

NR 10092

Land at Bury St Edmunds - Master Plan

Taylor Wimpey

dip
planning consultants
(dynamic development solutions) Ltd

ADOPTED FEBRUARY 2014

PREPARED ON BEHALF OF TAYLOR WIMPEY



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4 CONSTRAINTS AND OPPORTUNITIES

In order to identify the key design considerations a comprehensive analysis of the site and its surroundings has been undertaken. The following section outlines and describes the key features of the site and its surroundings and the issues and opportunities these present for the Master Plan.

Adjacent Land Uses

Rougham Airfield

Rougham Airfield is located to the east of the site and defines the eastern boundary of the development area south of Mount Road. Rougham Airfield operates as both an open-air event space for vehicle shows, air displays, country shows, music events and farmers' markets and the like, and as an airfield for light aircraft using the two grass runways.

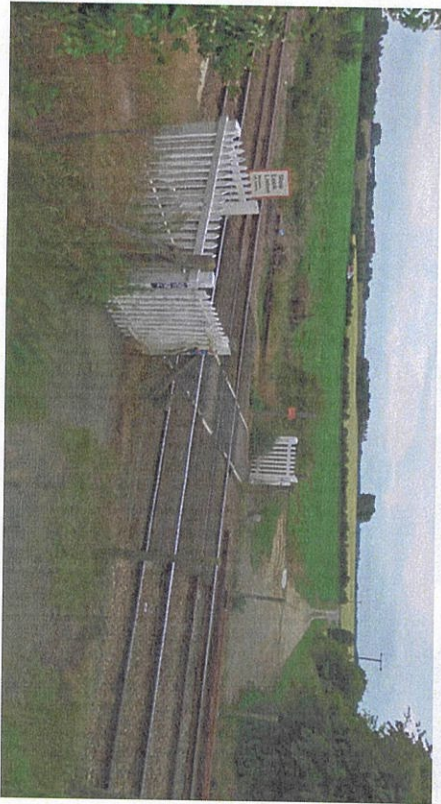
Consequent upon the flying activities, the Civil Aviation Authority defines airfield flight approach paths and there are potential issues of public safety and noise from aircraft associated with the use. The use and scale of development is therefore restricted underneath the formal flight approach paths and the height of development is subject to prescribed limits. Such considerations have had an influence on the masterplanning of Moreton Hall, which includes an area of strategic open space under the extended flight path area to the west of Lady Miriam Way.



Railway Line

The railway line defines the northern boundary of the site. The railway has influenced the location and type of residential development, mainly in terms of noise which acts as a constraint to development. Any adverse impacts on residential amenity will need to be avoided in those areas of the proposed development which abut the railway. Mitigation can be achieved through the layout of development and the design of individual properties. Ground borne vibration is also a potential issue in relation to development located within close proximity of the railway and will also need to be taken into account in the design of the scheme.

Whilst the railway acts as a constraint, the level crossing can also act as an opportunity with potential for the cycle route up to the crossing to be improved, which would assist St Edmundsbury's aspiration to deliver a circular pedestrian and cycle route around the town.



Existing Residential Areas

Existing recently built residential development is located immediately to the west of Site BV4 and includes a large area of open space adjoining Lady Miriam Way. This open space includes a number of strategic footpath and cycle routes providing connections to established local amenities including the Abbots Green School. As such there is benefit in locating the proposed residential areas adjacent to the existing. This will provide opportunities to increase the use of public transport, walking and cycling facilities, and means that community facilities and open space can be provided within walking distance of more residents. It will also promote community cohesion between existing and new residents if they are not separated and have some shared facilities.

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Existing Buildings

There are a number of existing buildings on the site; two dwellings to the north of Mount Road, and the Flying Fortress public house. The Flying Fortress lies within the main body of the application site with an access track running down to the property off Mount Road. The track is not within the ownership of the Flying Fortress owners however rights of access exist across the track. The Flying Fortress has a music licence and this has a potential to act as a constraint to residential development. An appropriate buffer will therefore be required. The public house also acts an opportunity as it can be incorporated into a larger area including a local centre, which would provide a legible hub for the development, as well as providing a focus for existing developed areas adjoining.

Community Football Facility

The Community Football Facility has planning permission for a new 2,500-capacity stadium which will enable Bury Town FC to relocate from their existing premises. The scheme also provides for a club house, changing rooms and two floodlit pitches including an all-weather pitch. The Community Football Facility is intended to provide for dual use facilities available to the proposed secondary school and the clubhouse includes facilities for clubs in the community including a meeting room. The location and scope of the facility clearly influences the layout of the proposed development and the type of neighbouring uses that are compatible with it.



Proposed Land Uses

Suffolk Business Park (SPB)

The existing SBP is situated to the south west of the site and its proposed extension is the subject of Policy BV13 of the Bury St Edmunds Vision 2031 submission draft. An approved Master Plan has been prepared for the expansion of the SBP which is expected to provide a long term resource for economic growth in the town. It is a prominent and visible location that is accessible to the road network making it attractive for businesses; and noise from the A14 makes the site less suitable for other potential uses. The expansion of SBP has been considered as part of the development of the application site and the distribution of ancillary uses, although it will be subject to a separate application.

