.
60. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.
61. Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.
62. Local planning authorities should have local design review arrangements in place to provide assessment and support to ensure high standards of design.

Appendix 2

St Edmundsbury Core Strategy



Policy CS8 Strategic Transport Improvements

The Council will continue to work with relevant partners, including Suffolk County Council and the Highways Agency, and developers, to secure the necessary transport infrastructure, as identified in the Infrastructure Delivery Plan and, in particular to achieve improvements to:

- **Junctions 43 and 44 of the A14 adjacent to Bury St Edmunds;**
- **Transport safety on the A1307 between Haverhill and the A11;**
- **Relieve the adverse impacts of traffic in Bury St Edmunds, Haverhill and those villages which have identified transport issues;**
- **Rail infrastructure in the borough;**
- **The public transport network in the towns and rural areas;**
- **Rights of Way in the borough to achieve the objectives of the Suffolk Rights of Way Improvement Plan; and**
- **The Rougham Road/Sicklesmere Road through the delivery of a A134 relief road as part of the strategic growth to the south east of Bury St Edmunds**

Policy CS11 Bury St Edmunds Strategic Growth

An Area Action Plan DPD will be prepared for Bury St Edmunds that will provide a co-ordinated spatial planning framework for the whole town, including the release of larger, strategic greenfield sites.

Subject to other relevant policies, in particular CS2, the release of strategic greenfield sites will have regard to the spatial strategy in CS1 and the need to ensure that all essential infrastructure is in place before any development is occupied or as required by the local planning authority.

In order to accommodate the long term strategic growth for the town, land will be released, in a phased manner, in the following locations:

- i) 2011 onwards - Limited growth to the north-west that:**
 - Maintains the identity and segregation of Fornham All Saints;
 - Provides new high quality strategic public open space and recreation facilities between the development and Fornham All Saints;
 - Provides traffic relief for Fornham All Saints in the form of a relief road between the A1101 south east of the village and the B1106 to the south;
 - Delivers around 900 homes of mixed tenure and size, including affordable homes;
 - Provides opportunities for B1 use class local employment;
 - Delivers additional education, community and leisure facilities to meet the needs of this development and is located in a way that can achieve positive integration with the wider area; and
 - Provides improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations.
- ii) 2011 onwards – Limited growth completing the existing Moreton Hall urban extension by:**
 - Making provision for a secondary school;
 - Providing additional recreation and community facilities, including the relocation of Bury Town Football Club;
 - Delivering around 500 homes of mixed tenure and size, including affordable homes;
 - Providing improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations;
 - Enabling potential transport links to the north of the railway line;

The additional housing will not be permitted until the completion of the Eastern Relief Road to junction 45 of the A14 (Rookery Crossroads).

- iii) Medium term - Limited growth to the west that:**

- **Maintains the identity and segregation of Westley;**
- **Provides new high quality public open space and recreation facilities between the development and Westley;**
- **Provides traffic relief for Westley in the form of a relief road to the east of the village;**
- **Delivers around 450 homes of mixed tenure and size, including affordable homes;**
- **Makes provision for the long term development of a sub-regional health campus (relocation of the West Suffolk Hospital) of landmark buildings set within high quality landscapes;**
- **Delivers additional education, community and leisure facilities to meet the needs of this development and is located in a way that can achieve positive integration with the wider area; and**
- **Provides improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations.**

iv) Long term strategic growth - north-east Bury St Edmunds that:

- **Maintains the identity and segregation of Great Barton and creates a new, high quality, entrance to Bury St Edmunds;**
- **Facilitates the provision of an A143 Great Barton bypass;**
- **Contributes to reducing congestion at appropriate junctions on the A14 in Bury St Edmunds;**
- **Provides improved public transport, foot and cycle links to the town centre and south towards the A14 and strategic employment sites;**
- **Delivers around 1,250 homes of mixed tenure and size, including affordable homes;**
- **Provides opportunities for B1 use class local employment;**
- **Provides new high quality strategic public open space and recreation facilities; and**
- **Delivers additional education, community and leisure facilities to meet the needs of this development and is located in a way that can achieve positive integration with the wider area;**

v) Long term strategic growth – south-east Bury St Edmunds that:

