

JULY 2014



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



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KEY:

- Stansted Airport
- Road Network
- M11 Motorway
- Railway Network
- Railway Stations
- 30 mile radius

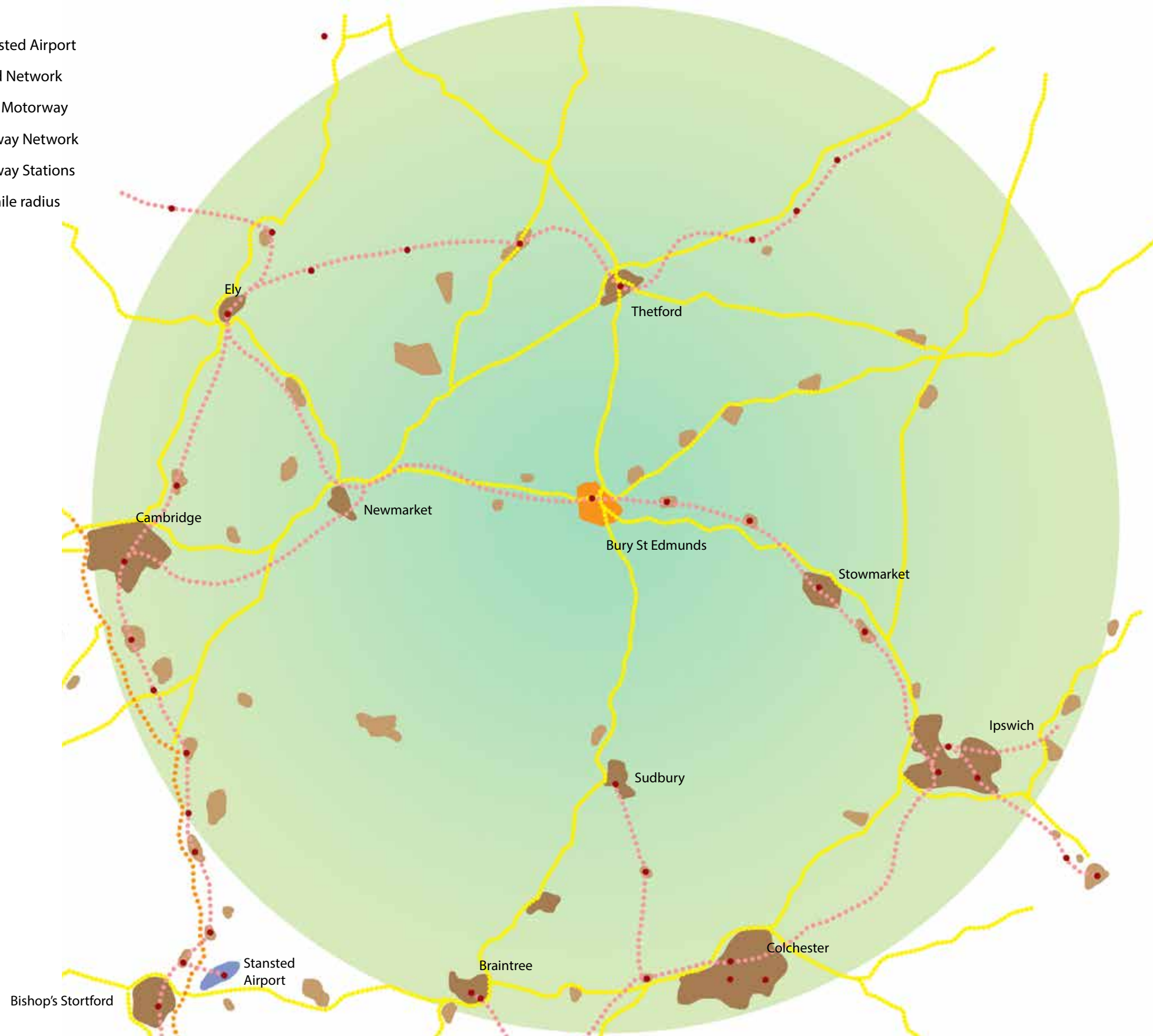


Fig 1: Context

VISION

- 1.1 Our vision is to deliver a new community with a village character and its own sense of identity. It will be physically separated from the surrounding villages and hamlets by open space and will reinforce existing connections to the town centre and to the countryside.
- 1.2 It will deliver a contemporary, high quality, sustainable, energy efficient community. It will respect its sensitive location on the edge of Bury St Edmunds where the urban area meets the countryside. The design is informed by the natural landscape features of the site, which are used to define the shape and extent of the development
- 1.3 The vision will build on the existing landscape framework to provide a "green" and attractive setting for the new community, enhancing a sense of local identity and place. The framework of existing woodlands, tree belts and hedgerows will be used to assimilate the new development into the landscape, and these features will be enhanced to create sensitive edges with the adjacent countryside. A legible sequence of green spaces and green corridors through the development will enhance the biodiversity value of the site.





DESIGN AND PLACE MAKING

- Create a development that is locally distinctive and responds to the differing features of the surrounding area.
- Provide variety within the development by the creation of three different village character areas, separated by open space.
- Assist way finding with a clear hierarchy of urban form and the use of key building groups.
- Create a place with a well-defined community hub having a mix of uses including a primary school, local centre, and sports facilities.
- Provide a range of homes that meet the needs of the local community, including affordable housing.

LANDSCAPE AND GREEN SPACE

- Use the existing landscape features of the site including woodlands, hedges and mature trees, to form a backbone for the development.
- Provide a strong network of green corridors that link the villages in the development to the community hub and give access to the open countryside.
- Create a range of different types of open space for recreational use and to encourage wildlife, flora and fauna.
- Create a sustainable drainage strategy that is well integrated into the overall landscape network.
- Maintain a sense of separation between the development, the village of Great Barton, the hamlet of Cattishall and the Holy Innocents Church.

MOVEMENT AND ACCESS

- Incorporate and enhance existing public rights of way and national cycle routes into the development and improve links to the surrounding area for pedestrians and cyclists, particularly to Great Barton and the town centre.
- Provide a route for cyclists and pedestrians across the railway line that will give safe access to the proposed secondary school, football community centre and employment land in the Moreton Hall development.

SUSTAINABILITY

- Exploit both passive and active energy saving measures as the basis for sustainable design.
- Embrace the philosophy of walkable communities within the development by locating everyday essential activities within walking distance, and actively encouraging the use of public transport.
- Reduce waste and improve water efficiency by making energy efficient construction measures an integral part of the masterplan.
- Retain natural features in the open spaces and create new features to maintain and enhance opportunities for wildlife. Allotments and fruit trees will encourage sustainable food production.

PURPOSE OF THE MASTERPLAN

2.1 This document sets out the vision for the new neighbourhood at North East Bury St Edmunds. It builds on the parameters and framework set out in St Edmundsbury Borough Council's Vision 2031 Development Plan Document (DPD) and Concept Statement for the site and in doing so has regard to national and local planning policy, local infrastructure and environmental considerations. The main purposes of this masterplan document are to:

- Explain the planning policy context within which the development will be considered;
- Identify the main constraints to and opportunities for development;
- Establish and consider the parameters against which the development will be assessed;
- Provide an illustrative framework masterplan for the site; and
- Show that the North East Bury St Edmunds strategic allocation is deliverable and that the development can be implemented during the lifetime of the development plan.

POLICY CONTEXT

2.2 Policies CS1 and CS11 in the adopted St Edmundsbury Core Strategy (December 2010) identify the land North East of Bury St Edmunds as a location for long-term strategic growth delivering around 1,250 homes; opportunities for employment; high quality strategic open space and recreation facilities; and education, community and leisure facilities.

2.3 Policy CS11 states that the development should:

- Maintain the identity and segregation of Great Barton and create a new high quality entrance to Bury St Edmunds;
- Facilitate the provision of an A143 Great Barton bypass;
- Contribute to reducing congestion at appropriate junctions on the A14 in Bury St Edmunds;
- Deliver around 1,250 homes of mixed tenure and size, including affordable homes;
- Provide opportunities for B1 use class local employment;
- Provide new high quality strategic public open space and recreation facilities; and
- Deliver additional education, community and leisure facilities to meet the needs of the development and be located in a way that can achieve positive integration with the wider area.

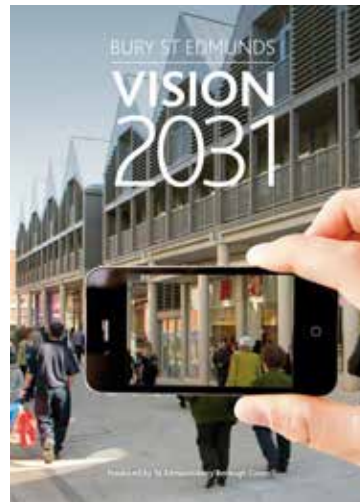


Fig 2: St Edmundsbury Borough Council Vision 2031 Document

2.4 The masterplan also takes account of Core Strategy Policy CS7, which is concerned with sustainable transport. The policy states that the Council will develop and promote a high quality and sustainable transport system across the borough and reduce the need for travel through spatial planning and design. It states also that all proposals for development will be required to provide for travel by a range of means of transport other than the private car with priority being given to walking, cycling and public transport.

2.5 In June 2013, St Edmundsbury Borough Council published its Submission Draft Vision 2031 DPD. Policy BV6 in the DPD confirms that 66.5 hectares of land north east of Bury St Edmunds is allocated for development in accordance with the provisions of Policy CS11 in the adopted Core Strategy. Appendix 9 to the DPD also includes a Concept Statement and Concept Plan for the site. The statement makes it clear that the issues it raises should be given full consideration and paragraph 1.5 confirms that the Concept Plan pays special regard to:

- a. Preventing coalescence of development with Great Barton;
- b. Improving linkages to Moreton Hall and the rest of town;
- c. Walkable neighbourhoods; and
- d. Delivery of services and facilities with the development.

This masterplan has regard to and builds on the Concept Statement and Concept Plan.

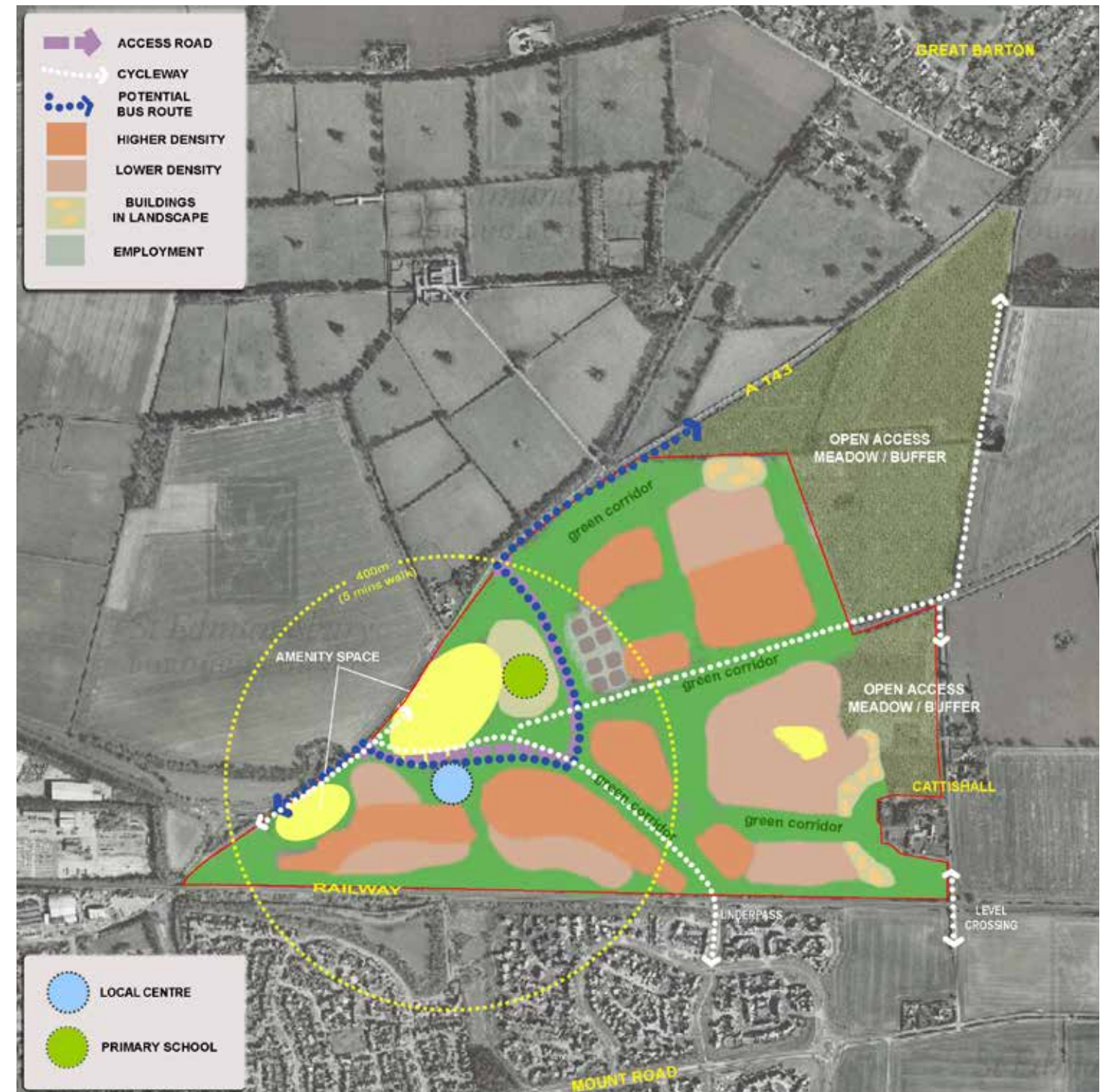


Fig 3: St Edmundsbury Borough Council Vision 2031 Concept Masterplan

2.6 The Vision 2031 DPD states that applications for planning permission "will only be determined once the masterplan for the whole site has been adopted by the Local Planning Authority" and that the "masterplan should be prepared in accordance with the content of the adopted Concept Statement." The Council submitted the Vision 2031 DPD to the Secretary of State in October 2013 and the Examination in Public took place in early in 2014 with adoption anticipated in Summer 2014.

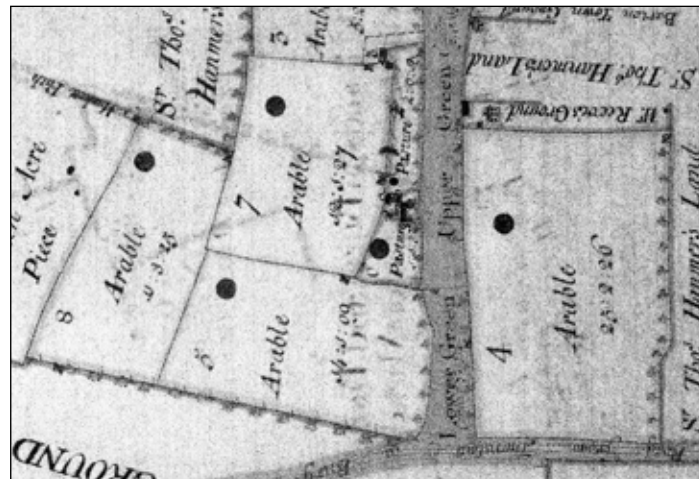


Fig 4: Cattishall Map 1741



Fig 5: Cattishall Map 1783

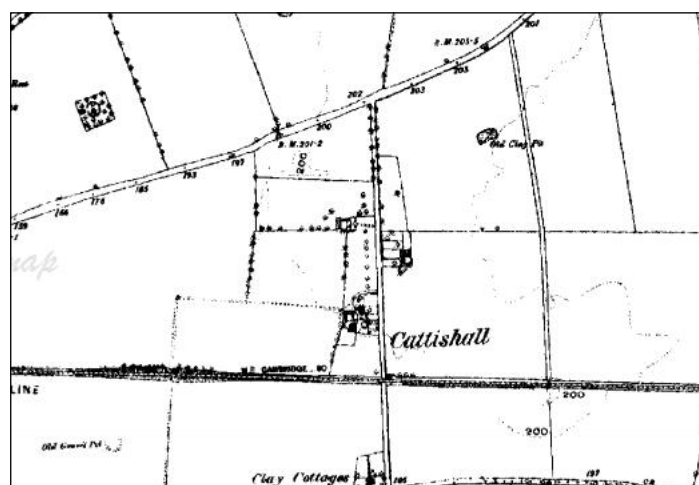


Fig 6: Cattishall Map 1880

SITE HISTORY

- 2.7 The North East Bury St Edmunds site is located in the hamlet of Cattishall who's history has been documented by the Great Barton History Society in their document "A Brief History of Cattishall" and by the Great Barton Parish Council in their document "Landscape Appraisal at Cattishall, Bury St Edmunds". This work has informed the consideration of the site history.
- 2.8 The historical development of the landscape of the site and the pattern of existing landscape features have been important factors in defining the masterplan parameters.
- 2.9 The sequence of historic maps shows how the character of the existing landscape around Cattishall was formed. The land around Cattishall Farmhouse (the farmstead) was historically heathland. Maps of the 18th century show a narrow strip of land called Upper Green and Lower Green around which buildings were organised, enclosed to the east and west by farmland and to the south by Blowthorn Heath. The map of 1783 which names this area 'Cattishall Green' also shows the line of the byway running east-west through the site towards Bury St Edmunds town centre.
- 2.10 Farming in this part of Suffolk was generally on common arable fields up to the 19th century when land was enclosed by Acts of Parliament. The enclosure process changed the field patterns from small and irregular in the early 19th century to larger rectilinear forms shown on the Ordnance Survey map of 1880. By then Blowthorn Heath had disappeared and the railway line formed the southern boundary of the site. A track linking the farmhouse to land to the south of the railway was also in place.
- 2.11 In the 20th century, the small fields west of the farmhouse were amalgamated into a single large field, although around the farmhouse itself, a line of trees follows what appears to be an old east-west field boundary. These together with other surviving remnants of the old field boundaries around the farmhouse make this area finer grained than the open fields beyond.