Promotion and delivery of the Suffolk Business Park extension will fall to Churchmanor Estates Company plc. Consequently Taylor Wimpey has sought to work co-operatively with Churchmanor Estates to promote the potential of the land. As such they supported the preparation of the Master Plan, which was adopted by the Council in 2010.

Eastern Relief Road (ERR)

A proposed route for the Eastern Relief Road was identified in the Suffolk Business Park Master Plan. A planning application has been submitted for the ERR which is regarded as a significant element in the overall provision of local infrastructure – Vision 2031 paragraph 6.12 refers.

The planning application has been prepared by Cannon Consulting on behalf of Churchmanor Estates Company plc and has had regard to traffic data collated on the instruction of Taylor Wimpey for the wider area east of Bury St Edmunds. Such data was collected jointly by three developers with interests east of the town and has been provided to Suffolk County Council and their agents to enable better understanding of the local highway network.

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Technical Studies

Preparation of the scheme also has regard to the following general assessments that support consideration that the site is suitable for development and capable of delivery.

Topographic Survey

A Topographic Survey was undertaken to provide survey data on all relevant features at the site, including buildings, sewers and site levels. The survey data provides baseline data for all the other technical studies and in particular to inform the drainage strategy and the landscape strategy.

Noise & Vibration

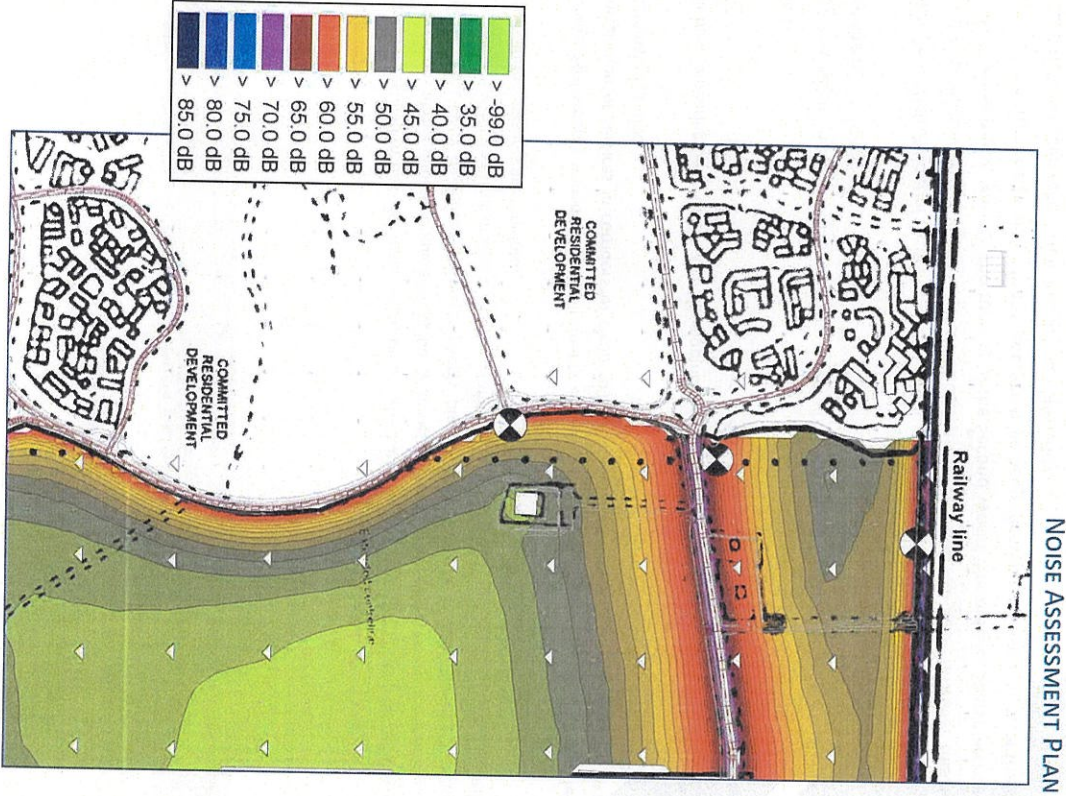
A Noise and Vibration Assessment was undertaken to determine the suitability of the site for residential use and other sensitive development. The Noise Assessment showed that the main existing sources of noise are traffic on the A14 and Mount Road and the railway line. The extent of the existing noise was recorded in plan form as shown adjacent. The plan indicates noise levels from the railway could prohibit some forms of development. Other noise sources have been identified, such as the existing airfield and outdoor entertainment events, but these are within acceptable levels as not to prohibit development. The existing public house, the Flying Fortress, however contains an entertainment/music licence until 2am which needs consideration in terms of adjacent uses and buffer zones.

The proposed Eastern Relief Road (ERR) will introduce another potential noise source, which has not been assessed specifically, but is significantly removed from any of the proposed residential development areas. It will not present a barrier to development, as any noise arising from this will need to be mitigated sufficiently to avoid harm to existing residential properties, which are in much closer proximity to the proposed new road.

The Vibration Assessment was undertaken because the northern part of the site is close to the railway line and it is typical for ground borne vibration levels to be assessed in such circumstances.