Appendix 3

Joint Development Management Policies Document



Forest Heath and St Edmundsbury Local Plan

Joint Development Management Policies Document February 2015



Policy DM2: Creating Places - Development Principles and Local Distinctiveness

Proposals for all development (including changes of use, shopfronts, and the display of advertisements) should, as appropriate:

- a. recognise and address the key features, characteristics, landscape/townscape character, local distinctiveness and special qualities of the area and/or building and, where necessary, prepare a landscape/townscape character appraisal to demonstrate this;
- b. maintain or create a sense of place and/or local character, particularly restoring or enhancing localities where strong local characteristics are lacking or have been eroded;
- c. preserve or enhance the setting of, or views into and out of, a Conservation Area;
- d. not involve the loss of gardens and important open, green or landscaped areas which make a significant contribution to the character and appearance of a settlement;
- e. provide in line with national and detailed local policies (including policies in this Plan), open space, recreation, play and leisure facilities as appropriate;
- f. incorporate sustainable design and construction measures and energy efficiency measures as required by Policy DM7 of this Plan;
- g. taking mitigation measures into account, not affect adversely:
 - i. the distinctive historic character and architectural or archaeological value of the area and/or building;
 - ii. the urban form, including significant street patterns, individual or groups of buildings and open spaces;
 - iii. important landscape characteristics and prominent topographical features;
 - iv. sites, habitats, species and features of ecological interest;
 - v. the amenities of adjacent areas by reason of noise, smell, vibration, overlooking, overshadowing, loss of light, other pollution (including light pollution), or volume or type of vehicular activity generated; and/or
 - vi. residential amenity;

Continued on next page

Policy DM2 continued

- h. not site sensitive development where its users would be significantly and adversely affected by noise, smell, vibration, or other forms of pollution from existing sources, unless adequate and appropriate mitigation can be implemented;
- i. produce designs and layouts which are safe and take account of crime prevention, community safety and public health;
- j. produce designs that respect the character, scale, density and massing of the locality;
- k. produce designs that provide access for all, and that encourage the use of sustainable forms of transport through the provision of pedestrian and cycle links, including access to shops and community facilities; and
- l. produce designs, in accordance with standards, that maintain or enhance the safety of the highway network; and
- m. where necessary, incorporate appropriate refuse and recycling facilities, compost bins, water butts and litter and dog waste bins.

Policy DM3: Masterplans

Masterplans will be required for proposals (i) on land allocated in Local Plans and the Sites Allocations DPD, where a Concept Statement has been prepared, and (ii) exceptionally any sites which by virtue of size, location or proposed mix of uses is justified by the Local Planning Authority to require a masterplanning approach. Masterplans will be based upon a Concept Statement, where they exist, or content of a Local Plan prepared by the Local Planning Authority.

Proposals for development of sites subject to Masterplans will be permitted only where proposals accord with Policy DM2 and with any relevant design guidance, Concept Statements, and Development Briefs approved by the Local Planning Authority or other adopted Supplementary Planning Documents.

Where appropriate, the masterplan will include an analysis of site conditions, consultation feedback and identification of key design issues, and will set out:

- a. the exact site boundaries for the whole development and individual phases, including any growth proposed beyond the plan period;
- b. defined neighbourhoods and development parcels including plans to show in detail how the design principles will be implemented;
- c. major landscaping, green infrastructure and open space proposals to assimilate new development into the landscape, provide sufficient recreational greenspace and create new habitats;
- d. a comprehensive biodiversity plan, including species and habitat protection, mitigation, compensation and new habitat creation measures for sustainability for the whole development site;
- e. how the development will seek to protect the historic environment;
- f. design principles and measures to be taken to minimise climate change risks (such as extreme temperatures, flash flooding, ground heave etc.) in the location, orientation, construction and provision of buildings, infrastructure and services, including details of any blue corridors (areas designated for the channelling of overland flows of water away from property and key infrastructure);
- g. proposed shopping centres/areas;
- h. provision of public art;
- i. the range and mix of housing types and the level of affordable housing provision in line with adopted policy;
- j. density of housing/mix of uses for each neighbourhood;
- k. location and design principles of employment sites;
- l. location and design principles of social infrastructure sites;
- m. pedestrian and cycle links, including access to all workplaces, shops, and community facilities, as well as providing access to the surrounding countryside and open space;
- n. public transport links and a Travel Plan designed to maximise the use of bus and cycles and limit dependence on the private car. Developer funding will be required and the scale/proportion of this and delivery/funding implementation timetable will need to be set out in the masterplan to ensure revenue funding is secured to enable bus services to run from the first occupation of the site and for the medium to long term;
- o. the basic road network, and links to the existing highway network;
- p. provision for domestic waste disposal, storage and collection, and commercial waste and recycling facilities (as appropriate) on non-residential developments;
- q. measures to reduce energy demand, maximising energy efficiency and secure on-site renewable, decentralised or low carbon energy generation to cut carbon dioxide emissions;
- r. resource efficiency and waste reduction measures including, if appropriate, a site resource and waste management plan/implementation timetable;
- s. phasing and funding release for any other social and physical infrastructure and implementation timetable, including phases beyond the plan period; and
- t. how the development will protect the amenity of nearby areas from noise, smell, vibration, overlooking, overshadowing, light or other pollution, or volume of vehicular activity generated.