Fig 7: Aerial photo showing site location

■ Site Location

COMMUNITY ENGAGEMENT

- 2.12 Engagement with the community is a key aspect of the development process for the North East Bury St Edmunds site. In 2011, Berkeley held a consultation to engage the local resident and business communities in a discussion around "issues" and "visioning" – specifically what are the concerns in relation to future growth and what are the ideas and aspirations for any new development. The response to this consultation has helped to shape this masterplan.
- 2.13 Since 2011 Berkeley has met with local stakeholders and residents to explore in more detail key issues relating to the development. This included a public exhibition in November 2013 to consult on the masterplan.
- 2.14 In 2014, Berkeley intends to consult the community ahead of a formal planning application.
- 2.15 The main objectives of the community engagement initiative has been:
 - To explain the planning and development process;
 - To report back on the consultations undertaken;
 - To seek feedback on the outline masterplan for the site;
 - To consider the public response and reaction to the outline masterplan; and
 - To consider what changes could be made in response to public opinion.

CONSTRAINTS AND OPPORTUNITIES

3.1 Key features of the site are outlined and described in the following section along with the issues and opportunities they present for the evolution of the masterplan.

SITE LOCATION

3.2 The site is approximately 2km north east of Bury St Edmunds town centre. It is roughly triangular in shape and is bounded to the north west by the A143, and to the south by the Ipswich to Cambridge railway line, with the modern development at Moreton Hall beyond. The hamlet of Cattishall is located to the east, and approximately 1km to the north east is Great Barton. The settings of Cattishall and of Great Barton village are important considerations in the design process.

SURROUNDING LAND USES AND COMMUNITIES

3.3 The railway line presents a physical barrier to achieving integration with the existing development to the south at Moreton Hall and the A143 creates a barrier to the open countryside to the north. However this presents an opportunity for the development to create its own independent character and identity. Existing and improved footpaths and cycleways will provide opportunities for good connectivity to the town centre, the countryside, and the local communities at Moreton Hall and Great Barton.

PUBLIC RIGHTS OF WAY

3.4 A Restricted Byway (no 4) crosses east to west through the site and provides a facility for non-motorised users (see fig 9). Retaining the existing lane, hedges, mature trees and tree belts along this route is a key design consideration, providing opportunities for linear parks, public open space, allotments and informal play shaping throughout the site. The eastern boundary of the site is flanked by National Cycle Route 51 running north-south past Cattishall. A footpath/cycleway also runs along the north side of the A143 at the northern boundary of the site. These existing routes, together with improvements that can be provided, particularly connecting to the south and the town centre, will ensure that the site is well connected to the town centre, Moreton Hall, Great Barton and the countryside.

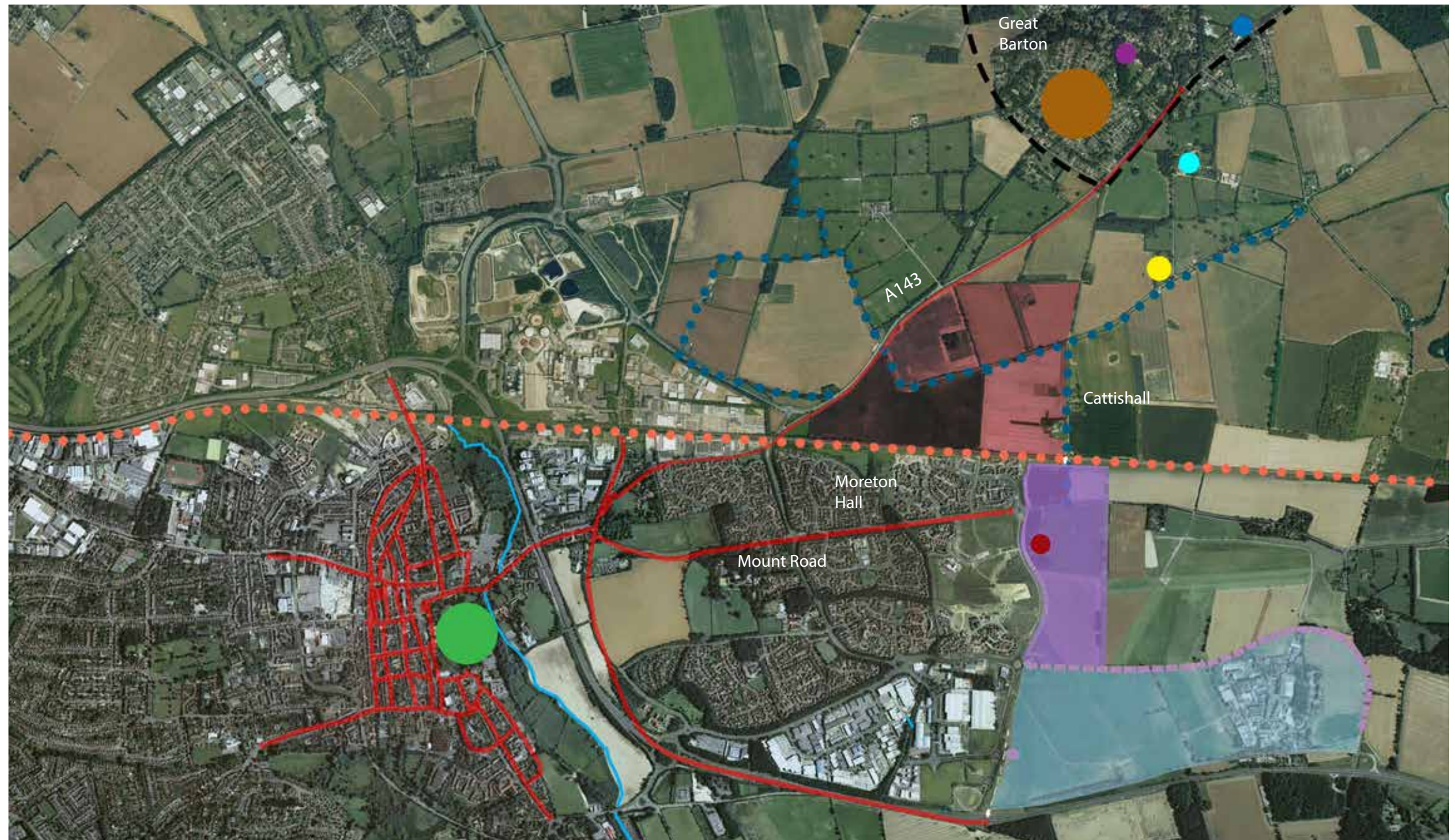















Fig 8: Site's Relationship with the Town



Image 1: View of Restricted Byway 4 Running East West

Key

-  Gridded Road Structure in Town Centre
-  Bury St Edmunds Historic Centre
-  River Linnet
-  A143
-  Railway Line
-  Great Barton Village
-  Former Location of Barton Hall (Destroyed 1914)
-  The Flying Fortress Public House
-  Manor House & Barn (Listed)
-  Elms Farmhouse (Listed)
-  Site
-  Future Moreton Hall Development
-  Future Employment Site

LANDSCAPE AND TOPOGRAPHY

DESCRIPTION OF THE LOCAL LANDSCAPE

3.5 A preliminary Landscape and Visual Appraisal (LVA) of the site has been carried out. The landscape of the site is gently undulating, characterised by fairly large and mainly arable fields, interspersed by robust hedgerows, woodlands, tree belts and copses which provide a sense of enclosure. Hedgerows containing mature trees define the site and its immediate surrounds, especially along the roads and minor lanes. The ecological appraisal found these hedgerows alone to be features of low value, however as a network on the site they are considered to be of local importance ecologically, as they provide wildlife corridors through the site.

3.6 In terms of topography, the site lies at an elevation of between 41 and 61 metres AOD and slopes down perceptibly from the eastern boundary to the west. The highest part of the site lies just to the north of Cattishall Farmhouse. From here the land slopes down to the west, and there is also a slope down to the south towards the railway. The land in the northern part of the site - to the north of Restricted Byway 4 - has a slightly flatter topography with gentler gradients across the land. The natural topography of the area has been 'interrupted' by the construction of the railway line, sections of which are on an embankment which is up to 8 metres above the adjacent site level.

3.7 To the north west of the site, the land rises perceptibly onto a localised ridgeline of land which is at an elevation of about 60 metres AOD, and to the south of the site, beyond the railway the land also rises across the Moreton Hall development. From the eastern edge of the northern part of the site, the land rises very gently towards Great Barton.



Image 2: View of Church from Severals Clump



Image 3: View of Green Lane



Image 4: View of Severals Clump within Site

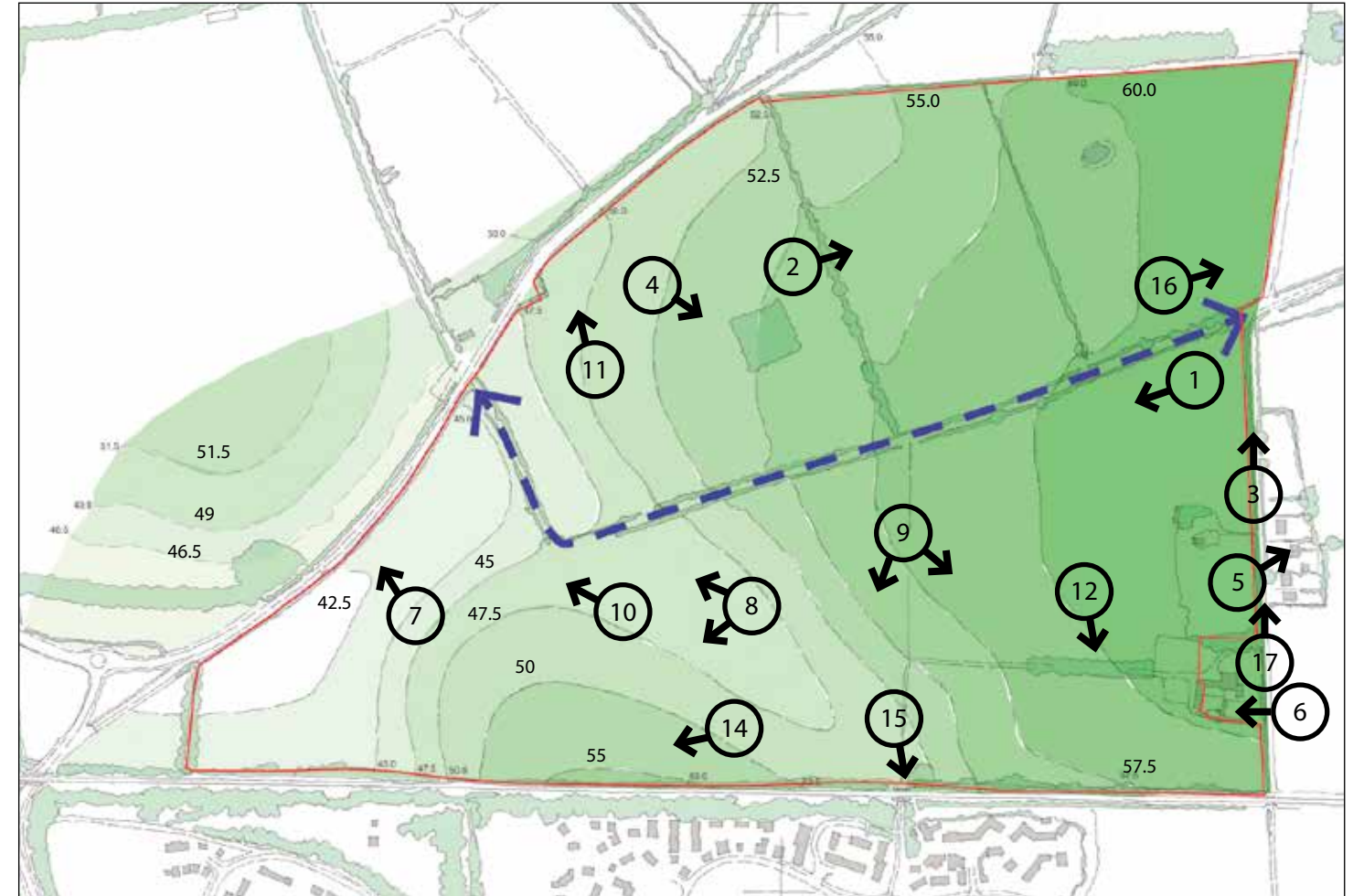


Fig 9: Existing Site with Site Photo Locations

Key

- Contours of the Site
- Restricted Byway 4
- Photo Location



Image 5: View of House in Cattishall



Image 6: View of Cattishall Farm House

LANDSCAPE CHARACTER

- 3.8 The site lies within the Plateau Estate Farmlands as defined in the Suffolk Landscape Character Assessment, forming a transitional zone between the claylands of central Suffolk and the Breckland sands of the north west. The key characteristics of this type include; a flat landscape of light loams and sandy soils, a large rectilinear field pattern, C18th, C19th and C20th landscape parks, clustered villages with a scattering of farmsteads around them and vernacular architecture, often C19th estate type of brick and tile. The assessment refers to the enclosure pattern in the landscape, noting the poor condition of hedgerows and also that the key forces for change in this landscape include the expansion of existing settlements into this landscape.
- 3.9 The assessment notes that due to the regular nature of the landscape, simpler and more modern land cover pattern, the site, in terms of visual impact, has more potential capacity to accept significant settlement expansion than the ancient countryside of the claylands.
- 3.10 The land management guidelines for this landscape character type include the following elements:
- Reinforce the historic pattern of regular boundaries;
 - Restore the quality of elm hedgerows with coppice management; and
 - Restore, maintain and manage the network of tree belts and pattern of small plantations.
- 3.11 The Landscape and Visual Appraisal found that the character of the site is influenced by the visible presence of the built up area of Bury St Edmunds. The railway line and the A143 also have an effect on the appearance of the site, so that it is urban edge rather than truly rural in appearance, particularly at its western end. The north eastern parts of the site have a more rural appearance.








VISUAL APPRAISAL

- 3.12 The site is “contained” by the railway/Moreton Hall estate to the south and Barton Stud and its associated vegetation to the north. Its visibility within the wider landscape is fairly restricted. This is in part due to the site’s topography and in part due to the incidence of tree belts, hedgerows and woodlands.
- 3.13 The public right of way Restricted Byway 4 rises onto the minor ridgeline to the south of the A143 and is flanked by substantial hedgerows. There are occasional views from this byway to the north of the A143 - in which the western parts of the site are seen (fields F1a and F1b). The backdrop to these views is formed by the built up area of Bury, including the modern development at Moreton Hall.
- 3.14 To the south of the site, views are obtained into the southern fields (F1, F7 and F8) from passengers on the railway, which is elevated on embankments above the site, although there is some vegetation along the trackside (particularly at the western end of the site) which limits views in, especially in the summer. The Lombardy Poplar trees along the track to the west of Cattishall Farm are dominant elements in the views from Mount Road (near the Flying Fortress public house: see fig 8) with fields F1, F8 and F12 and the fields to the east of Cattishall seen in these views.
- 3.15 There are views into the site from sections of Restricted Byway 4 although these views are limited to those from gaps in the field hedgerows (as indicated with the arrows on the Landscape Constraints Plan). To the east, there are views from this public right of way westwards to the site, although the extent of these views is restricted by the vegetation along the site’s eastern boundary (fields F3 and F7) with the views being slightly more open in winter.
- 3.16 It is anticipated that a landscape and visual impact assessment (in accordance with Guidelines for Landscape and Visual Impact Assessment, Third Edition, Landscape Institute, 2013) will be undertaken alongside any ensuing planning application.