Given the assessed levels of noise and vibration along the railway line, the survey concluded that any development should provide a no-build buffer of at least 25m between the railway line and residential properties, to ensure adequate living conditions.

The Assessment concluded that, based on the measured and predicted noise levels at the site, it is considered that acceptable noise environments could be provided for future residents with the design and provision of appropriate noise



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mitigation measures. These measures would be straightforward to implement in the design of the development following the grant of outline planning permission. This could be secured through the imposition of suitable planning conditions.

Flood Risk/Drainage

There are no areas within the site that are at significant risk of surface water flooding. However, the development will include a number of balancing ponds, retention basins and swales, which will be intrinsically linked to the landscape and biodiversity strategy providing linked blue and green corridors as part of a comprehensive Sustainable Urban Drainage (SUDs) Strategy.

With regard to the risk of flooding arising from foul drainage, the development of the site will require suitable measures to be put in place ensure that sufficient capacity exists within the foul network to accommodate the potential additional output from the proposals.

A Drainage Strategy will be submitted as part of the planning application, to address foul and surface water drainage implications and deliver the aspirations for the site. The Strategy will also address the need to ensure that sufficient capacity exists, or will be provided, within the water supply network for the development, with all detailed options being presently considered for incorporation.

Ground Conditions

A Phase 1 Preliminary Contamination Assessment has been undertaken to provide information on ground conditions, and to determine whether contamination affects the proposed development or represents a potential risk to human health or the environment. The Assessment has considered the current and historic uses of the site, the geology, hydrogeology and hydrology of the site, any environmental consents and licences for the site, and potential contamination issues and environmental risks. It concludes that contamination risks at the site are *Very Low - Moderate* with only contamination sources associated with the former military airfield use that are the potentially significant. However, the greater part of the airfield has been inactive for over 50 years and the land has been used for agricultural purposes during this period, which has included ploughing, sowing and harvesting of crops using heavy machinery. It is likely that if significant contamination was present, there would have been evidence of it by now - through damage to crops, impact to the chalk aquifer, reported pollution incidents, etc. No evidence of contamination has been identified during the Assessment.

A Phase 2 Intrusive Investigation has also been undertaken which established that arsenic and benzo(a)pyrene are present in concentrations above published guideline values with respect to human health for residential development. PAH compounds exceed UKWIR guidelines on water supply pipes. Nickel and zinc in topsoil exceed BS3882:2007 requirements for use as topsoil. In terms of Gas/Vapour Contamination, no potential sources of gas were identified and as such no gas protection measures are required.

As a result of these assessments remediation requirements are set out which include clean topsoil, upgraded water supply pipes, installation of services in corridors of clean soil and health and safety requirements when working in potentially contaminated ground.

These steps will have a bearing upon the cost of development which will have to be accounted for when considering overall viability.

Archaeology

An Archaeological Assessment of the site was undertaken which identified that in summary, the archaeological potential of the site is as follows:

- **Prehistoric – High Potential:** A previous evaluation on the centre of the site has demonstrated the survival of a shallow archaeological horizon of early to middle Iron Age date; however this has been truncated where it was cross by the runway of the Second World War airfield. Sparse archaeological features dating from the Neolithic to the Iron Age have been recorded in close vicinity of the site, and flint scatters have been recorded in the surrounding fields;
- **Roman – Low Potential:** Two Roman pits were recorded adjacent to the west of the site which were probably associated with peripheral agricultural activity;
- **Medieval – Moderate Potential:** Medieval field systems have been recorded in close vicinity of the site, as well as an isolated Anglo-Saxon burial; and,
- **Post-Medieval/Modern – High Potential:** The site covers a significant part of the former Rougham Airbase land, including parts of the former runways and the perimeter track.

The Assessment concludes that the site has probably only been subject to a limited degree of truncation, primarily through post-medieval and modern agricultural processes; and the establishment of the Second World War runways and perimeter track of Rougham Airfield. The salvaging of the hard standing materials from