Rights of Way

- 7.33

There is a large, but in some cases fragmented, network of public rights of way across the authority areas, providing important opportunities for access to the countryside for walkers, cyclists and horse riders, as well as links within and between the towns and villages and surrounding countryside providing opportunities for healthy exercise. It is vital that this network is protected, managed and where possible enhanced.
- 7.34

Suffolk Rights of Way Improvement Plan was updated in 2011 and forms part of the Local Transport Plan (2011 – 2031). This includes a range of aims and actions to provide a more accessible and better managed network. Studies undertaken
- by the authorities have also identified a number of missing links in the rights of way network, whose provision would significantly enhance the network.
- 7.35

Proposals for development should aim to have a positive effect on the rights of way network. The Green Infrastructure policy specifically requires developers to provide for and maintain good access to sites and areas of green infrastructure interest. This policy seeks to reinforce and ensure that any negative impacts are adequately mitigated by alternative provision. Development should also contribute to proposals to provide for the missing links in the network, based on relevant studies the authorities have produced.

Policy DM44: Rights of Way

Development which would adversely affect the character of, or result in the loss of existing or proposed rights of way, will not be permitted unless alternative provision or diversions can be arranged which are at least as attractive, safe and convenient for public use. This will apply to rights of way for pedestrian, cyclist, or horse rider use.

Improvements to such rights of way will be sought in association with new development to enable new or improved links to be created within the settlement, between settlements and/or providing access to the countryside or green infrastructure sites as appropriate and to achieve the objectives of the Suffolk Rights of Way Improvement Plan.

Appendix 4

Adopted Concept Statement North East Bury St Edmunds

BURY ST EDMUNDS VISION | 2031

Appendix 9. North-east Bury St Edmunds Concept Statement

This concept statement has been prepared to provide the parameters and framework for the development of the North-east Bury St Edmunds strategic site as defined in Policy BV6. Its purpose is to inform the preparation of more detailed development proposals for the site within the context of current and emerging national and local planning policies and local environmental and infrastructure constraints.

1.1 The borough Council expects that the issues raised in this concept statement will be given full consideration in the masterplan which will be developed for this site at a later date and prior to any planning applications for this site being determined.

1.2 This concept statement has been prepared in accordance with the requirements of the council's adopted protocol for the preparation of concept statements and the emerging policies relating to the preparation of concept statements and masterplans in the Joint Development Management Policies Submission Document (October 2012). The concept statement will inform the preparation of a masterplan for the area.

1.3 Policy CS11 of the St Edmundsbury Core Strategy (December 2010) identifies the area to the north-east of Bury St Edmunds for development that:

- maintains the identity and segregation of Great Barton and creates a new, high quality entrance to Bury St Edmunds;
- facilitates the provision of an A143 Great Barton bypass;

- contributes to reducing congestion at appropriate junctions on the A14 in Bury St Edmunds;
- provides improved public transport, foot and cycle links to the town centre and south towards the A14 and strategic employment sites;
- delivers around 1250 homes of mixed tenure and size, including affordable homes;
- provides opportunities for B1 use class local employment;
- provides new, high quality strategic public open space and recreation facilities; and
- delivers additional education, community and leisure facilities to meet the needs of this development and is located in a way that can achieve positive integration with the wider area.