Fig 10: Surrounding Landscape features

Key

-  Woodlands and Copses
-  Tree Belts
-  Substantial Hedgerows
-  Trimmed Hedges
-  Ponds
-  Track
-  Site Contours

LANDSCAPE AND VISUAL CONSTRAINTS

3.17 The landscape and visual issues that need to be taken into account in the development of the site include:

- The retention of the landscape features on the site;
- The topography of the site;
- The protection of the identity, character and setting of the hamlet of Cattishall;
- The retention and reinforcement of the separation between the village of Great Barton and the built up area of Bury St Edmunds;
- Protection of the setting of the Grade I listed Church of the Holy Innocents to the north east of the site
- The retention of the 'rural' character of the public rights of way through the site; and
- The visibility of the A143 and the railway.

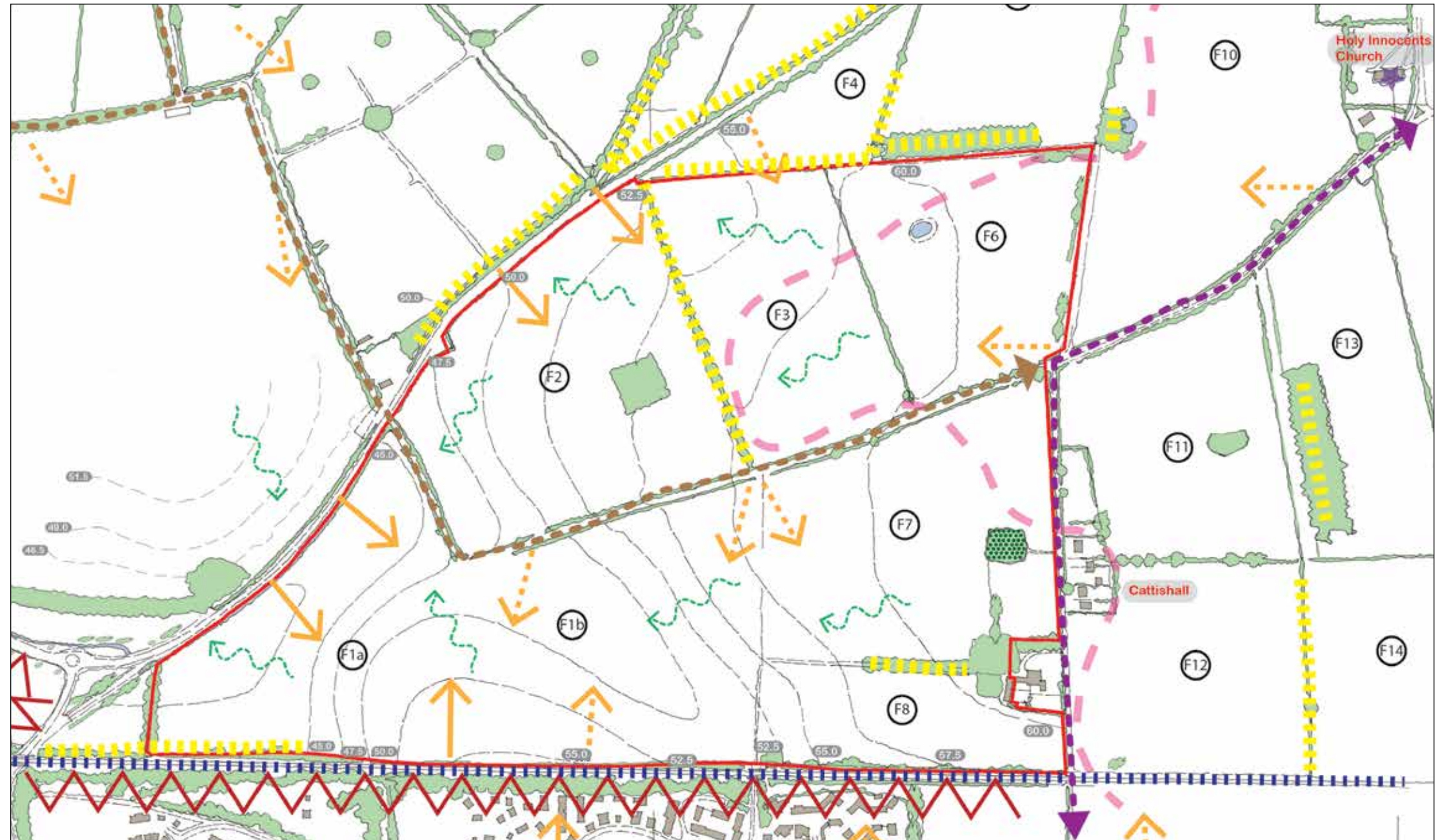


Fig 11: Landscape Constraints Plans

Key

- Existing Woodlands and Copses
- Existing Trees and Tree Belts
- Existing Scrub
- Field Numbers

- Public Right of Way
- Sustrains Routes (National Route 13)
- Contours
- Slopes

Visual Appraisal

- Open Views into/ across Site
- Partial Filtered Views into/ across Site
- Visual Barriers
- Visually Conspicuous Buildings
- Hard Urban Edge
- Approximate Limit of Visibility of Church
- Physical Barrier (Railway Line)



Image 7: View of Hedges Along A143 Looking North

ECOLOGY

3.18 The masterplan has been informed by a suite of ecological surveys carried out between 2008 and 2014, including extended Phase 1 habitat surveys, ecological desk studies and specialist surveys for birds, bats, water voles, badgers, reptiles and great crested newts. An assessment of the hedgerows within and bordering the site was also carried out against the 'wildlife and landscape' criteria of the 1997 Hedgerow Regulations.

3.19 Although the ecological survey work found that the majority of the site is of limited nature conservation interest, being dominated by intensively farmed arable land, the following features of interest were identified:

- Hedgerows, including eight species-rich hedgerows meeting criteria for consideration as 'important' under the 1997 Hedgerow Regulations. Several of these hedgerows are located both sides of Restricted Byway 4 running east-west through the site, with others running north-south between fields in the north of the site and along the northern-most site boundary. Many of the hedgerows contain mature standard trees, which are also of value in their own right. The network of hedgerows and tree lines within the site provide corridors for movement of wildlife through the site and the wider area, as well as providing habitats of interest in their own right.
- Restricted Byway 4, together with the railway line to the south of the site and the woodland edges of Severals Clump in the north of the site, provide a foraging resource for low numbers of bats (common and soprano pipistrelle bats being the most frequently recorded species).

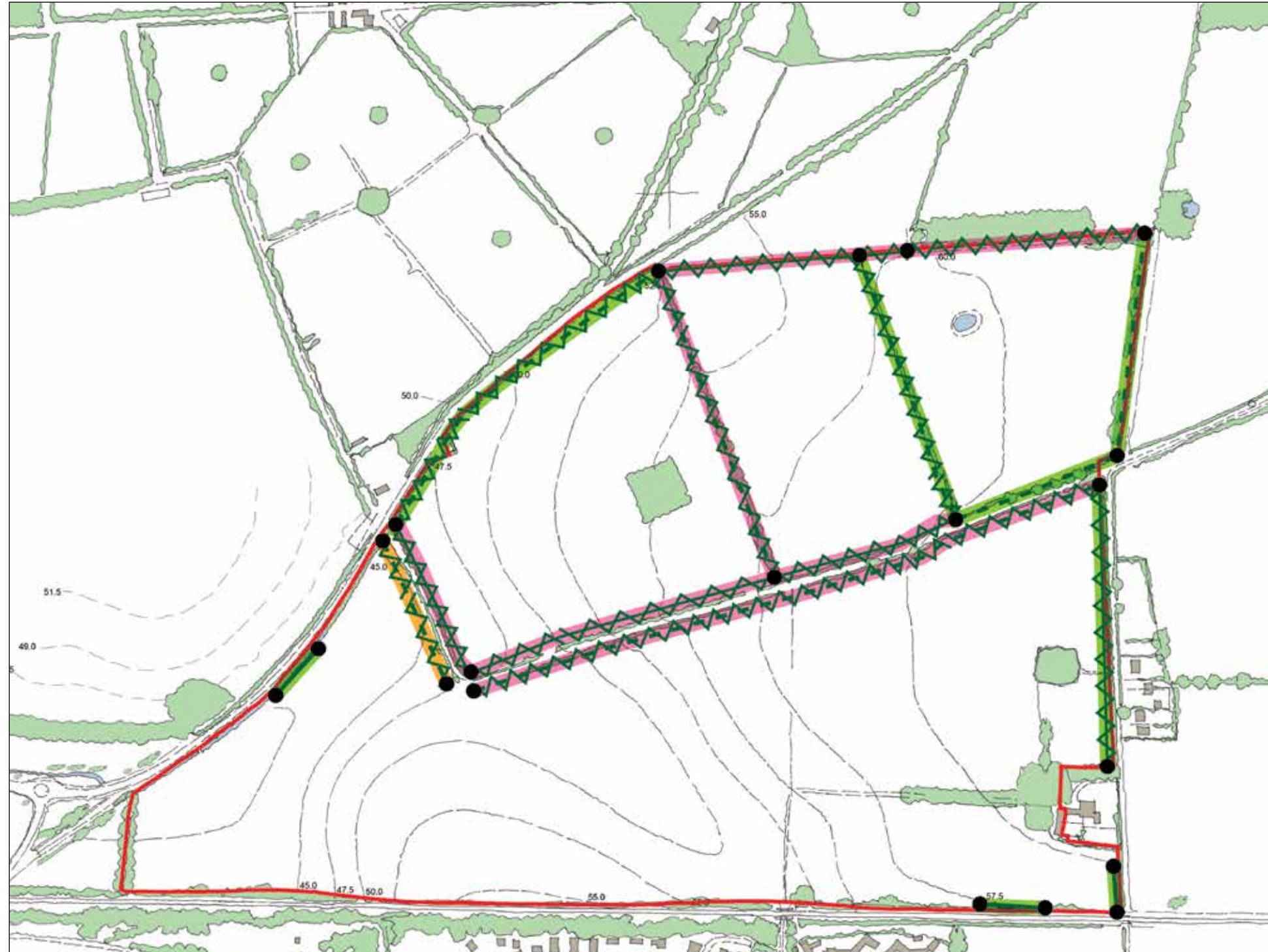


Fig 12: Existing Hedges on the Site

Key

- | | | |
|--|---|-----------------------------------|
| ● Hedgerow Node | ■ 'Important' Hedgerow Under Wildlife and Landscape Criteria of Hedgerow Regulations (1997) | — Intact Species - Poor Hedgerow |
| ■ Non-important Hedgerow Under Wildlife and Landscape Criteria of Hedgerow Regulations (1997) | — Defunct Species - Rich Hedgerow | — Defunct Species - Poor Hedgerow |
| ■ Borderline Important Hedgerow Under Wildlife and Landscape Criteria of Hedgerow Regulations (1997) | — Intact Species - Rich Hedgerow | |

3.20 The hedgerows either side of Restricted Byway 4 through the site and to the north of the byway follow the line of the historic route of the byway and historic field boundaries as shown on the Cattishall Map of 1880 (Fig 6). The retention of these hedgerows would maintain these historic references and character of the site.

3.21 The desk study has confirmed that no statutory or non-statutory designated areas pertain to the site.

3.22 Surveys have confirmed that no roosting bats, water voles, reptiles or great crested newts are present at the site.

FLOODING

3.23 There are no areas within the site defined by the Environment Agency as being at a high flood risk. The topography of the site creates opportunities for the delivery of integrated green and blue corridors containing landscaping, ecological and key drainage functions.

NOISE

3.24 Noise monitoring at the site has shown that the main sources of noise are the A143 Diss to Haverhill main road and the Ipswich to Cambridge railway line. The plan (fig 13: Noise Contours on the Site) shows shaded in blue those areas close to the road and railway falling in NEC category C that are considered to be unsuitable for new homes because of noise levels. Elsewhere throughout the site noise levels do not prohibit development.

3.25 In addition, vibration monitoring adjacent to the railway line has shown that existing and anticipated future vibration levels are not a constraint to development within the areas proposed for new homes.

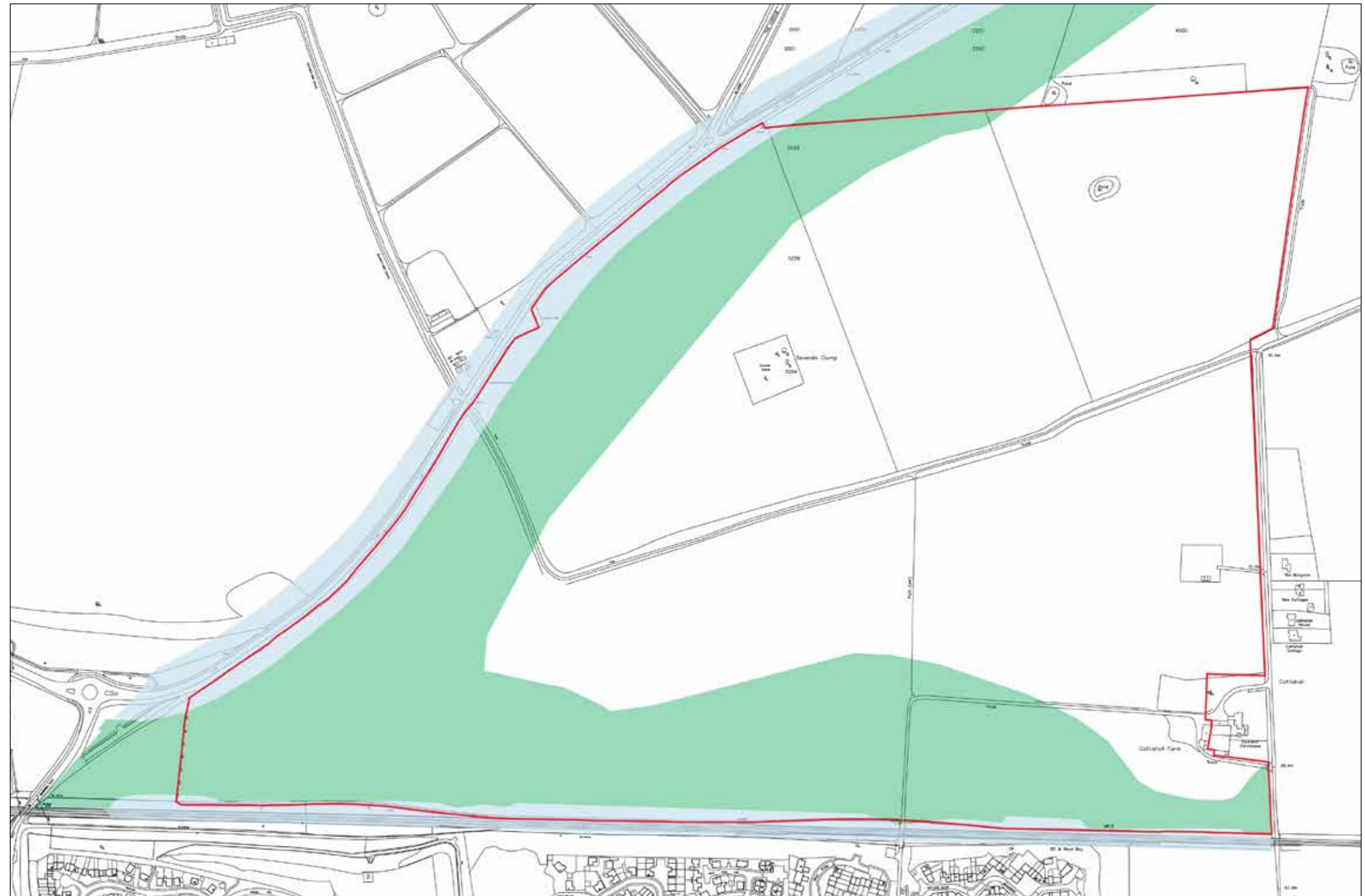


Fig 13: Noise Contours on the Site

Key

- NEC Noise Category B (Suitable for residential development)
- NEC Noise Category C (Not suitable for residential development)

ODOUR

- 3.26 The site is located approximately 750m to the east of the British Sugar factory. Through previous public consultation events concerns have been raised about the potential for the development of the site to be subject to odour associated with the operation of the factory.
- 3.27 There have been very few odour complaints recorded in relation to the factory in recent years. In total, there have been only 17 complaints made through the local authority and the Environment Agency over the last ten years across Bury St Edmunds. The low level of complaint suggests that the loss of amenity caused by odour emissions from the factory is low.
- 3.28 An odour assessment and odour modelling has considered the potential impact on the development of the site arising from odour emitted from the factory. This has found that within the site odour is detectable. However, the modelling has shown that the level of odour within the site is no more significant than is commonly experienced across the town and not at a level which would cause nuisance to residents. Therefore, odour from the British Sugar factory is not regarded as being a constraint to the development on the site.