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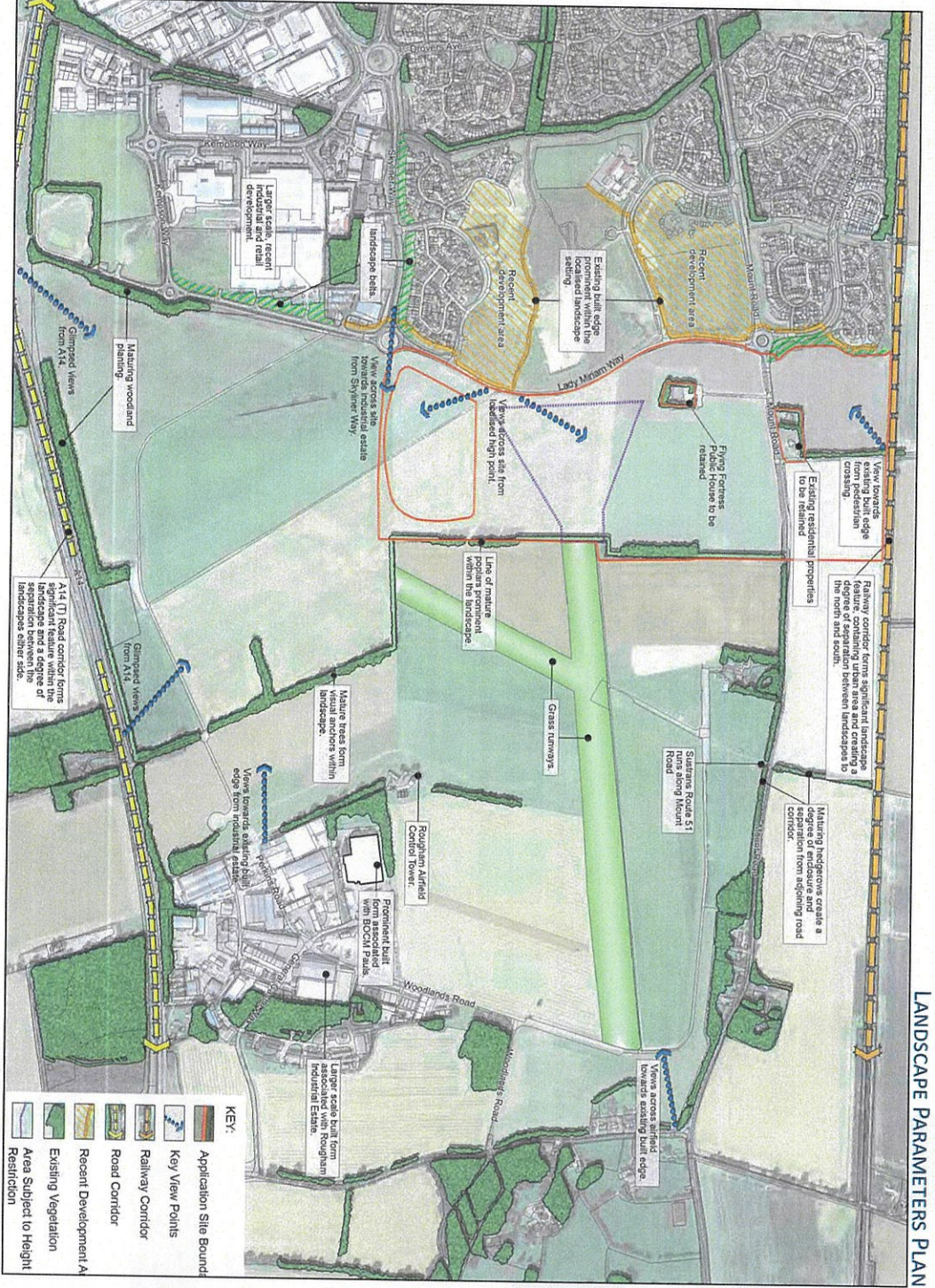
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the runways and airbase in the 1950s may also have had an impact on the archaeology at the site. The previous archaeological excavations on the adjacent areas of Moreton Hall have demonstrated that areas of archaeological features could be identified through evaluation trenches and preserved by record through archaeological excavation. We would expect similar mitigation measures to be put in place for the proposed development of the site, to be secured through an outline planning application.

Ecology

An Ecological Appraisal of the site has been carried out to inform the layout of the proposed development, the summary of which was as follows:

- Ecological Designations.** The site itself is not subject to any statutory nature conservation designations.
- Habitats.** The site are largely comprised of arable land, of low ecological value. Habitats of elevated value, such as mature trees and hedgerows are present along the margins of the site.
- Faunal Species.** The arable areas which form the majority of the site are of relatively low value for wildlife species. Potential opportunities for roosting bats will be retained under the proposals. Mammals are present within adjacent woodland which will be retained under the proposals. Hedgerow and Brown Hare were recorded within the site. Potential reptile habitat is limited to undisturbed marginal habitats. The site is not



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considered to be of any importance for amphibian, bird or invertebrate populations.

The Ecology Strategy has been developed from these findings, to create suitable opportunities for ecological enhancement within and at the edge of the site. The Ecological Appraisal and the Landscape Strategy are strongly connected to one another to provide an integrated approach to landscape and ecological enhancement providing significant benefits for the site.

Landscape

A Landscape & Visual Assessment was undertaken to analyse the landscape character and visual environment of the area and to assess the ability of the landscape and visual environment to accommodate development at the site.

The relevant landscape constraints and opportunities were identified on the adjacent plans. In summary, the key findings of the Assessment are:

- The site lies within the urban fringe characterised by the built form of Moreton Hall, the railway corridor, the airfield, the industrial estate, and the A14. The transport corridors and airfield form significant man-made elements within the immediate setting of the site, with the railway corridor and the A14 forming robust, physical barriers to the site. Furthermore, the planting arrangements along Lady Miriam Way are subject to change, depending upon the eventual arrangements of the Community Football Facility.
- The views of the site are highly localised as a result of the existing vegetation structure and the built environment. The open nature of the eastern urban edge and large built form associated with Rougham Industrial Estate form urbanising elements which characterise the urban fringe landscape.
- Longer distance views are contained by the mature vegetation structure which provides the landscape setting and built form to Moreton Hall and the Rougham Industrial Estate, areas of which are illustrated on the enclosed plan.
- The development of the site can be integrated without detriment to the localised landscape character or visual environment. It is considered that the development of the site provides opportunities to create an attractive edge to the urban area of Bury St Edmunds.
- The incorporation of a comprehensive landscape strategy presents the opportunity to enhance the approaches to Bury St Edmunds and the setting of Moreton Hall.