1.4 The policy notes that the development is likely to commence in the latter part of the plan period and the actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of a detailed masterplan in which the community and other stakeholders have been fully engaged.

1.5 The Core Strategy neither defined the boundary, nor the extent of the site, which has been achieved in the preparation of this concept statement and the draft Bury St Edmunds Vision 2031 local plan document. In doing so, careful regard has been paid especially to:

- a preventing coalescence of development with Great Barton;
- b improving linkages to Moreton

- c Hall and rest of the town;
- c walkable neighbourhoods; and
- d delivery of services and facilities with the development.

Policy context

- 1.6 It is not the purpose of the concept statement to repeat all relevant planning policies published elsewhere. However, in preparing this document, the following local policies are of particular relevance.
- 1.7 Core Strategy (December 2010):
 - Policy CS2 – Sustainable Development
 - Policy CS3 – Design and Local Distinctiveness
 - Policy CS5 – Affordable Housing
 - Policy CS7 – Sustainable Transport
 - Policy CS11 – Bury St Edmunds Strategic Growth
 - Policy CS14 – Community Infrastructure Capacity and Tariffs
- 1.8 Replacement St Edmundsbury Borough Local Plan (2006):
 - Policy DS4 – Masterplans
 - Policy H5 – Mix of Housing
 - Policy L4 – Standards of Open Space and Recreation Provision
 - Policy L7 – Public Rights of Way
 - Policy T2 – Hierarchical Approach to Site Access
 - Policy T5 – Parking Standards
 - Policy T8 – Cycling and Pedestrian Strategies
 - Policy NE2 – Protected Species
 - Policy NE3 – Protection of the Landscape
- 1.9 Submission Draft Joint Development Management Policies Local Plan:
 - Policy DM2 – Creating Places –

<ul style="list-style-type: none"> Distinctiveness • Policy DM3 – Masterplans • Policy DM6 – Flooding and Sustainable Drainage • Policy DM7 – Sustainable Design and Construction • Policy DM8 – Improving Energy Efficiency and Reducing Carbon Dioxide Emissions • Policy DM13 – Mitigation, Enhancement, Management and Monitoring of Biodiversity • Policy DM14 – Landscape Features 	<ul style="list-style-type: none"> • clustered villages with a scattering of farmsteads around them. <p>1.12 Although located within an area characterised as flat landscape, the site is gently rolling in character, falling from north east to south-west. A green lane crosses through the site and divides it between north and south. The southern part is largely open in character with remnants of former field boundaries, tree belts, small trees</p>	<p>1.15 The site is separated from the existing urban edge of Bury St Edmunds by the railway line, which provides a physical barrier. This could present difficulties in achieving integration of the new development with the existing, with opportunities for footpath and cycle connection limited. The existing level crossing point at Cattishall and footpath tunnel should be utilised.</p>
<ul style="list-style-type: none"> • improved pedestrian and cycle routes; • improved bus services, for example, through the development of a shuttle bus service; • improvements to bottlenecks with the local highway system such as the Orttewell Road – Barton Road A143 area; • the development of a rail halt at Cattishall – potentially linked to a park and ride service; and • a mix of house type including sheltered housing for the elderly as well as starter homes for young families. 	<p>recreational pressure resulting from the strategic growth, will need to be carefully considered in appraising the proposals for development on the site. A Habitat Regulations (Screening) Assessment of the strategic site, as part of the Bury St Edmunds Vision 2031 document process, has concluded that a small increase in visitors to Breckland SPA is likely to be concentrated in areas closer to Bury St Edmunds, although not in sufficient extra numbers to cause any harm to the SPA.</p>	<p>1.27 In addition to the community hub identified above, the south eastern part of the site falls within walking distance of the proposed community hub for Moreton Hall identified in the Moreton Hall Concept Statement. Opportunities should be fully exploited to provide pedestrian and cycle links to that proposed facility.</p>
<p>Place making</p> <p>1.21 The vision for the growth area is to deliver a new community with a village character that is its own identifiable place and yet is well connected to its hinterland.</p>	<p>1.24 Mature trees and tree belts, hedges and the green lane will be retained and provide the opportunity for linear parks, public open space, and allotments, informing the layout and creating place making features and movement connections, together with the creation of interconnected</p>	<p>1.28 The masterplan should address how opportunities will be created to achieve the establishment of local community governance groups and other community run initiatives, so that individuals feel able to get involved in managing the community they live in.</p> <p>1.29 In order to achieve a balanced community, the new neighbourhoods will provide a mix of housing types and sizes, including</p>