ARCHAEOLOGY

- 3.29 A desk based assessment has been carried out using the Suffolk Historic Environment Record, an aerial photographic survey and a documentary search to set the site in its immediate archaeological landscape.
- 3.30 The assessment concludes that there is a very high potential for encountering Roman and medieval material in the eastern part of the site; there is moderate to high potential for encountering Bronze Age material throughout the site and in two areas where Bronze Age material is already known, there is a high potential for further material to be found. There is also a moderate to high potential for encountering Anglo-Saxon material in the eastern part of the site.
- 3.31 On the basis of this desk top assessment, it is appropriate that any grant of planning permission is subject to conditions requiring further archaeological evaluation as the development proceeds.

HERITAGE

- 3.32 The site does not contain any designated heritage assets but lies within the context and wider setting of designated heritage assets historically associated with the Manor at Great Barton (see fig 8) to the north east. Of these, the site can be considered to be part of the spatial setting of the grade I listed Church of the Holy Innocents, located to the north east of the site along Green Lane. The church occupies an isolated position between the site and the village and farmstead associated with the Manor of Great Barton and pre-dates many of the surrounding buildings. It is a landmark feature in the wider landscape.
- 3.33 Another enduring relationship exists between the church and Green Lane. This lane runs through the northern section of the site and forms part of a historic route between Bury St Edmunds and the east. It is likely that the church was originally sited in proximity to this route and attracted worshippers from surrounding settlements and farmsteads.
- 3.34 The landscape directly north of the site also features other listed buildings associated with the Manor and farm complex at Great Barton. These include a grade II* listed Barn of 13th century origins, grade II listed 17th century Manor House, and Elms Farmhouse, a grade II listed 17th century farmhouse. These buildings are close to the site of the former Barton Hall at Great Barton which was destroyed by fire in 1914 (see fig 8). A grade II listed probable former hunting lodge is also located immediately north of the site. Whilst these buildings provide a wider historical context for the site, they do not form part of their setting such as to contribute to their significance.
- 3.35 Cattishall Farmhouse is not listed, but has historic interest which will be respected in the development proposals.
- 3.36 In promoting change and development of the site, measures will be adopted in the masterplanning to ensure that; Cattishall, Green Lane and Restricted Byway 4 are preserved together with those aspects relating to the setting of the Church of Holy Innocents, which is a designated heritage asset.



Image 8: Panoramic View of Site



Image 10: View of British Sugar Factory from Site



Image 11: View of Trees and Trimmed Hedges Along A143



Image 12: View of Trees in Cattishall



Image 13: Street View of Houses off Mount Road



Image 14: View of Railway Line to the South



Image 15: Closed off Underpass Access under Railway



Image 16: View of Holy Innocents Church from Site



Image 17: View of House in Cattishall



Image 9: Panoramic View of Site

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 Orttewell Road bridge is an acknowledged traffic capacity constraint, there are opportunities to make improvements there 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 local communities at Moreton 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 Orttewell 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 railway 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 Orttewell 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.



Fig 14: Accessibility of Surrounding Amenities

Key:

- Walking Distance Time
- Sports and Fitness
- H Hospitals
- PH Pharmacy
- Retail
- Proposed Football Club
- SEC Secondary School
- EDU School
- PRI Primary School
- ★ Large Retail
- Railway Station
- Employment Areas
- SEC Proposed Secondary School
- PRI Proposed Primary School
- Proposed Local Centre
- Proposed Employment Area
- Proposed Moreton Hall Development
- Site Location
- Bus Stops
- New Links
- Existing Links

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.

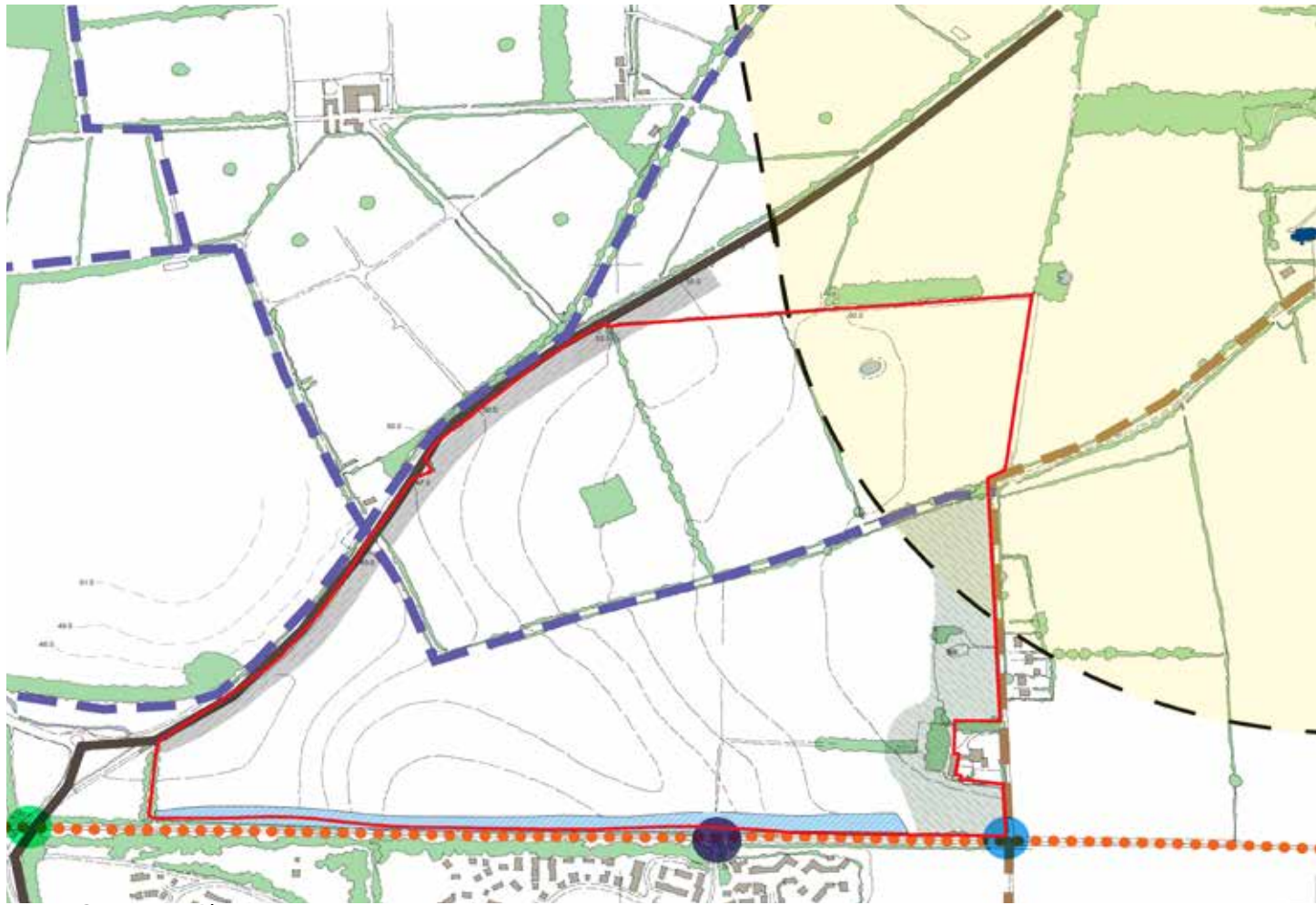


Fig 15: Constraints Plan



Fig 16: Opportunities Plan

Key

- Existing Landscape Features
- Green Buffer Zone to Cattishall Hamlet
- Landscape Buffer to Great Barton and the Holy Innocents Church
- Holy Innocents Church
- NEC Category C Noise from A143 (Not Suitable for Residential Development)
- NEC Category C Noise from Railway (Not Suitable for Residential Development)
- Contours of Site
- Underpass Under Railway Currently Blocked Off
- Level Crossing
- Orttewell Road Bridge
- Railway Line
- Existing Pedestrian/ Cycle Routes
- A143 Main Road
- Green Lane
- Site Boundary

Key

- Potential Vehicular Access Points
- Retain and Improve Existing Landscape Features
- Potential Landmark
- Views into Site
- Create Vista to Church
- Create Green Corridors for Pedestrians, Cyclists and Wildlife
- Establish Gateway to Site
- Open Underpass to Link New Development to Moreton Hall and Development to South
- Level Crossing
- Orttewell Road (under bridge) to be Upgraded
- New Bus Route to Service the Site
- New Pedestrian/ Cycle Routes Linking to Existing
- Existing Pedestrian/ Cycle Routes
- Site Boundary
- Principle Blue Corridor (Surface Water Drainage)

OVERVIEW

- 4.1 The framework plan outlines the basic design principles for the development and sets out the development areas, green spaces, principal street infrastructure and main character areas. It establishes a hierarchy of urban forms that make up the development and assist in its legibility.
- 4.2 The masterplan is conceived as three villages, interconnected but with their own character. These have been identified as Upper Severals, Middle Severals and Lower Severals with reference to Severals Clump, but the names of these locations are not yet fixed. The three villages would be differentiated by their respective urban form, building styles, facing materials and colours and by the landscape treatment of each. The variety within a palette drawn from the local vernacular will assist with place-making and way-finding and suit the nature of this part of Suffolk. Each of the villages is associated with its own central space, again each different from the other to assist way-finding, but each providing a focus for the neighbourhood. Running through the three villages, linking them together is the existing Restricted Byway 4. The green character of this route and the value that it offers to residents, visitors and wildlife will be respected, enhanced and embraced in the development proposals.

FICTIONAL HISTORY

- 4.3 The sequence of diagrams shown below suggests how the concept of three villages forming the development may have evolved, had the site been developed over the centuries. Its fictional evolution has helped to form the concept for the site and also helped to inform the phasing of the proposals.

- Key:
- Upper Severals Formal Grid
 - Middle Severals Informal Organic
 - Lower Severals Informal Grid
 - Local Centre
 - Gateway Buildings
 - Buildings/ Frontages of Significance
 - Development Edge - Buildings Set in Landscape
 - Primary School
 - Trees
 - Hedgerows
 - Structural Planting
 - Landscape Buffer to Cattishall
 - Indicative SUDS Location
 - Strategic Green Space
 - Outdoor Sports
 - Landscape Buffer to Great Barton
 - Landmark Building
 - Allotments



Fig 23: Framework Plan



Fig 17: The Existing Landscape



Fig 18: A Village Develops at the Crossroads



Fig 19: Landscape Improvements & Village Develops



Fig 20: A New Hamlet

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 22: Design Rationale

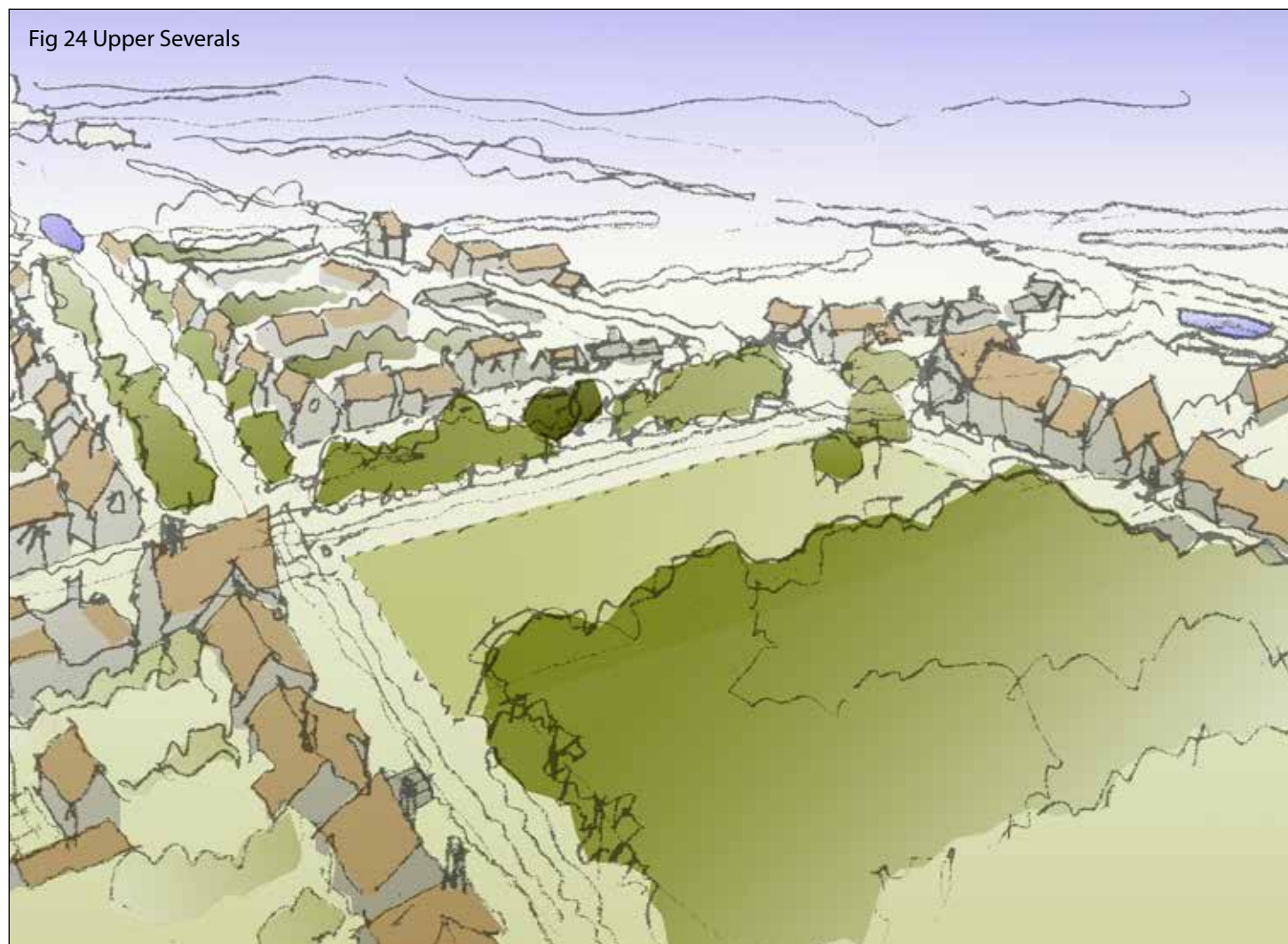
Key

- | | | |
|---|--|--|
| 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 | |