- The proposals are fully in line with landscape policy objectives to preserve and enhance natural environment assets as set out in the Bury St Edmunds Vision 2031 and can be readily accommodated within the localised landscape setting which forms the context of the site.

The Assessment also concludes that there are several opportunities to link to the existing areas of open space to the west and to the runways associated with the airfield to the east providing continuity of green space. These opportunities will ensure that the proposals sit comfortably within the localised setting and reflect key features, such as existing landscape corridors along the railway, Mount Road and eastern site perimeter, all of which characterise the landscape context of the site.

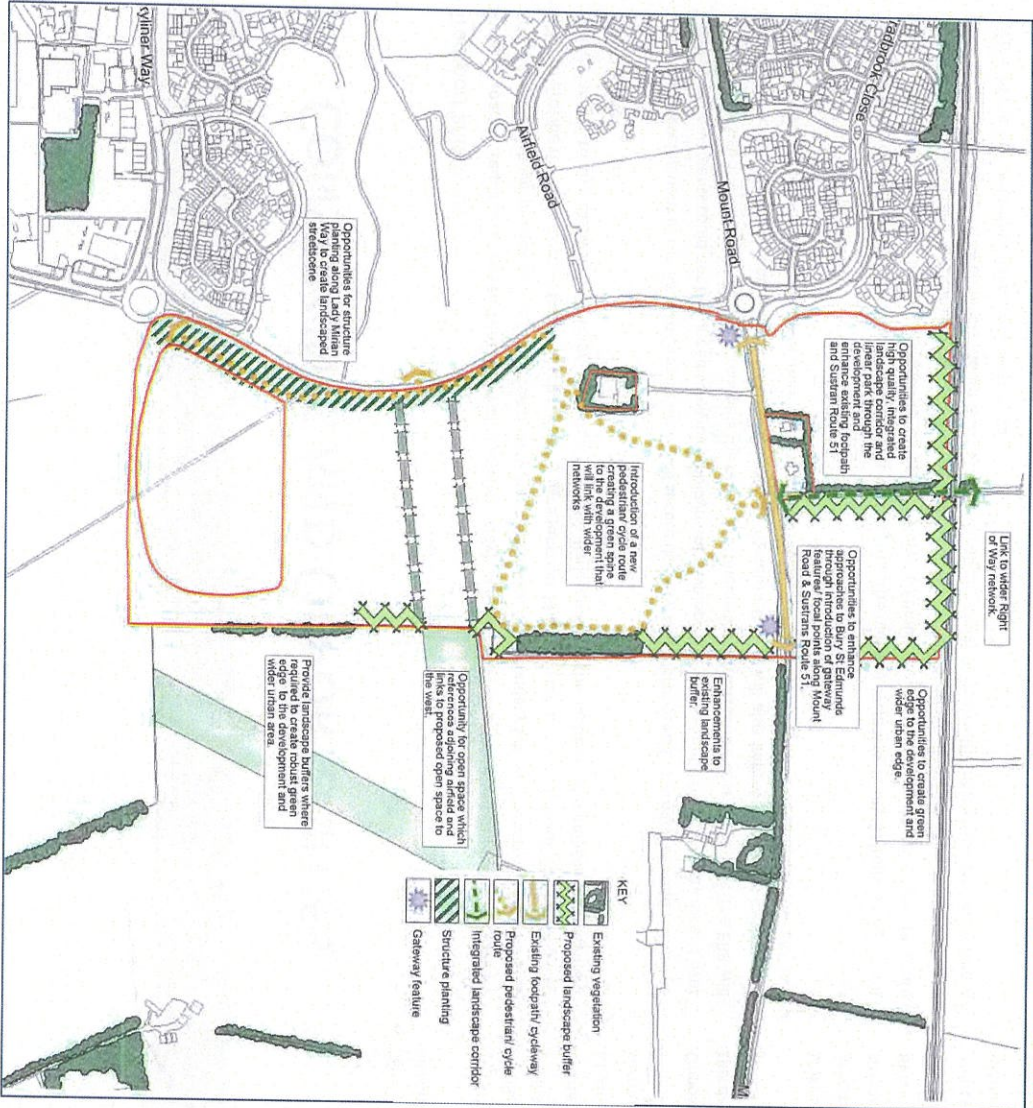
The development also creates opportunities to provide pedestrian and cycle links to the existing residential areas to the west, the potential new residential development to the north, with links utilising the established wider footpath and cycle networks and a potential link to the existing and proposed employment areas to the south.

The Landscape Opportunities Plan (see over page) illustrates potential enhancements to the site including the creation of a route to Cattishall Crossing/national cycle route 13, new pedestrians routes, new structural planting and landscape buffers.

The landscape strategy will ensure that the edges of the site create a robust and defensible green buffer and that the proposed development will be integrated without detriment to the localised or wider visual environment.