- 1.30 Successful neighbourhoods have a sense of place that helps residents feel a sense of identity. The separation of this site from the existing urban edge of Bury St Edmunds by the railway line and the size of the site, provides an opportunity for the creation of a variety of distinctive character areas to be created making it possible for people to recognise different parts of the development and know where they are. This can be assisted through high quality urban design, the use of public art and the creation of high quality public realm. However, there is a need to balance the variety of different parts with a coherence of character for the place as a whole, particularly where the development will be built out in phases.
- 1.31 The overall density of the site will vary, with lower density development towards the margins of the site, particularly to the east. The areas at the extreme margins of the site to the north adjoining the buffer zone and to the east closest to Cattishall provide an opportunity to construct homes within a landscape setting. Existing landscape features including field boundaries, the green lane, and coverts will be retained and utilised to inform the shape of the development and develop a sense of place.
- 1.32 Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways which will connect through to the proposed secondary school at Moreton Hall and connect with the footpath and cycle network including national Cycle Network routes 13 and 51 to the town centre. Development of the site also presents opportunities to improve footpath and cycle links to Great Barton. The layout of the site should facilitate bus movement and accessibility. The focus will be on encouraging the use of public transport, cycleways and footpaths within the town and reducing the dependence on cars.
- 1.33 All vehicular access points will be from the A143 connected via a spine road which will allow circulatory access for cars and buses. This spine road will provide access to the community hub and a connected network of streets.
- 1.34 The green buffer between the development area, the village of Great Barton and the hamlet of Cattishall will serve a dual role, being the separation between the urban edge of Bury St Edmunds and the village/hamlet, but also providing a new and important area of open space. The masterplan will need to address how this dual role will be best achieved and provide details of its delivery at an early stage.