Fig 21: Proposed Communities in a Landscape Framework

Fig 24 Upper Severals



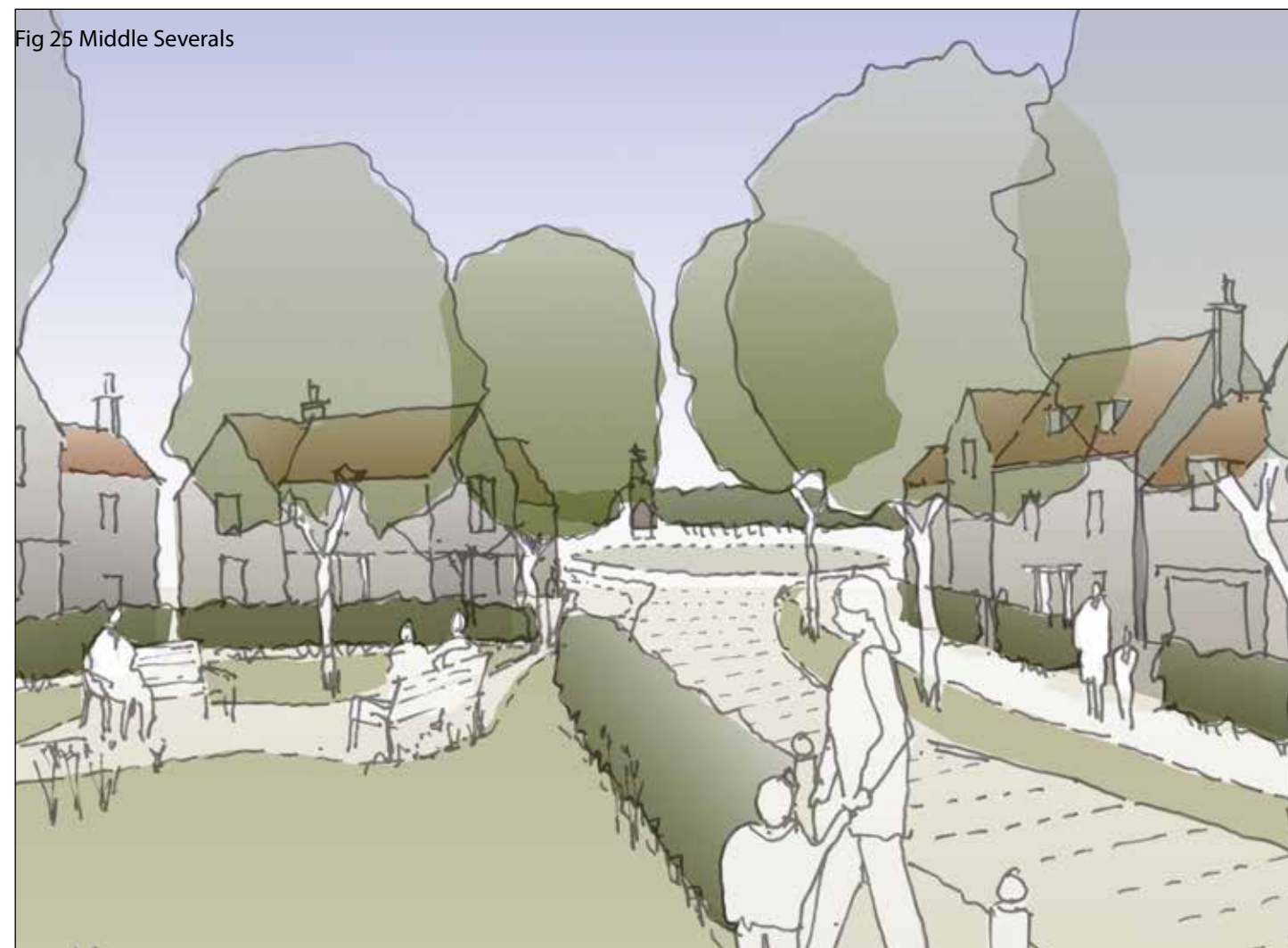
UPPER SEVERALS

- 4.7 This village will be the most visible from the surrounding area and in particular the A143 main road. The basic block layout is gridded, which responds to the rectilinear field patterns that define its boundaries to the east and north, and the group of trees forming Severals Clump.
- 4.8 The gridded street pattern has also been influenced by the road layout in the centre of Bury St Edmunds. In the centre of the village is a 'Green' surrounding The Clump. Surrounding this space and lining the bus route, the dwellings are set out formally and linked to provide a continuous street frontage that encloses the open space. Towards the edges of the village, large detached houses

served from private drives and set in landscape, provide a more informal edge to the development. They respond to the rural environment beyond, and provide a transitional zone to the agricultural land surrounding Great Barton. The entrance to the village from the northern roundabout will pass through informal open landscape and the road curves around a feature pond. Once into the gridded street pattern, there will be a formal vista towards the Holy Innocents Church in the distance.

- 4.9 A green corridor runs north-south through the village providing a pedestrian and cycle link to Great Barton.

Fig 25 Middle Severals



MIDDLE SEVERALS

- 4.10 Green infrastructure in the form of meadow land, parkland trees, hedgerows and a copse will buffer the new Middle Severals village from Cattishall to maintain its sense of separation. A line of trees running east-west splits the new village in two. The trees are used to create a formal avenue leading towards Cattishall Farmhouse, with a continuous building line creating a vista. South of this avenue the buildings are set out on an informal grid relating to the railway line on the southern boundary. To the north of the avenue the block structure is informal and organic with four blocks surrounding a central triangular open space at the heart of the village, which in turn leads to the green buffer beyond. Buildings facing the buffer are mostly detached and set in landscape, whereas buildings surrounding the triangular open space are linked together and overlook it, thus framing the open space to create a sense of enclosure.

Fig 26: Lower Severals Bus Route



Fig 27: Community Hub



LOWER SEVERALS

4.11 This is the largest of the three villages and set partly in a valley where it is bisected by the proposed bus route. The north eastern part of Lower Severals is mainly lower density development facing on to a large area of informal open space on one side and on to sustainable drainage ponds (within a corridor of open space), on the other. This sheltered area will have an informal organic layout consisting mainly of larger detached houses overlooking attractive landscape features. The streets in this area are curved and setbacks varied to emphasise its informality. This route with its series of ponds leads to the school and to the local centre and is seen as the spine of Lower Severals.

4.12 On the southern side of the bus route, the development is denser and set out on an informal grid with roads leading towards the village green by the railway on the southern boundary. The building lines form a series of triangular open spaces providing a sense of identity to the village. Buildings fronting the 'Focal Open Space' will be set out in a formal crescent and this is repeated in the western corner of the site where a second crescent overlooks a village pond adjacent to the A143.

4.13 Elsewhere, buildings line the roads in mostly semi-detached and terraced form, with tapering building lines that allow areas for tree planting along the roads.

COMMUNITY HUB

4.14 This area forms the western gateway to the development and will be prominent from the A143 in both directions. At the centre of the community hub is a large area of open space for recreational use. It is bounded to the north by the trunk road, to the south by the local centre, to the west by a large block of apartments with potential commercial use at ground floor level and to the east by the primary school. A cycle route runs adjacent to its eastern boundary. Buildings overlooking the green will be higher and larger in scale than the majority of development beyond to emphasise the importance of this area. Buildings surrounding the open space will face on to it, but will be set back from its edges.

4.15 The local centre is positioned to be visible from the A143 to encourage passing trade and will be at least 3 storeys high with apartments above. Other buildings facing the open space are to be of a similar height, except for the school, which is to be two storeys high.

LAND USE

- 5.1 The proposed land uses are consistent with the requirements of Core Strategy Policy CS11.

HOMES

- 5.2 The development will provide around 1,250 new homes, with the main focus being on the delivery of family housing but with a range of housing types, styles and sizes; terraces, semi-detached and detached homes plus a number of low rise apartments. Provision will also be made for the older generation.

LOCAL CENTRE AND COMMUNITY FACILITIES

- 5.3 The local centre or community hub will provide a mix of uses, including retail, possibly health services, leisure facilities and education, with opportunities for B1 use class local employment, as identified in the Vision 2031 Concept Statement. The hub will be within walking distance for the majority of the residents in accordance with the Bury St Edmunds principle of walkable communities.

PRIMARY SCHOOL

- 5.4 The primary school serves as the site's anchor and has been strategically positioned with access via the A143 and is within easy walking distance of the majority of the site. It will be two-form entry which will serve the new development as well as alleviating pressure on existing schools.

PUBLIC OPEN SPACE

- 5.5 The built development will sit within a framework which is formed of existing landscape and ecological features, which will include significant areas of both formal and informal space. The proposed layout of green space and the retention of existing woodlands, trees, tree belts, hedges and Restricted Byway 4 are designed to promote informal play shaping throughout the site and the maintenance and enhancement of opportunities for wildlife.

EMPLOYMENT

- 5.6 As well as the creation of employment opportunities in the Local Centre in both retail and office uses, the development will provide incidental job creation at the school and the new residents will increase the trade and patronage of existing local shops and businesses.



Image 18: Primary School



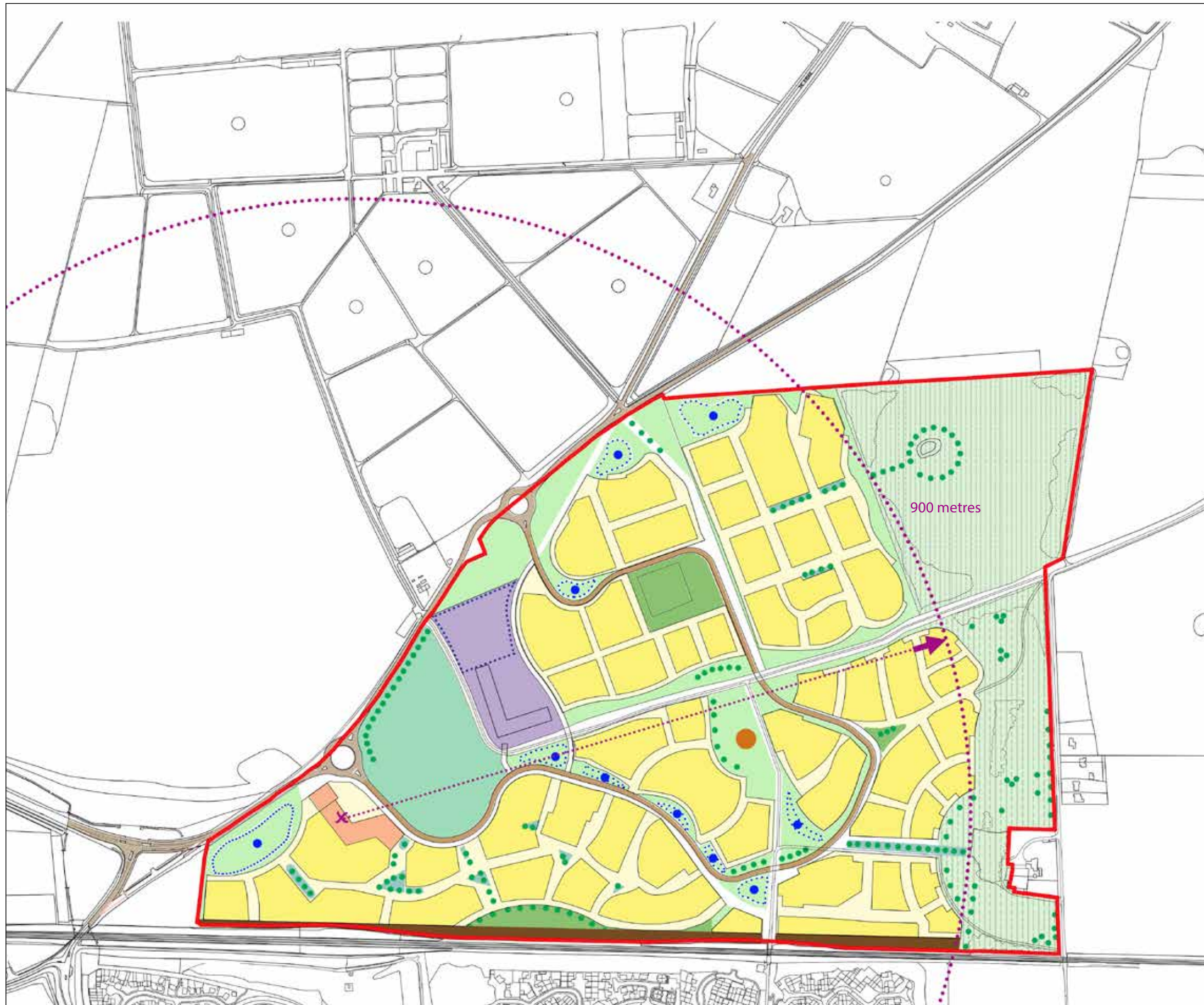
Image 19: Public Open Space at Local Centre



Image 20: Outdoor Sports Areas



Image 21: Defined Residential Areas



- Key:
- Landscape Buffer/ Informal Open Space
 - Informal Open Space
 - Local Centre
 - Residential
 - Primary School
 - Village Focal Open Space
 - A143
 - Primary Movement Corridor (bus route)
 - Landscape Buffer to Railway
 - Potential Location of Allotments
 - Incidental Open Space
 - Attenuation Basins/ Ponds
 - Outdoor Sport
 - Distance from Local Centre

Fig 28: Land Use

BUILDING HEIGHTS RANGE

- 6.1 Building heights will reflect the hierarchy of townscape envisaged for the development and, combined with building density, will ensure that the proposals sit well within the site context and respond to the immediate surroundings of the site. The maximum building heights proposed will reduce towards the development edge facing on to open countryside and the hamlet of Cattishall. Conversely, building heights will increase where the development is less visible from the surrounding area. The tallest buildings are proposed at the southern entrance to the site where a gateway feature incorporating apartments and the local centre facing on to the open space provide an entrance statement to the development.
- 6.2 Generally, the proposed buildings will be two and three storeys high. In some areas of the development additional height would be beneficial in townscape terms, for instance to define significant streets and other major development features. Where long distance views from the A143 define the entrance to the development, buildings up to four storeys are envisaged.
- 6.3 The townscape of the historical part of Bury St Edmunds is typified by buildings of differing heights and roofscapes abutting one another, providing variety and interest to the streetscene. There are also urban spaces where larger scaled buildings form focal points for the more domestic buildings. Both of these townscape features are seen as important in the local vernacular and will be used to generate a locally distinct character within the masterplan for this site. Consequently, the storey height diagram is intended to be read as general guidance rather than an absolute doctrine.

Key:

- Up to 2 Storey
- Up to 3 Storey
- Up to 4 Storey
- School Up to 2 Storey
- A143
- Primary Movement Corridor (bus route)

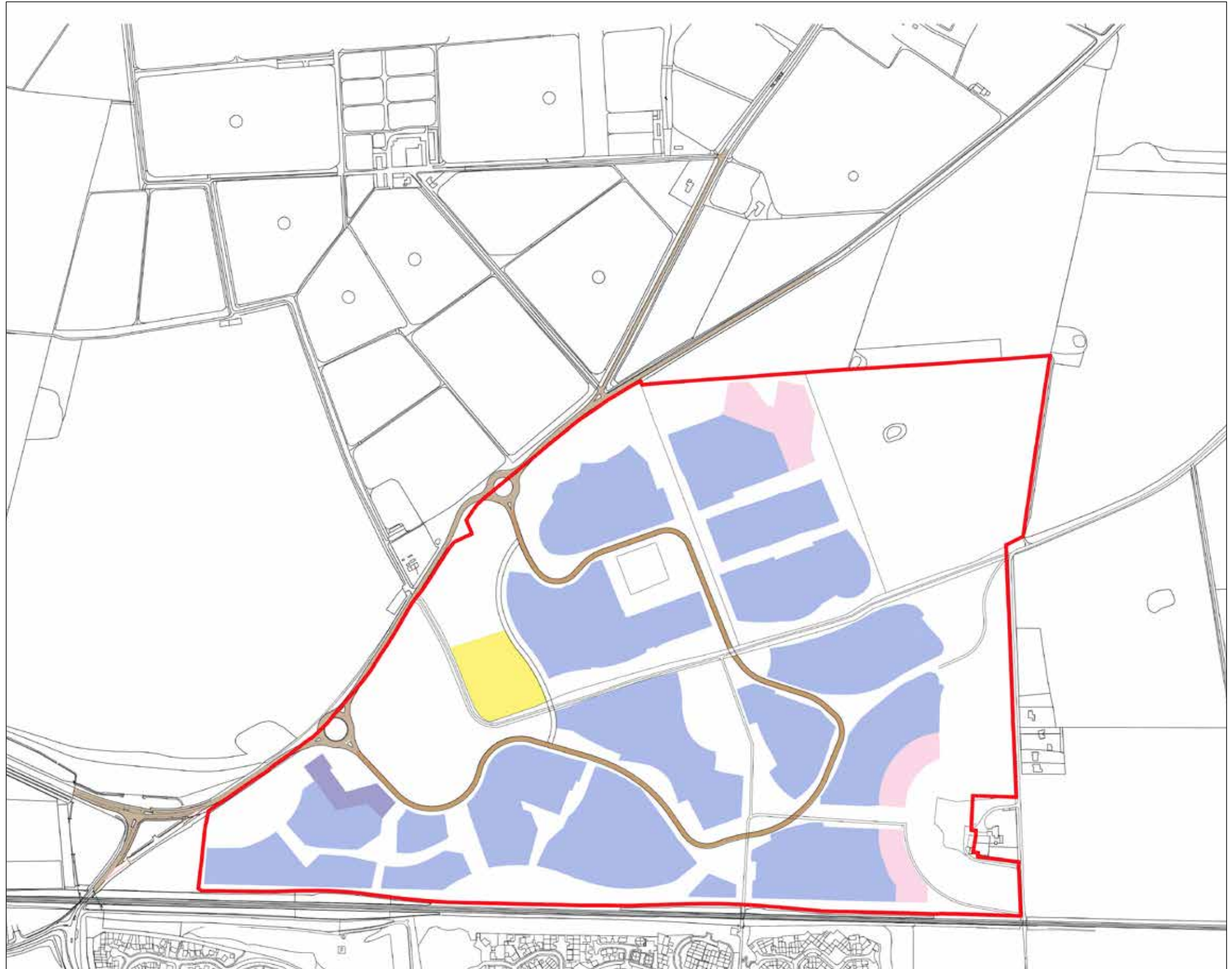


Fig 29: Building Heights

DENSITY RANGE

- 6.4 The density diagram compliments the storey heights diagram and is generally founded on the same principles. Thus, towards the edges of the site facing open countryside and the hamlet of Cattishall, the density of development will be at its lowest. Buildings facing on to these more sensitive areas will be generally detached houses informally set in the landscape to provide a soft edge to the development. The lowest density areas will generally comprise large detached houses served from informal and well landscaped driveways.
- 6.5 Lower density development also extends to areas in the centre of the site where the buildings are surrounded by open space.
- 6.6 Dwellings lining the primary route through the site will generally be a mixture of terraced and semi-detached houses, interspersed with apartments. This mixture of dwelling types is envisaged for the southern part of Lower Severals village, the western part of Middle Severals village and the inner part of Upper Severals village. An integral objective of the masterplan is to provide informal green spaces in these medium density areas that would have a multi-functional recreational use.
- 6.7 There will be a need to emphasise the village centres and other key nodal spaces within the masterplan. This will be done with a more continuous built form and occasionally higher roof lines addressing these focal spaces. Although the parameters will fit within the ranges described in figs 29 and 30, the groupings of height and density will differentiate these locations as the heart of their neighbourhoods.