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LANDSCAPE OPPORTUNITIES PLAN



Adjacent Existing Open Space

The recently constructed Moreton Hall development immediately west of the site includes a large area of open space as part of the residential scheme. The open space, approximately 10.9 acres in size, will include a 'kickabout' area, an outdoor classroom, seating area with picnic tables and a space to hold outdoor events, as well as a woodland copse, an ornamental sensory garden, cycle racks and a comprehensive footpath network. Within this open space Taylor Wimpey is funding a multi-use games area (MUGA) suitable for basketball and small-sided games of football.

More than 300 feature trees and 8,900 younger trees will be planted in the landscaped beds and coppice, with the site also comprising 200 metres of hedging and five acres of wildflower meadows.

The large site lies immediately west of Lady Miriam Way, benefits from strong community involvement presently and would also act as a valuable space for residents of the Masterplan site, offering opportunities for social interaction as well as typical recreational use of the space. As such, linkages to this open space are to be incorporated into the Masterplan along with allotment space which provides further opportunity for interaction between new and existing residents.



EXISTING MORETON HALL PUBLIC OPEN SPACE

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Transport and Access

A relief road is required between Moreton Hall (Skyliner Way) and junction 45 of the A14 trunk road (Rookery Crossroads), which will provide access to the Community Football Facility and secondary school. The provision of this road will also provide relief for existing traffic which currently uses junction 44 of the A14 and Mount Road. The ERR will also provide access to the eastward extension to Suffolk Business Park, enabling the creation of significant employment opportunities.

Residential development in the Eastern Growth Area, will secure delivery of the proposed Eastern Relief Road (ERR). The highway improvements could not be funded solely by employment development whose implementation may extend over many years. As such the residential development is the driver for funding the infrastructure cost of the ERR. The ERR will benefit the surrounding area and provide improved access to Moreton Hall. It will also improve access to existing and planned employment areas, making them more attractive to businesses. Taylor Wimpey will seek to deliver the ERR in a timely fashion.

The site itself is well connected in terms of a movement framework. The national cycle way Route 51 runs along Mount Road which connects Colchester and Harwich to Oxford via Bury St Edmunds and Cambridge. More locally the route connects the site with Bury St Edmunds town centre to the west, with a cycle/footbridge across the A14, and Thurston to the east. In addition Route 13 connects Mount Road with Cattishall and Great Barton to the north, through the northern section of the site and across the railway level crossing.

A further cycleway runs along Lady Miriam Way to the west of the site, within the recent residential development and west along Skyliner Way into the town centre. A number of additional footway links are provided throughout the adjacent residential development which also connect into the town centre.

Further south lies the A14. Whilst Moreton Hall is principally served via junction 44, completion of the ERR will allow direct access to junction 45 to the east. This will provide a much easier route to the site from the A14, displacing some of the traffic movements towards the town centre.

To the north of the site lies the Cambridge to Ipswich railway line, with stations at Bury St Edmunds just north of the town centre and at Thurston to the east of the site.

An access to the Flying Fortress public house exists from Mount Road. The access is within the control of Taylor Wimpey, although the public house owner has access rights across the route.

The existing Moreton Hall residential area to the west of the Masterplan site, acts as an exemplar for the proposed development, given its successful network of dedicated off-road pedestrian and cycle links within the development linking it to the town centre. The character of the existing development enables its residents to move around the wider estate without the need to travel by car. It is this successful approach to design that shall be promoted within the Masterplan development, providing enhanced opportunities to walk and cycle within the area and the wider surroundings without the need to travel by car.

Opportunities to reduce short trips by car will be an important factor in measuring the environmental sustainability of the development. As stated, 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 and land will be made available to accommodate any future infrastructure provision to facilitate this. The proposed Secondary School to the south of the site will also reduce the need for upper school pupils to travel across town to the County Upper, King Edwards and St Benedict's schools, thereby alleviating pressure on the local roads and junction 44 of A14. Whilst vehicular access to the Secondary School will be provided from the Eastern Relief Road to the east of the Community Football Facility, footpath and cycle access will also be provided from Lady Miriam Way to maximise the number of pupils travelling by non-car modes. Links will be provided to connect the development site to the proposed Suffolk Business Park Extension to the south, the Masterplan for which was adopted in 2010.

A Transport Assessment is being prepared to inform development at the site. This will draw upon the comprehensive traffic surveys carried out for the wider area east of Bury St Edmunds and this data will be used to assess the capacity of the local highway network with the proposed development in place, to the satisfaction of the local highway authority and the Highways Agency. Detailed consideration will also be given to access by non-car modes to the site and the requirement to fully integrate and facilitate these modes within the design of the site and the wider area.