Appendix 5

Adopted North East Bury St Edmunds Masterplan

JULY 2014



NORTH EAST BURY ST EDMUNDS
MASTERPLAN DOCUMENT
ADOPTED BY ST EDMUNDSBURY BOROUGH COUNCIL ON 30th JUNE 2014



Berkeley
Designed for life

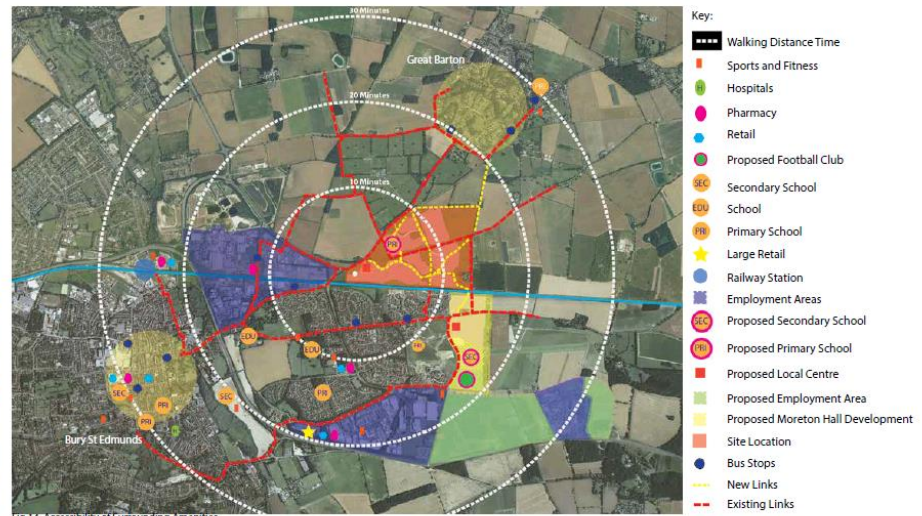
TRANSPORT AND CONNECTIVITY

- 3.37 The location of the site on the existing fringe of Bury St Edmunds affords it a high level of accessibility by sustainable modes of transport. Whilst the Ottewell Road bridge is an acknowledged traffic capacity constraint, there are opportunities to make improvements to the site to provide enhanced connectivity for pedestrians, cyclists and public transport. The cycle and walking plans in section 7 demonstrate how a number of different areas around the site can be reached conveniently by these modes of transport.
- 3.38 There is a network of on-road and off-road Sustrans cycle routes in the vicinity of the site, including along the north side of the A143, south of the railway and national cycle network route numbers 13 and 51. There are opportunities to connect to these routes, thereby providing scope for greater cycle connectivity to the whole town including the commuter areas of Mordon Hall and Great Barton, and to the surrounding countryside. In the immediate vicinity of the site, these sustainable connections include:

- A combined footway/cycleway under the Ottrevell Road bridge which leads onto a similar facility on Barton Road / Eastgate Street;
- An existing east-west footpath/cycleway running parallel to the A143;
- An existing pedestrian/cyclist rail way crossing south of Cattishall, leading to Mount Road; and
- There is also an opportunity for an additional connection from re-opening the rail underpass that links with a recently upgraded footpath to Blackbird Drive and Mount Road.

- 3.39 Vehicular access to the site will be from the A143. This allows connectivity to the town centre and A14 via Compiègne Way and Ottwell Road. Traffic movement on the latter is controlled by a signalised shuttle working arrangement under the existing railway line. The scope for other off-site highway improvements will be considered in line with a Transport Assessment for the development.

- 3.40 Existing bus services pass along the A143 frontage to the site, while they are valuable and would be expected to stop at the new homes, they are at insufficient frequency in themselves to provide an attractive service. However, the comparatively short distance to the town centre and the close proximity of key destinations means that there is the opportunity to develop a bespoke high quality new bus service to meet the needs of the new homes.
- 3.41 The opportunity to improve cycle and bus connectivity to the town centre means that access to the railway station (which has connections to Cambridge, Ipswich, London and stations in-between) will not be car dependent.



SURFACE WATER DRAINAGE

- 3.42 The key drainage routes and surface water attenuation bodies will be part of a full Sustainable Urban Drainage System (SUDS) strategy that will mitigate the impacts of development on flood risk to the scheme itself and to property downstream.
- 3.43 Key surface water drainage design considerations include:
- Ensure the masterplan makes space for water;
 - Utilise topography to locate key drainage infrastructure; and
 - Maximise the use of SUDS.

UTILITIES

- 3.44 A utility survey has been undertaken and shows that there are no major utility constraints associated with the delivery of the development. Anglian Water has confirmed that a new connection to the existing foul sewerage network, via a proposed pumping station, will be required to the south of the site where there is sufficient capacity.

TOWNSCAPE AND CHARACTER

- 4.4 The framework plan divides the development into three distinct areas separated by open space and landscape features to form a series of linked villages. The design of each village responds to the natural features on and immediately surrounding the site, giving each area its own character.
- 4.5 The three village character areas are as follows:
- Upper Severals: in the north eastern part of the site with an existing rectangular group of trees surrounded by green space forming the 'village green'.
 - Middle Severals: in the south eastern part of the site, bounded by the railway line to the south and the hamlet of Cattishall to the east where the 'village green' is in the form of a triangular shaped open space close to the primary road.
 - Lower Severals: in the south western part of the site, bounded by the railway line to the south and the A143 to the north. An arc of open space on higher ground adjacent to the railway line forms one of the 'greens' for this village.
- 4.6 A further character area focusses on and around the southern entrance to the site from the A143 where the primary school and local centre are located, surrounding a large area of open space to be used for outdoor sport. It is intended to act as a gateway to the development from Bury St Edmunds town centre.



Fig 21: Proposed Communities in a Landscape Framework



Fig 22: Design Rationale

- Key
- | | | |
|--------------------------|---------------------------------------|----------------------------------|
| Open Space | Gateway Feature | View to Church |
| Village Focal Open Space | Location of School | Views to Open Space |
| Upper Severals Village | A143 | Proposed Pedestrian/ Cycle Links |
| Lower Severals Village | Primary Movement Corridor (Bus Route) | Existing Pedestrian/ Cycle Links |
| Middle Severals Village | 750m Separation Zone from Church | |
| | Frontages overlooking public realm | |

Appendix 6

Adopted Concept Statement Moreton Hall Bury St Edmunds

BURY ST EDMUNDS VISION | 2031

Appendix 7. Moreton Hall Concept Statement

This concept statement has been prepared to provide the parameters and framework for the development of the Moreton Hall strategic site as defined in Policy BV4. Its purpose is to inform the preparation of more detailed development proposals for the site within the context of current and emerging national and local planning policies and local environmental and infrastructure constraints.