Key:

- Lower Density: 20 - 30 units/ha
- Medium Density: 30 - 37 units/ha
- Higher Density: 40 - 65 units/ha
- A143
- Primary Movement Corridor (bus route)
- Increased density (emphasis to village centres)



Fig 30: Density

MOVEMENT AND ACCESS

7.1 The sustainability of the proposed development is characterised by its proximity to a number of existing and planned facilities, as shown on Fig 14 - Accessibility of Surrounding Amenities. The masterplan seeks to provide walking and cycling routes that make the most of the existing network of routes in order to maximise the site's connectivity to surrounding areas. The key objective for movement and access in and around the site is to incorporate and enhance existing public rights of way and national cycle routes, and improve links to the surrounding area for pedestrians and cyclists, particularly to Great Barton, and south towards Moreton Hall.

7.2 At the heart of the proposal is Restricted Byway 4. This is seen as the defining character of the location and its green nature of hedgerows and wildlife will be embraced and incorporated into the movement strategy to maintain a rural route connecting the development to its neighbours. The masterplan layout aims to build on this and create a permeable movement framework based on the Vision 2031 Concept Statement, supporting the principle of walkable communities and providing opportunities to reduce short trips by car. Movement through the site will be facilitated by a network of footpaths and cycle ways, improving connectivity and promoting environmental sustainability.

REDUCING CAR USE

7.3 The transport strategy for the new homes is based on three key priorities that support the sustainability of new development:

- Reducing demand for vehicular travel;
- Efficient use of existing transport networks; and
- Improving transport infrastructure, where necessary.

7.4 Travel demand and car dependency will be reduced by a range of measures that prioritise movement on foot, by cycle and public transport as follows:

- Provision of adequate facilities and services for ease of movement on foot, by cycle and public transport;
- Integration of neighbourhoods and facilities to ensure ease of movement on foot and by cycle;
- Provision of safe routes to school; and
- Preparation of a Travel Plan, including opportunities for measures such as car share and car pools or clubs

PEDESTRIAN AND CYCLE NETWORK

7.5 The Restricted Byway 4 running broadly east-west through the heart of the site provides excellent connectivity to the countryside for leisure activity. In addition, the opportunity to connect to the existing network of Sustrans local and national cycle routes along the A143 and south of the railway, together with improvements in the area of the Orttewell Road bridge and safe crossing points at the A143, affords the realistic prospect of cycling being an attractive choice for journeys, with most destinations within the town lying within 5 kilometres distance. Fig 32: Proposed Pedestrian and Cycle Movement Surrounding Site, shows how the site would potentially connect to these external routes.

7.6 Within the site new routes would complement the existing rights of way, providing a permeable network, with a mixture of direct routes to key destinations such as schools, and informal less direct routes, all taking advantage of existing and newly established green corridors.

UNDERPASS

7.7 The masterplan layout has been developed in line with the Manual for Streets (MfS) guidance in seeking to elevate the status of walking and cycling routes. These routes have been designed to be as direct as possible and comprise a mixture of both segregated and shared use facilities, in line with the hierarchy of routes through the development. Recognising the likely desire lines for pedestrians

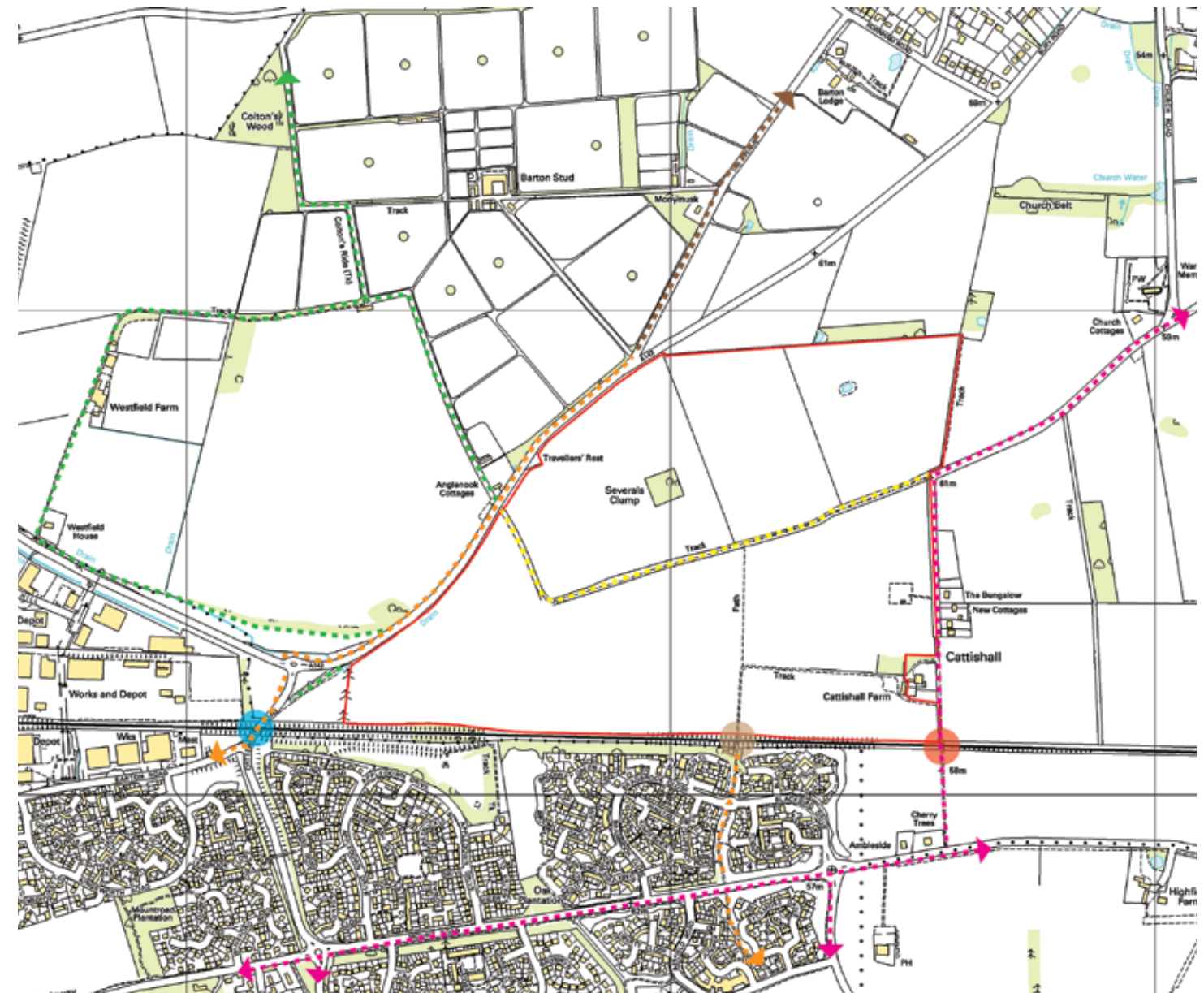


Fig 31: Existing Pedestrian and Cycle Movement Surrounding Site













- Key:
- Level Crossing
 - Underpass - Currently Blocked Off
 - Orttewell Road Bridge
 - National Cycle Route
 - Traffic Free Cycle Route
 - Advisory Cycle Route on Road
 - Bridleway
 - Restricted Byway

and cyclists, opportunities have been identified for using an existing underpass link under the railway line to link the development with Moreton Hall to the south, including the existing employment areas, community facilities, the planned new secondary school and new employment development.

7.8 The urban form of the masterplan re-enforces the position of this southern connection by allowing a number of sustainable routes to converge at or near the underpass. The disposition of dwellings at this location will be such that this route will be naturally overlooked by dwellings. The forward views of the underpass will be direct and unobstructed. All of these features are common to the approach which has been successfully adopted and achieved on the continuation of the link to the south of the railway line, thereby ensuring a consistent treatment along the link. Other measures to enhance the perception of personal safety can also be considered at the detailed design stage, including CCTV if required.

PUBLIC TRANSPORT

7.9 It is proposed that a new bus service will operate through the site, and will take a looped route through the town centre, taking in key destinations and local transport interchanges. An indicative route for the service through the site is shown on Fig 33: Street Hierarchy.

- Key:
-  Underpass to be Re-opened
 -  Level Crossing
 -  Orttewell Road Bridge Pedestrian/ Cycle Upgraded
 -  Potential New Safe Pedestrian/ Cycle Crossing Points
 -  National Cycle Route
 -  Traffic Free Cycle Route
 -  Advisory Cycle Route on Road
 -  Bridleway
 -  Restricted Byway
 -  Proposed Pedestrian/ Cycle Link
 -  Proposed Footpath
 -  Proposed Upgrade to Existing Bridleway and Pedestrian/ Cycle Link under Orttewell Road Bridge

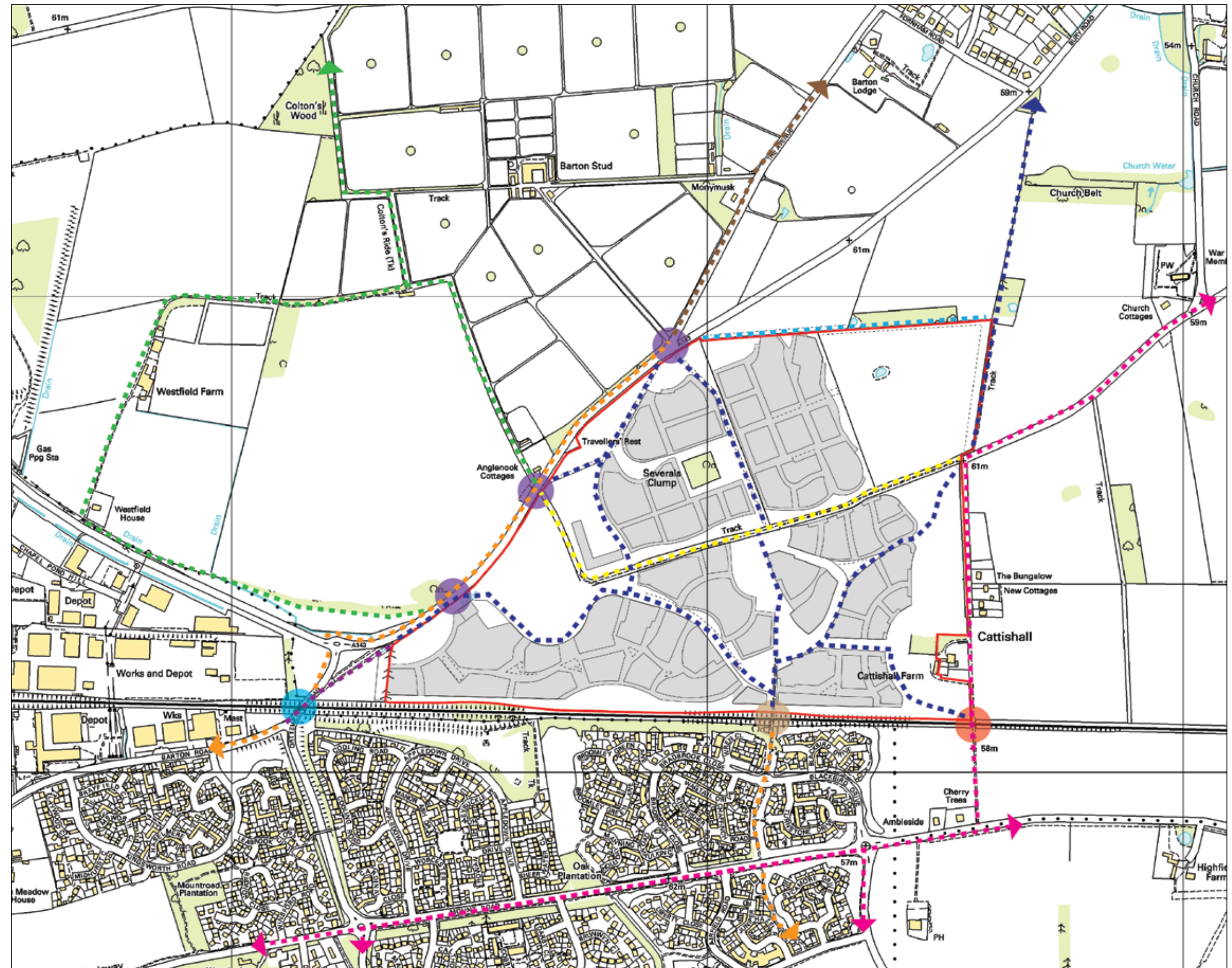


Fig 32: Proposed Pedestrian and Cycle Movement around Site

SITE ACCESS

7.10 The site frontage onto the A143 main road allows two new roundabouts to be created to provide access to the new homes. From there traffic can conveniently route via Compiegne Way to reach the A14 and the town centre without impacting on existing homes, thereby reducing the need to use Barton Road and Eastgate Street which have more sensitive frontages.

STREET HIERARCHY

7.11 The movement network is a matrix of vehicular, pedestrian, cycling and equestrian routes. The routes will be designed to enhance the connectivity of the masterplan to the surrounding towns and villages and to the countryside with an emphasis on non-vehicular modes of transport where-ever possible. Where the green routes cross major vehicular routes, careful consideration will be given to the design of the crossing to prioritise non-vehicular movement in a safe and appropriate way.

7.12 The masterplan layout is divided into simple and legible street hierarchies that will be applied consistently across the development to provide a level of continuity within the differing character areas. The movement hierarchies envisaged comprise an interconnected, permeable network of streets, buildings and spaces. Each type of street in the hierarchy will have a differing character and this will assist in orientation and legibility.

Key:








-  A143
-  Primary Movement Corridor (Bus Route)
-  Secondary Street
-  Lane
-  Private Drive
-  Development Block
-  Restricted Byway 4