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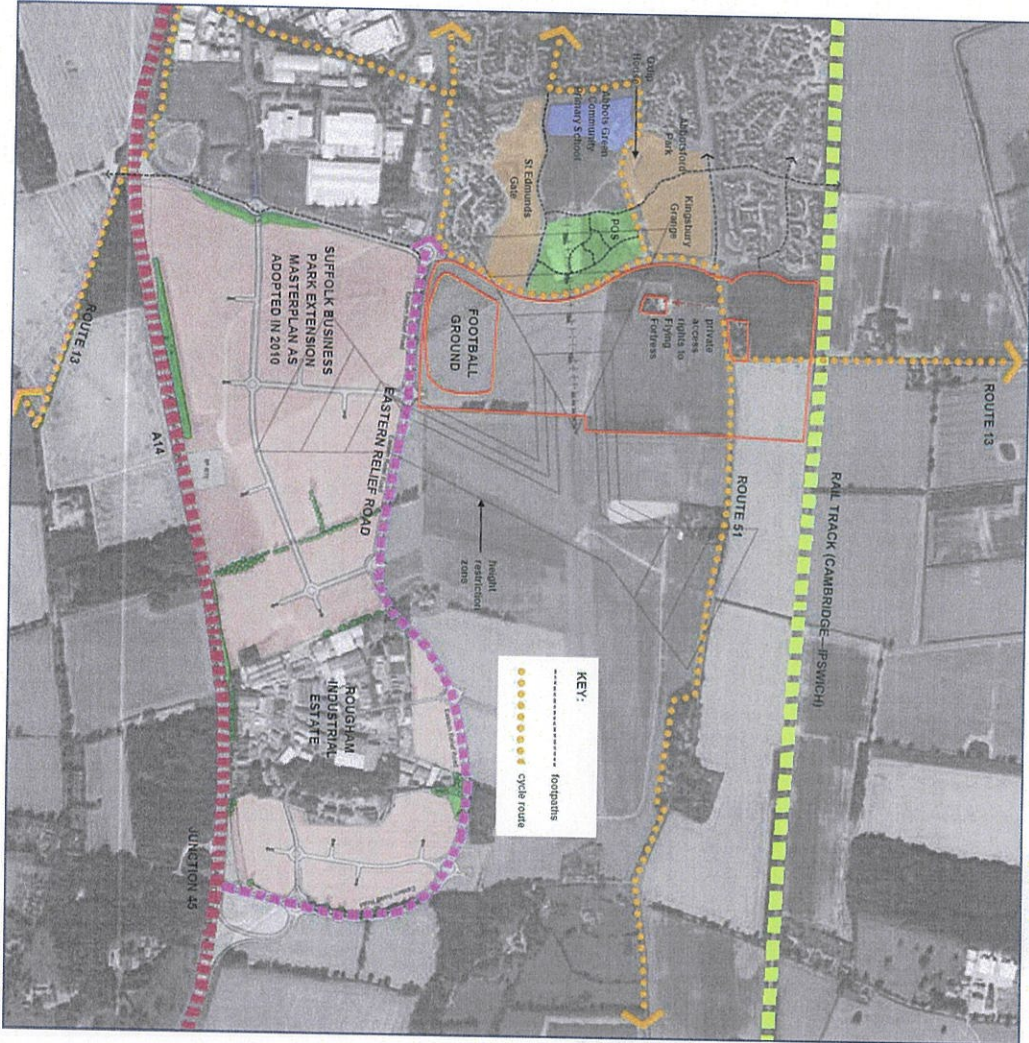
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MOVEMENT FRAMEWORK



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7 PROPOSED SCHEME

Layout

Following analysis of the site constraints and opportunities, a Masterplan was prepared initially to determine where the main features of the development will be located including site access and the movement framework, with other important aspects of the design such as its green spaces and drainage methods.

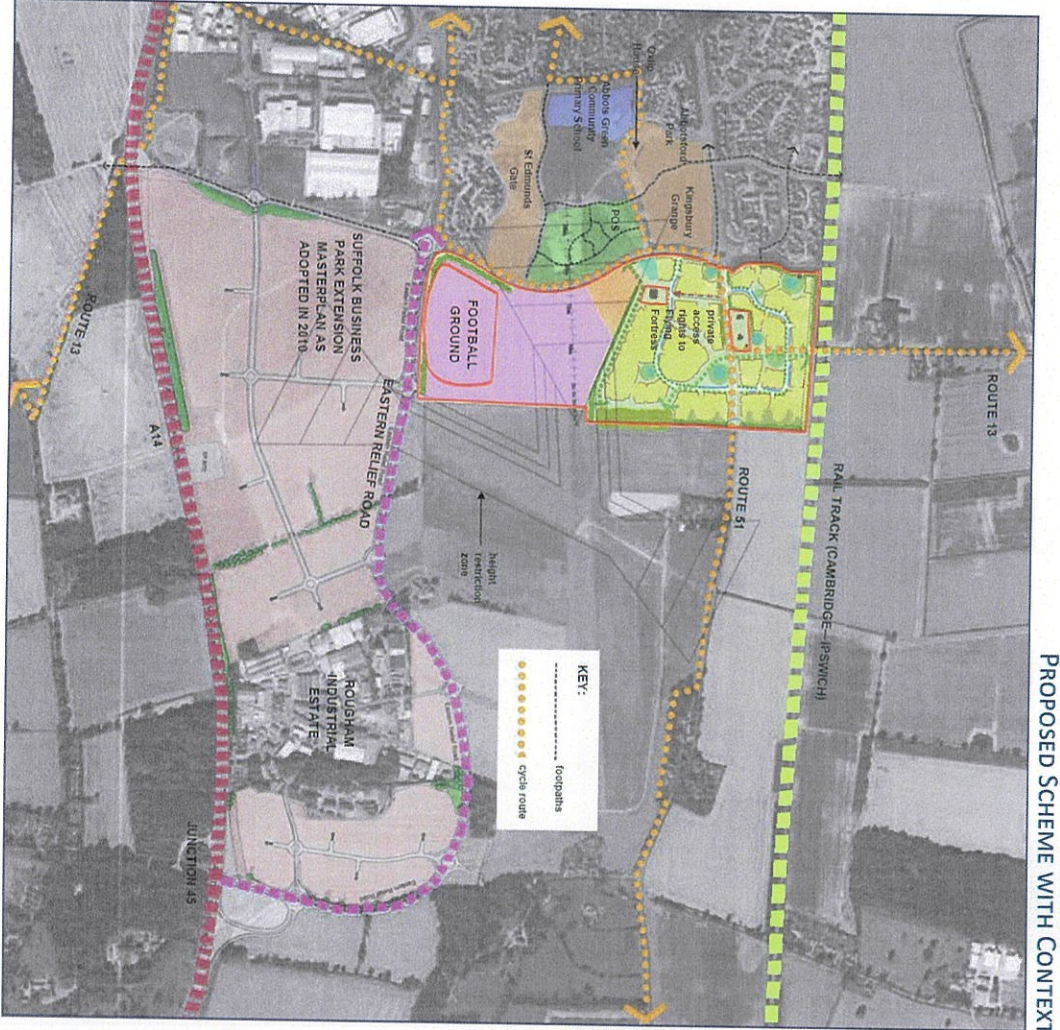
In line with the preferred layout for the site, as within the Vision 2031 document, the Masterplan has been governed by the desire to locate the new residential development adjacent to the existing housing, aligned with the desire to locate the amenity space and school/school grounds to the south of the proposed residential development and adjacent to the existing open space to the west.