- 1.1 The borough council expects that the issues raised in this concept statement will be given full consideration in the masterplan which will be developed for this site at a later date and prior to any planning applications for this site being determined.
- 1.2 This concept statement has been prepared in accordance with the requirements of the council's adopted protocol for the preparation of concept statements and the emerging policies relating to the preparation of concept statements and masterplans in the Joint Development Management Policies Submission Document (October 2012). The concept statement will inform the preparation of a masterplan for the area.
- 1.3 Policy CS11 of the Core Strategy proposes limited further growth at Moreton Hall that will complete the recent growth by:
- making provision for a secondary school;
 - providing additional recreation and community facilities, including the relocation of Bury Town Football Club;
 - delivering around 500 homes of mixed tenure and size, including

affordable homes;

- providing improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations; and
- enabling potential transport links to the north of the railway line.

- 1.4 The policy notes that the development is likely to commence early in the plan period, but that the additional housing will not be permitted until the completion of the Eastern Relief Road to junction 45 of the A14 (Rookery Crossroads). The actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of a detailed masterplan in which the community and other stakeholders have been fully engaged.

- 1.5 The Core Strategy neither defined the boundary, nor the extent of the site, which has been achieved in the preparation of this Concept Statement and the draft Bury St Edmunds Vision 2031 local plan document. In doing so, careful regard has been paid especially to:
- a ensuring the flying operations at Rougham Airfield are not compromised by the development;
 - b the development is easily accessible for cyclist and pedestrians from the existing Moreton Hall development, the future strategic growth area to the north of the railway line, the Suffolk Business Park and the strategic growth area south west of the A14.

Policy context

- 1.6 It is not the purpose of the concept statement to repeat all relevant planning policies published elsewhere. However, in preparing this document, the following local policies are of particular relevance.
- 1.7 Core Strategy (December 2010):
- Policy CS2 – Sustainable Development
 - Policy CS3 – Design and Local Distinctiveness
 - Policy CS5 – Affordable Housing
 - Policy CS7 – Sustainable Transport
 - Policy CS11 – Bury St Edmunds Strategic Growth
 - Policy CS14 – Community Infrastructure Capacity and Tariffs
- 1.8 Replacement St Edmundsbury Borough Local Plan (2006):
- Policy DS4 – Masterplans
 - Policy H5 – Mix of Housing
 - Policy L4 – Standards of Open Space and Recreation Provision
 - Policy L7 – Public Rights of Way
 - Policy T2 – Hierarchical Approach to Site Access
 - Policy T5 – Parking Standards
 - Policy T8 – Cycling and Pedestrian Strategies
 - Policy NE2 – Protected Species
 - Policy NE3 – Protection of the Landscape
- 1.9 Submission Draft Joint Development Management Policies Local Plan:
- Policy DM2 – Creating Places – Development Principles and Local Distinctiveness
 - Policy DM3 – Masterplans
 - Policy DM6 – Flooding and Sustainable Drainage
 - Policy DM7 – Sustainable Design

- 1.30 Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. Movement through the site will be facilitated by a network of footpaths and cycleways, which will connect with the existing system which provides access to the town centre. Links should also be made to development proposed to the north of the railway line. Vehicular access to the secondary school will be provided from the Eastern Relief Road to the east of the football academy, but footpath and cycle access should also be provided from Lady Miniam Way.