Fig 33: Street Hierarchy

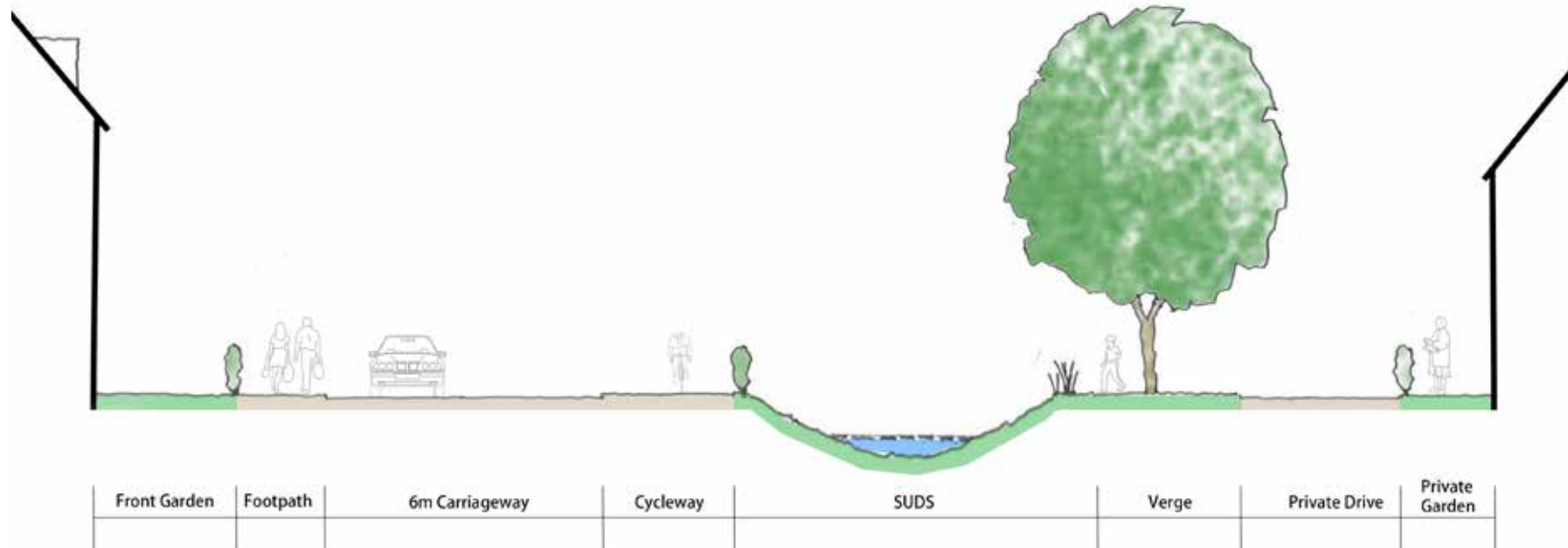


Fig 34: Street Section AA - Primary Combined

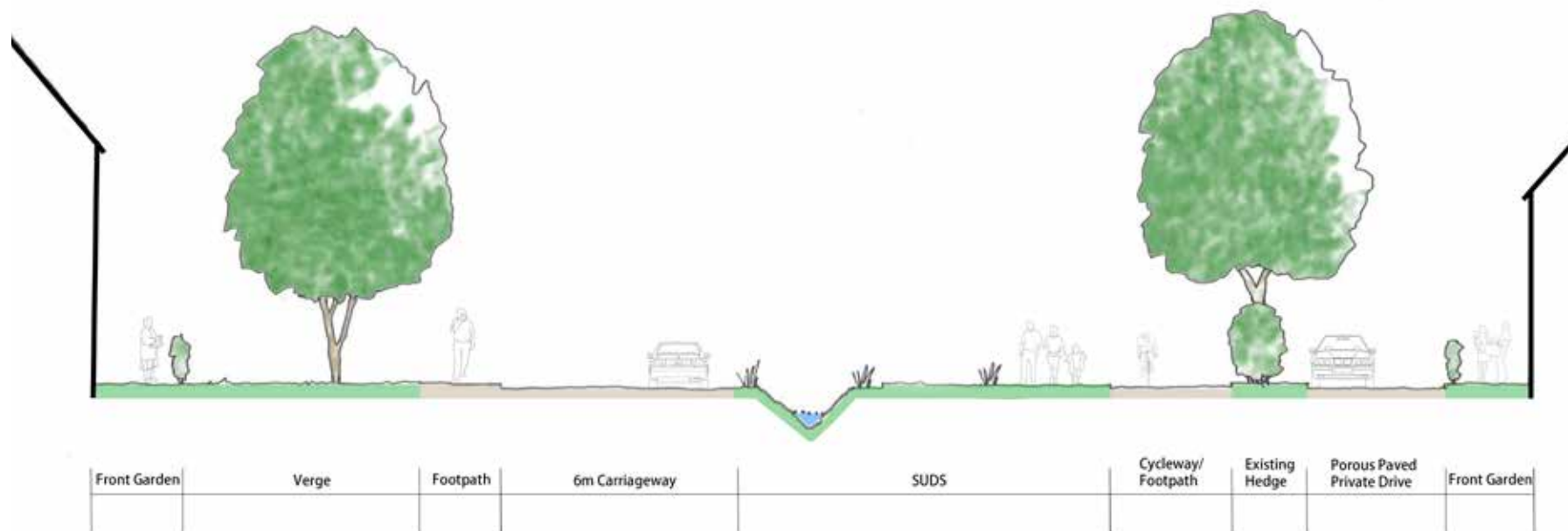


Fig 35: Street Section BB - Primary Segmented

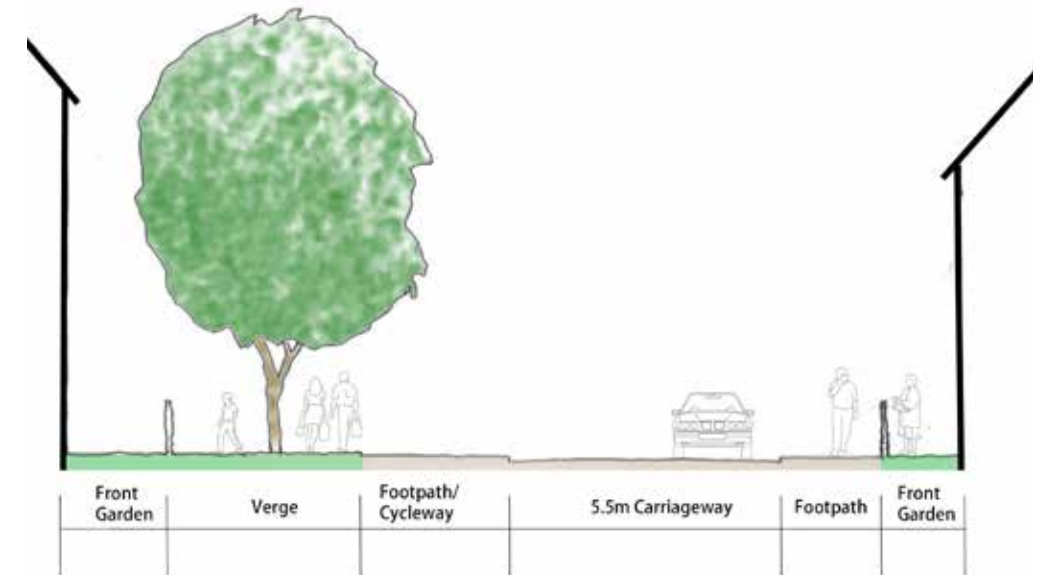


Fig 36: Street Section CC - Secondary

The street hierarchy for the development includes:

- **Primary Street** - This will provide direct access from the A143 to the residential and mixed use areas. It also plays an important function within the public transport network, as buses will be accommodated along this route. The primary route will be defined with the building line generally set well back from the edge of the highway to provide a generously proportioned street width. As the Primary Street moves through the different villages its relationship with the buildings lining it will vary. There will also be areas where the street width narrows and other areas where it widens out further to accommodate attenuation ponds, swales retained hedges, and other site features.
- **Secondary Street**- These streets generally lead towards the Primary Street and provide main access roads to the residential areas. The carriageways will be wide enough to allow for informal on street parking which is intended to act as a natural form of traffic calming. The street width will be generally narrower than the primary street, but will vary to accommodate incidental open space.

- **Lane**- These streets provide a secondary level of circulation through the residential areas and generally connect secondary streets to private drives at the edges of the development. The street width is significantly narrower than the Secondary Streets with the building line of the dwellings close to the highway edge. It is envisaged that many of the Lanes will be partly shared surface areas with a footpath only on one side of the road. This will help to calm traffic naturally in the quiet residential areas the roads are intended to serve.
- **Private Drive**- These roads occur at the end of Lanes where the development meets open space. Private drives will be shared surface with a change in surface materials that define their extent. The buildings overlooking open space will be set back from the carriageway edge in informal groups of no more than five dwellings. The layout of the drives should also be informal, using gentle curves in the carriageway and extensive tree and hedge planting to soften the edges of the development.

PARKING

7.13 Parking allocation for the proposed development will be in accordance with Suffolk County Council's Parking Standards for suburban developments in addition to on street visitor parking. Detached and semi-detached houses will generally have parking on plot, in garages or on areas of hardstanding. Terraced houses will generally be served by allocated parking in front of dwellings, and for most flats parking will be in small, secure parking courtyards



Fig 37: Street Section DD - Green Corridor

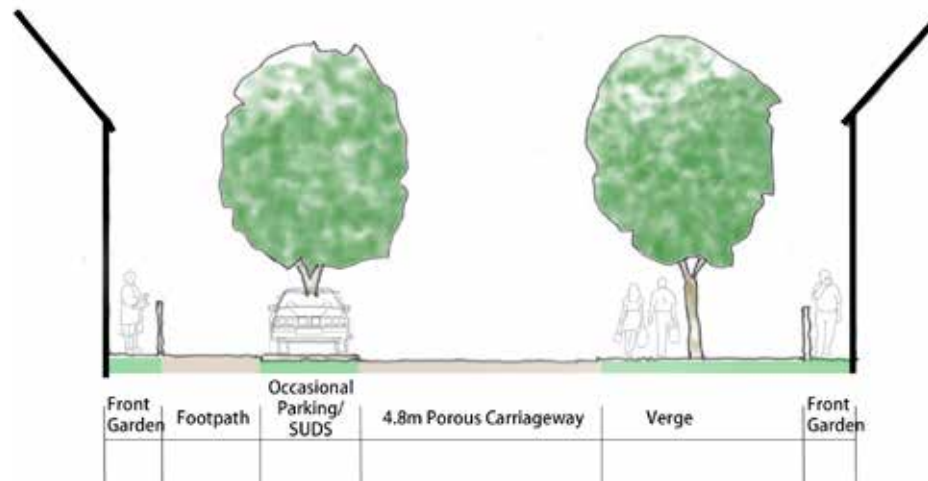


Fig 38: Street Section EE - Lane

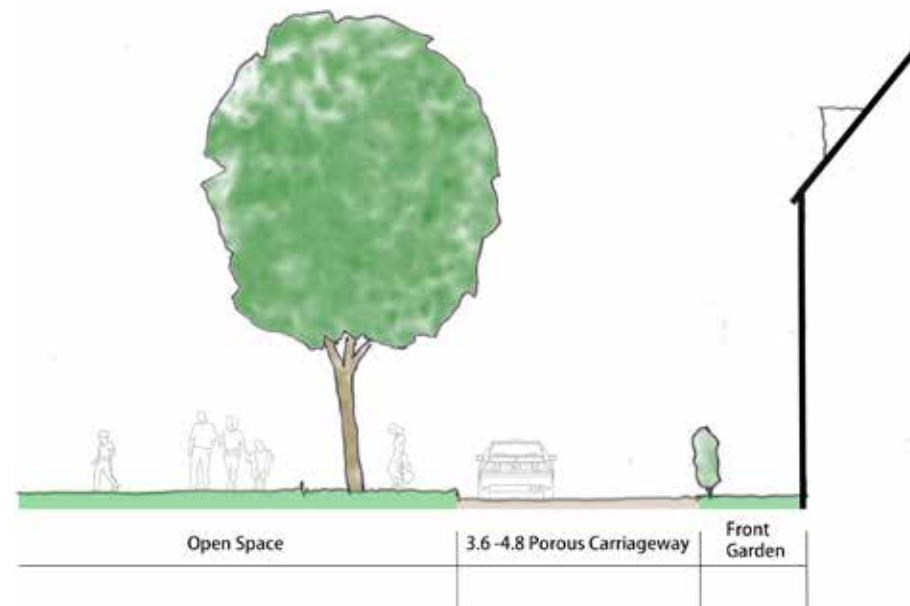


Fig 39: Street Section FF - Private Drive

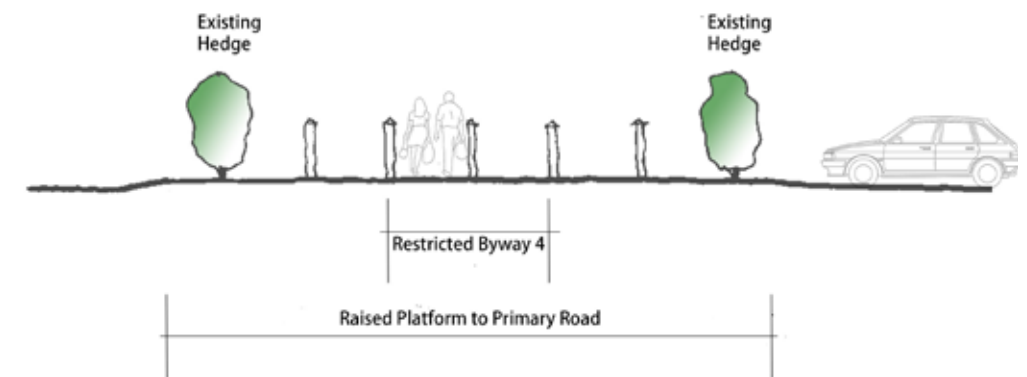


Fig 40: Street Section GG - Restricted Byway 4/ Primary Road Crossing

OFF-SITE TRANSPORT INTERVENTIONS

- 7.14 It will be necessary to deliver a range of transport improvements to sustain the overall level of planned growth at Bury St Edmunds. These measures will include a mixture of both soft and hard schemes with the aim being, first and foremost, to manage travel demand and encourage modal shift. This will be achieved through the delivery of smarter choices measures covering a range of sustainable initiatives associated with walking, cycling and public transport. For the development, these measures will be delivered through the adoption of a Travel Plan covering the ways in which future users will be encouraged to travel sustainably.
- 7.15 The impact of residual car travel demand resulting from the adoption of smarter choices can then be addressed using highway infrastructure in the form of off-site junction improvements to alleviate congestion, and other measures to improve traffic circulation, manage traffic flows, safety and improved interaction with other modes.
- 7.16 It is acknowledged that there will be a wider traffic impact resulting from this development and a planning application will need to be accompanied by a Transport Assessment that addresses how and when these wider impacts will be addressed. The assessment will include the investigation of traffic impacts at Great Barton and proposals for any required mitigation measures.
- 7.17 It is expected that the development will need to deliver certain off site highway improvement measures and provide financial contributions towards others. Mitigation will therefore be defined, in consultation with the highway authority, as those measures which are directly attributable to the development, and those which will require financial contributions to be made by a number of developments towards wider initiatives and/or strategic highway improvements whose justification is not solely related to the proposed North East Bury St Edmunds development.
- 7.18 At this time it is anticipated that the package of highway improvements provided by the development will include reduced speed limits along the site frontage and will extend as far as Great Barton to help reduce traffic speeds through the village. In addition there will be new controlled crossing facilities for pedestrians, cyclists and horse riders on the main road at locations including The Avenue, that will also contribute to the reduction of traffic speeds along the A143 and into the village, and will create more gaps in the main road traffic.

FUTURE BY-PASS

- 7.19 A policy requirement of the Borough Council's adopted Core Strategy (2010) is that the proposed development should facilitate the delivery of a bypass of Great Barton (Policy CS11 iv). This is also in line with the Bury St Edmunds Vision 2031 - Draft Infrastructure Delivery Plan (June 2013) which states that "the development to the north east of Bury St Edmunds must facilitate the future provision of a bypass for Great Barton" (Paragraph 6.5).
- 7.20 The masterplan has considered how the development can be delivered without compromising the ability for a future by-pass to be implemented. In this respect, two new junctions are proposed on the A143 to provide access to the development, the type and configuration of which has given regard to the current and future levels of traffic on this corridor.
- 7.21 The proposed roundabouts thus respond to the capacity requirement of the A143 and its position within the overall highway network hierarchy. They will also contribute towards minimising traffic speeds on this section of the corridor. This strategy does not preclude the subsequent delivery of a bypass for Great Barton, on the basis that such infrastructure is intended to provide traffic relief on the existing A143 through the village, rather than seek to increase the capacity of the corridor itself. The design and the capacity of the proposed new roundabouts on the A143 will not therefore constrain the ability of the bypass to be delivered in the future.
- 7.22 The proposed development is not dependent on the bypass being delivered. The focus of the masterplan and wider transport strategy has been on the provision of high quality sustainable links to Bury St Edmunds, including walking, cycling and public transport. This will complement upgrades to highway infrastructure which is being considered for the A143 and roads leading to the town centre and the A14.
- 7.23 The approach adopted is also in line with the highway authority's view expressed in Paragraph 2.7 of the Adopted Core Strategy (2010) that "a proposal to bypass Great Barton was explored by the County Council and rejected in the preparation of the Local Transport Plan. As part of the LDF evidence base, the Infrastructure & Environmental Capacity Appraisal (2009) has highlighted that, whilst the road network around both of the main towns is reasonable, new infrastructure will be required to develop more public transport routes and services and to promote the modal shift necessary to accommodate high levels of growth". Paragraph 4.95 goes on to clarify that SEBC will continue to explore the options of a bypass and, in this respect, the proposed masterplan does not compromise the achievement of this objective.



Image 22: Orttewell Road Bridge

ORTTEWELL ROAD BRIDGE

- 7.24 The existing Orttewell Road bridge under the railway line acts as one of the main links between the development and the town centre. A signalised junction controls the movement of vehicles beneath the bridge by way of a shuttle working arrangement. A combined footway/cycleway is located on the western side of the single carriageway and provides an important sustainable link from the north to Barton Road and onwards to Eastgate Street.
- 7.25 The width available under the bridge is approximately 10.4m wide, including a 2.5-3m shared footway/cycleway on the western side and a 2.5-3m verge on the eastern side, as shown in Image 22.
- 7.26 Opportunities are being looked at in connection with the proposed development to make non-car travel to the town centre via Barton Road / Eastgate Street more attractive. This will include exploring options to improve pedestrian and cyclist facilities on the eastern side of Orttewell Road, under the Orttewell Road railway bridge, and connecting to Barton Road. The options will include exploring the provision of bus priority measures such as selective vehicle detection, facilitating the transit of both existing bus services and the proposed new service serving the development through the railway bridge.
- 7.27 The potential has been identified to re-configure the Orttewell Road / Compiegne Way / A143 junction from its current layout as a roundabout into a signalised junction. The benefit of such a comprehensive scheme would be to provide all of the above benefits for pedestrians, cyclists and bus users while also maximising the throughput of car traffic by controlling the different traffic streams using a demand responsive signal controller (e.g. SCOOT, MOVA, etc.). The merits of such a scheme will be considered further within the scope of a Transport Assessment, in liaison with the County Council. Consideration will be given to the potential for buses to bypass the Orttewell Road/ Compiegne Way/ A143 junction through the use of the existing bridleway to the south east of this junction as shown in figure 32.