On the southern side of the school, but north of the ERR, the Community Football Facility is shown, however there remains scope for the school and football provisions to be delivered together, and as such those elements are only shown in indicative forms.

Within the site there are two further areas that lie outside of the site boundary, including the public house (Flying Fortress) and the existing dwellings to the north of Mount Road. The proposed development has taken those 'constraints' into account and ensured that they will not be adversely affected by the scheme. An additional car park adjacent to the pub has been illustrated, to cater for the loss of informal parking on land outside of its ownership. Access to the public house for the owner shall be along a private drive, whilst visitors to the premises shall use an estate road, with access off Lady Miriam Way, which serves the parking areas for the pub. A buffer area with landscaping shall be provided to the rear of the existing cottages along Mount Road to minimise any impact to the residents. A significant buffer also exists at the Mount Road and Lady Miriam Way roundabout, where existing landscaping is reinforced around the site corner.

The National Cycleway Sustans Route 51 runs along Mount Road which connects Colchester and Harwich to Oxford via Bury St Edmunds and Cambridge. National Cycleway Sustans Route 13 runs in a north easterly direction from Mount Road along Cattishall Lane and across the railway line to Cattishall and Great Barton. In addition, a cycleway runs along Lady Miriam Way to the west of the site, within the adjacent Taylor Wimpey residential site. This has been taken into account and linked to a number of new pedestrians and cycle routes which are designed with dwellings facing onto them thereby providing natural surveillance.

To the north of the site a 25m noise buffer (no-build zone) has been provided due to the adjacent railway line. Aside from protecting future residents from the associated impact of the use of the railway line, the space is



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sufficiently large to allow the future provision of an elevated pedestrian/cycle crossing over the line, whilst also providing a valuable wildlife corridor. As such, development will not form part of this buffer. In addition, development has been set back from the Flying Fortress public house to avoid risk of conflict with the licenced activities of the premises.

Following preparation of the drainage strategy the size and location of the necessary retention basins and swales were established, including a pumping station to the north west of the site. The retention basins shall all contain a low level wet feature channel enabling water to drain in and out, with reed planting and habitat creation. In the event of a flooding event the retention basins will fill and the water shall be discharged at an agreed rate.

The eastern edge of the application site will comprise of a generous landscape buffer with meandering paths and swales offering ecological value, explorative play opportunities and which reinforces the green edge to the development. Landscape areas permeate the scheme throughout the development, illustrated with indicative areas on the Masterplan.

The general layout of individual buildings on site will be designed to capitalise on solar gains, in so far as is reasonably practicable, working with the various constraints that affect the site and the need to provide an engaging urban environment.

An equipped Local Area of Play (LEAP) is proposed within the land north of Mount Road. The play area will be incorporated into a linear park along Catishall Lane which extends down across Mount Road. It is considered that the existing well equipped play facility within the public open space west of Lady Miriam Way would serve residents south of Mount Road within the proposed development. Good links, with safe crossings, at Lady Miriam Way will integrate this into the new development. Dwellings will face all the retention basins and areas of open space, providing natural surveillance and attractive frontages to those spaces.

The main estate roads are tree lined providing a main route through the site providing legibility within the development. To support the principles of the Lifetime concept, as well as providing an interesting and hierarchical streetscape, wayfinding will be assisted through the creation of landmarks, such as focal buildings and variations in scale, at key prominent locations.

The Local Centre and an area which would be suitable to be laid out as allotments are located to the south west of the residential development, but within easy walking and cycling distance of the development. Together with the public house and the open space to the west of Lady Miriam Way they offer scope to create a focal hub which is accessible to new and existing residents alike.