Appendix 7

Adopted Moreton Hall Masterplan

Land at Bury St Edmunds - Master Plan

**Taylor
Wimpey**

dip
planning consultants
dynamic development solutions

ADOPTED FEBRUARY 2014

PREPARED ON BEHALF OF TAYLOR WIMPEY



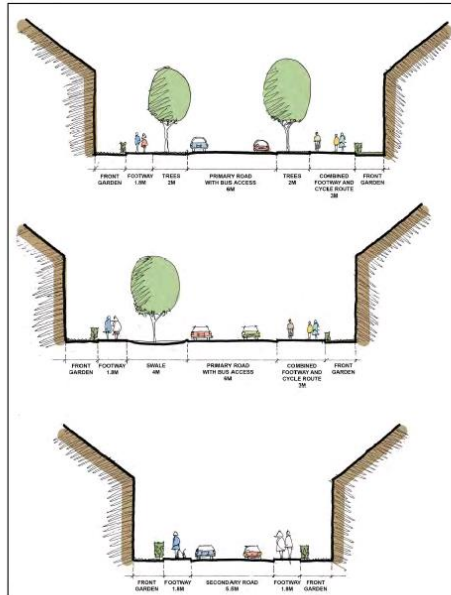
Land at Bury St Edmunds - Master Plan

Taylor
Wimpeydip
planning consultants
(dynamic development solutions)

ADOPTED FEBRUARY 2014

PREPARED ON BEHALF OF TAYLOR WIMPEY

INDICATIVE STREET SECTIONS



MASTERPLAN MOVEMENT FRAMEWORK



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ADOPTED FEBRUARY 2014

PREPARED ON BEHALF OF TAYLOR WIMPEY

10 LANDSCAPE AND ECOLOGY STRATEGY

Linear Park

A linear park is to be created along the current Sustrans Route 13, to create an attractive pedestrian and cycle route and landscape space which will be central in defining the character of the area. Reinforcing a north – south link between Cattishall and Mount Road, it will form part of the wider pedestrian and cycle movement network around and through the site. The route, part of the existing network of Rights of Way, will also enable connections between the Masterplan area and the adjoining countryside to the north, including connectivity with the proposed residential development beyond the railway line.

The existing lane will be retained for access with new, wide verges incorporated. A mix of native and ornamental planting, including areas of wildflower grassland, will be introduced to assist in the creation of varied spaces along this route, without impeding the flow of cyclists. The design of the linear park will be informed by green corridors within the existing development to the west, to provide a sense of place and integration with the existing community. Crossings with estate roads will be designed to reduce vehicular speeds and, more importantly, give priority to pedestrians and cyclists.

Landscaped Routes

The primary roads through the development will incorporate an avenue of trees to assist in place making and reinforcing the presence of a consistent approach to landscaping within the proposed scheme. Further planting along Mount Road and Lady Miriam Way will seek to reinforce the presence of soft landscaping within the built environment and assist in creating a degree of separation between the pedestrian / cycle routes and the road network.

Woodland Walk

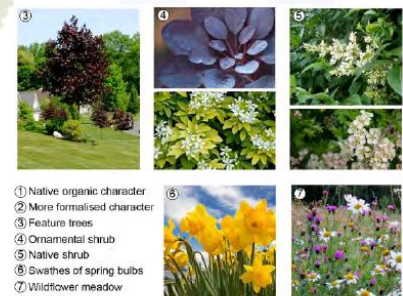
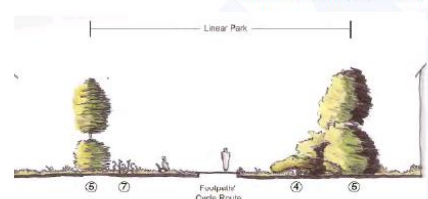
The existing area of woodland on the eastern edge of the site will be retained and enhanced through new planting to create a high quality habitat and enhance the biodiversity of the development. A woodland walk will be established which will allow visitors to experience an alternative landscape component and also discourage informal trails developing to the detriment of the existing flora and fauna.

Allotments

Allotments will be provided adjacent to Lady Miriam Way to the south of the Local Centre. The location, in combination with new crossing points over Lady Miriam Way, will ensure easy accessibility for all residents to encourage walking and cycling. A central communal seating area could also be incorporated to encourage social interaction and create a focal point.



LINEAR PARK ILLUSTRATIONS



- ① Native organic character
- ② More formalised character
- ③ Feature trees
- ④ Ornamental shrub
- ⑤ Native shrub
- ⑥ Swaths of spring bulbs
- ⑦ Wildflower meadow
- ⑧ Retention basin
- ⑨ LEAP - 400m²

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