LANDSCAPE STRATEGY

- 8.1 The landscape strategy for the North East Bury St Edmunds site is informed by the findings of the landscape appraisal and has been developed in liaison with other members of the project team, in particular the architects, the ecologist and the highway and drainage engineers.
- 8.2 The principal landscape matters that have derived from the landscape and visual appraisal and which should be used to inform the landscape strategy for the proposed development are as follows:
- The retention and enhancement of the mature woodlands, copses, trees and hedgerows on the site to provide a setting for the proposed built forms and “soften” the effects of the built development on the site;
 - The provision of an appropriate landscape buffer along the north west boundary of the site with the A143 and around the main vehicular accesses into the site, to provide an attractive and appropriate setting to the development on the approach into Bury St Edmunds from the north east;
 - The provision of an appropriate buffer between the eastern edge of the development and the hamlet of Cattishall to ensure that the setting and amenities of this group of properties is protected;
 - The provision of a “landscape transition zone or buffer” along the north eastern edge of the development - especially to the north of Restricted Byway 4 - to ensure a “soft” landscaped interface is provided between the development and the adjacent countryside. This will protect the character of the rural landscape between the built up area and the village of Great Barton;
 - The provision of a scheme of tree, woodland thicket and shrub planting, as well as species rich meadows and margins, within and along the boundaries of the site to assist in the integration of the proposed development in its landscape setting on the edge of Bury St Edmunds;
 - The management of existing landscape features and the use of new planting to create view corridors from the new development towards the Church of the Holy Innocents;
 - The retention of the existing system of public rights of way on the site within “green corridors” and open space areas, and the extension of this network of routes with new paths, greenways and amenity open space;
 - The use of locally indigenous planting where appropriate within the landscape scheme to enhance the nature conservation value of the site and reinforce local distinctiveness;
 - The integration of the landscape scheme with the SUDS strategy for the site to ensure that landscape and ecological benefits are gained from the surface water drainage scheme through blue and green corridors; and
 - The adoption of a management plan for the site to ensure the protection and enhancement of existing landscape and ecological features and the establishment, maintenance and long term management of new landscape and ecological features.



Fig 41: Landscape Strategy

Key:

	Informal Open Space/ Area for Ecological Enhancement		Structural Planting
	Woodland Blocks and Tree Belts Retained		Existing Hedgerow and Trees
	Planted Landscape Buffer to Railway		Proposed Hedgerow
	Landscape Buffer with Cattishall		Green Corridor
	Landscape 'Transition' Zone		Informal Play Area
	Outdoor Sport and School Playing Fields		
	Tree Planting		

LANDSCAPE CONCEPT - BUFFER TO A143

8.3 The existing hedgerows and trees along the A143, which contribute to the character of this approach into Bury St Edmunds, will be retained and enhanced with additional planting (using locally indigenous trees and hedgerow plants) and positive management. At the site entrance sections of the existing hedgerows on the south side of the A143 will need to be removed, but this loss of vegetation will be kept to the minimum and more than off-set by the new planting proposed. It is considered that an informal landscape design will be the most appropriate treatment for the main entrance into the development as this will reinforce local distinctiveness and enhance the biodiversity value of the A143 corridor. It is proposed that native, mixed hedgerows are planted alongside the roads into the scheme, with the open areas around the entrance laid out as species rich meadows, within which wildflowers and drifts of seasonal bulbs would add interest, colour and diversity. Informal groups of trees will be set within the meadows, including some semi-mature specimens to provide a sense of maturity to the landscape scheme from an early stage.

LANDSCAPE CONCEPT - BUFFER TO RAILWAY LINE

8.4 The design of the southern boundary of the site along the railway line requires careful consideration to secure the residential amenity of future residents, with a high quality of placemaking, an effective landscape edge and ecological asset.

8.5 Noise and vibration surveys have shown that a buffer is required to the railway line, which in combination with enhance planting, will provide an effective environmental buffer.

8.6 To the south of the railway line a green corridor has been provided between the railway and the development at Moreton Hall. The Borough Council requires a similar buffer to be provided within the proposed development on the north side of the railway line which protects residential amenity and will continue to provide a strong green route for wildlife along the railway corridor.

8.7 The detailed design of the development will have regard to these two objectives and will incorporate a strong landscape buffer which will provide an effective green corridor for wildlife.



Fig 42: Cattishall Green - Landscape Strategy

Legend:

- 1 Create "Cattishall Green" (Upper and Lower) Focused on Existing Houses - Meadows for Informal Recreation/ Open Space
- 2 Create New Hedgerows and Copses to Create Buffer with Development Area to West

Key:

- Existing Hedgerows/ Trees/ Tree Groups
- Existing Trimmed Hedgerows
- New/ Reinforced Woodlands/ Copses
- Reinforced Hedgerows
- Wildflower Meadow
- New Hedgerows (in part along old field boundaries) with Trees
- Existing Trees
- Proposed Trees
- Tree Line

LANDSCAPE CONCEPT FOR CATTISHALL

8.8 The main objective of the landscape strategy for this area is to provide an appropriate buffer between the eastern edge of the development and the hamlet of Cattishall. The landscape to the west of Cattishall is currently fairly open, being composed of large arable fields, which slope towards the western part of the site. The Suffolk Landscape Character Assessment notes the loss of hedgerows within this landscape and one of the objectives of this study seeks the restoration of hedgerows in this landscape. The pattern of fields is shown on the 1885 OS map (Fig 6), and other historical evidence shows a rectangular area of land - Cattishall Green - which is centred on the hamlet. The landscape concept for this area therefore includes -

- The creation of "Cattishall Upper Green", which surrounded Cattishall in the C18th;
- The creation of a new network of hedgerows and copses (in part along former field boundaries) to supplement the existing hedges; and
- The creation of wildflower meadows and the introduction of new planting to provide a buffer zone between Cattishall and the new development to the west.

8.9 This landscape concept was discussed at a meeting with the residents of Cattishall and Local Ward Members in September 2012. A buffer zone comprising several layers or 'veils' of planting which would collectively provide screening and separation, was outlined as an approach to the landscape design for this area.

8.10 The landscape strategy for this area comprises the following elements -

- The creation of "Cattishall Green" (Upper and Lower) within the field to the west of Green Lane - to comprise species rich meadows with wildflowers, part of which could be used for informal recreation/ open space;
- The creation of new hedgerows and copses to provide a buffer between the houses in Cattishall and the development to the west; and
- The management and restocking of the existing hedgerows to enhance their screening function.

LANDSCAPE STRATEGY FOR EASTERN ZONE

8.11 The landscape strategy for the eastern edge of the site incorporates a range of landscape and ecological features - the intention is to create a "soft" green edge to the development which merges with the countryside to the east of the site. This will be delivered through the retention and management of existing landscape features and new planting. It comprises the following elements:

- The retention of the existing mature hedgerows and trees within the field boundaries within the eastern buffer zone.
- "Soften" and reinforce the field boundary hedgerows and tree belts with areas of woodland planting to create new copses in field corners and to strengthen existing tree lines;
- The creation of an area of species rich grassland and wildflower meadow which will be available for passive recreation;
- Through the management of the existing hedgerows and new planting, create vistas towards the Church of the Holy Innocents to the north east of the development site;
- The creation of a range of wildlife habitats within the transition zone, including 'ecotone' habitats around field margins.

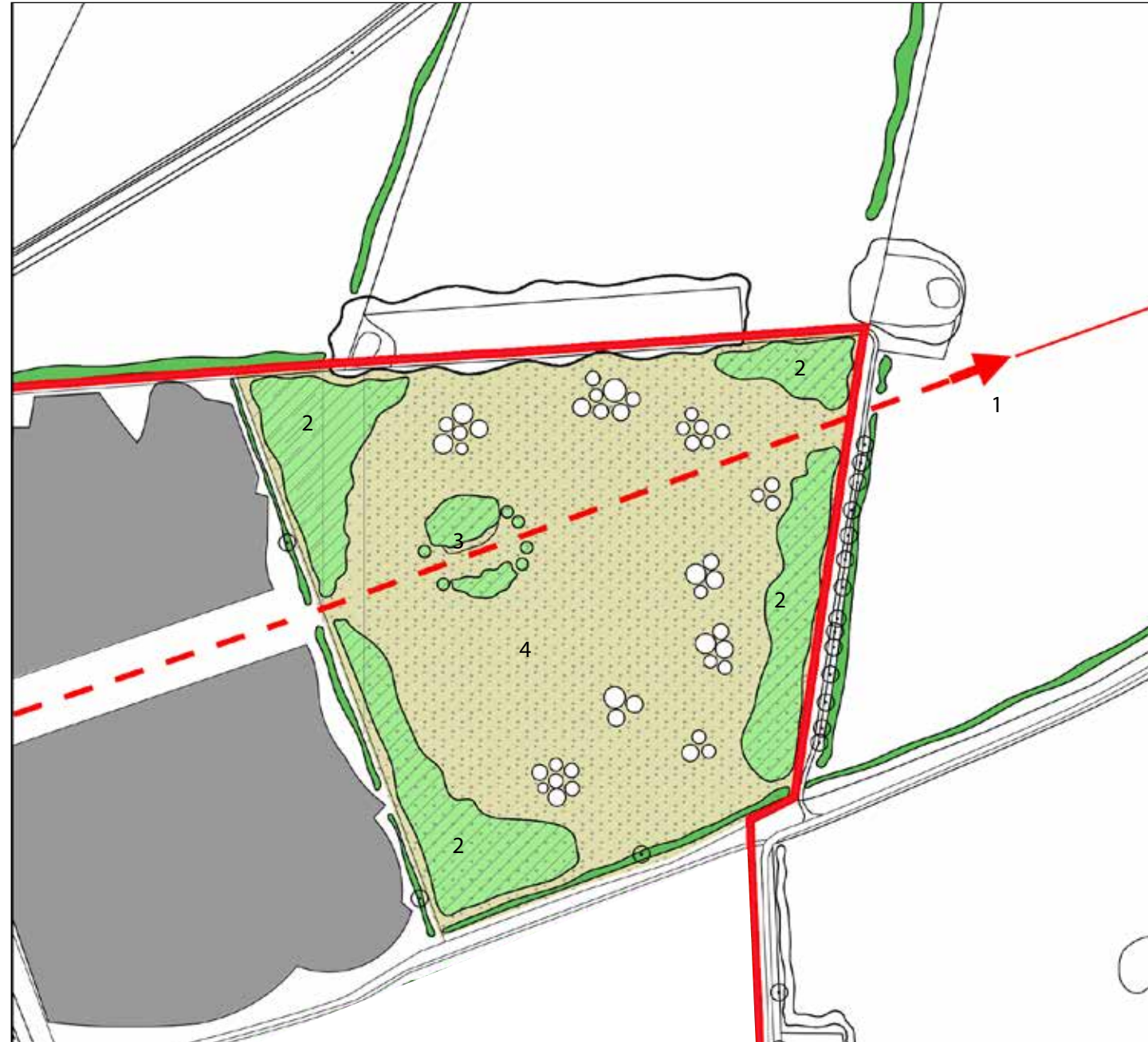






Fig 43: Landscape Transition Zone

Legend:

- 1 Retain Key View to Holy Innocents Church
- 2 "Soften" and Reinforce Field Boundary Hedges/ Tree Belt with Woodland Planting
- 3 Direct View to Church via Planting Feature to Create Vista
- 4 Wildflower Meadow with Groups of Trees - for Informal Recreation

Key:

-  Existing Hedgerows
-  New Woodlands/ Copses
-  New Group of Trees
-  Species Rich Meadows/ Wildflower Meadows

LANDSCAPE BENEFITS

8.12 A number of landscape benefits will be delivered through the landscape strategy for the North East Bury St Edmunds site as follows:

- The retention of the existing landscape features on the site – woodlands, trees and hedgerows, and their enhancement with positive management and new planting;
- The provision of substantial areas of planting including new planting along the boundaries of the site with the A143 and the railway line to enhance the appearance of the site on the approach into Bury St Edmunds from the east. This will increase the tree and hedgerow cover in an area which has progressively lost landscape features in the past decades;
- The new planting will also provide a range of new habitats - new woodlands, trees, native mixed hedgerows and scrub, species rich grasslands, wetlands and wildflowers, all of which will have nature conservation value and enhance the ecological value of the site; and
- The provision of productive landscape units that can provide haylage and firewood.



Image 23: Incidental Open Space



Image 24: Existing Hedgerow



Image 25: Allotments within Open Space



Image 26: Attenuation Pond

ECOLOGY STRATEGY

- 8.13 The design of the masterplan has ensured the retention and protection of those features identified across the site of being of greatest ecological value where possible, as well as creating opportunities to provide enhancements which would increase the overall nature conservation value of the site. Specific measures integrated into the masterplan design and opportunities to maximise their value for wildlife are summarised as the following.
- 8.14 The majority of hedgerows within the site, including those associated with Restricted Byway 4, will be retained, as well as those meeting the criteria for 'important' under the 1997 Hedgerow Regulations. In addition, new hedgerows will be planted throughout the site. The retained and newly created hedgerows will form the basis of green corridors, which will provide a network of connective habitat allowing the movement of wildlife through and around the site. The green corridors could include infilling of existing hedgerow gaps, and incorporation of complementary habitats such as species-rich scrub and meadow grassland. These enhancements would increase the value of the hedgerows for wildlife in their own right and benefit species already recorded using these areas such as bats and birds
- 8.15 Where possible, existing mature trees will be retained within the site. New trees will be planted within areas of open space, along hedgerows and within the development areas. These could include fruit and nut bearing species; nectar and pollen-rich species and native species appropriate to the local area to maximise their ecological value for a range of species.
- 8.16 New areas of meadow grassland will be established within open spaces throughout the site, along with new shrub/ scrub planting. These areas will include native species appropriate to the local area, and species-rich grassland mixes where appropriate.
- 8.17 The existing woodland blocks at Severals Clump and close to the eastern site boundary will be retained within areas of open greenspace. This would allow for the creation of 'ecotone' habitats around the woodland edges to protect the woodland areas and provide habitat for a wider range of species.
- 8.18 The provision of new wetlands in association with the SUDS will include ponds, swales, ditches, damp grassland and reedbeds which could be planted with a variety of aquatic and marginal plant species. These features would benefit a range of species already recorded at the site as well as attracting new species to the site.
- 8.19 The measures described above are expected to maintain and enhance the value of the site for the protected and notable species recorded during the baseline ecological studies. This includes the maintenance and extension of bat commuting routes and suitable areas of foraging habitat. In addition, the creation of botanically and structurally diverse semi-natural habitats in areas currently comprising intensively farmed able land of very limited nature conservation interest.

PUBLIC OPEN SPACE

8.20 The proposals will be developed in accordance with the guidance offered within St Edmundsbury Borough Council SPD for Open Space, Sport and Recreation Facilities. The following types of public open space are provided in the development proposal:

- Parks and Gardens (Village Focal Open Space) – these spaces are intended as focal points for each of the villages. They vary in use and typology and help in establishing the differing nature of each village.
- Lower Severals which is the largest of the villages and includes the community hub, is served by three interlinking open spaces. To the south is a crescent of open space on high ground adjacent to the railway line. This will be landscaped and its boundary to the railway shielded with dense tree planting. It is overlooked by dwellings making it a suitable area for a play facility. To the north of Lower Severals are formal playing fields surrounded by the local centre and school, and to the west is a more informal area of open space containing a pond. This helps to provide a noise buffer to the A143. It is overlooked by buildings on the southern side and its proximity to the Local Centre provides opportunities recreational uses linked to the shopping and business area of the development. These three differing spaces are intended to compliment one another in terms of function and visual appearance. They are linked together with a green corridor that runs through Lower Severals providing easy and safe access to all three spaces.
- Upper Severals is served by an existing woodland (Severals Clump) surrounded by open space in the heart of the village, which is surrounded by buildings on three sides. The rectilinear form of the woodland and open space will help to define this area and provide opportunities for a range of recreational activities.
- Middle Severals is served by a triangular area of open space just off the primary road in the heart of the village. This space contrasts in shape and size with those in the other villages and is complimented by strong links to the informal recreation area in the Cattishall green buffer.

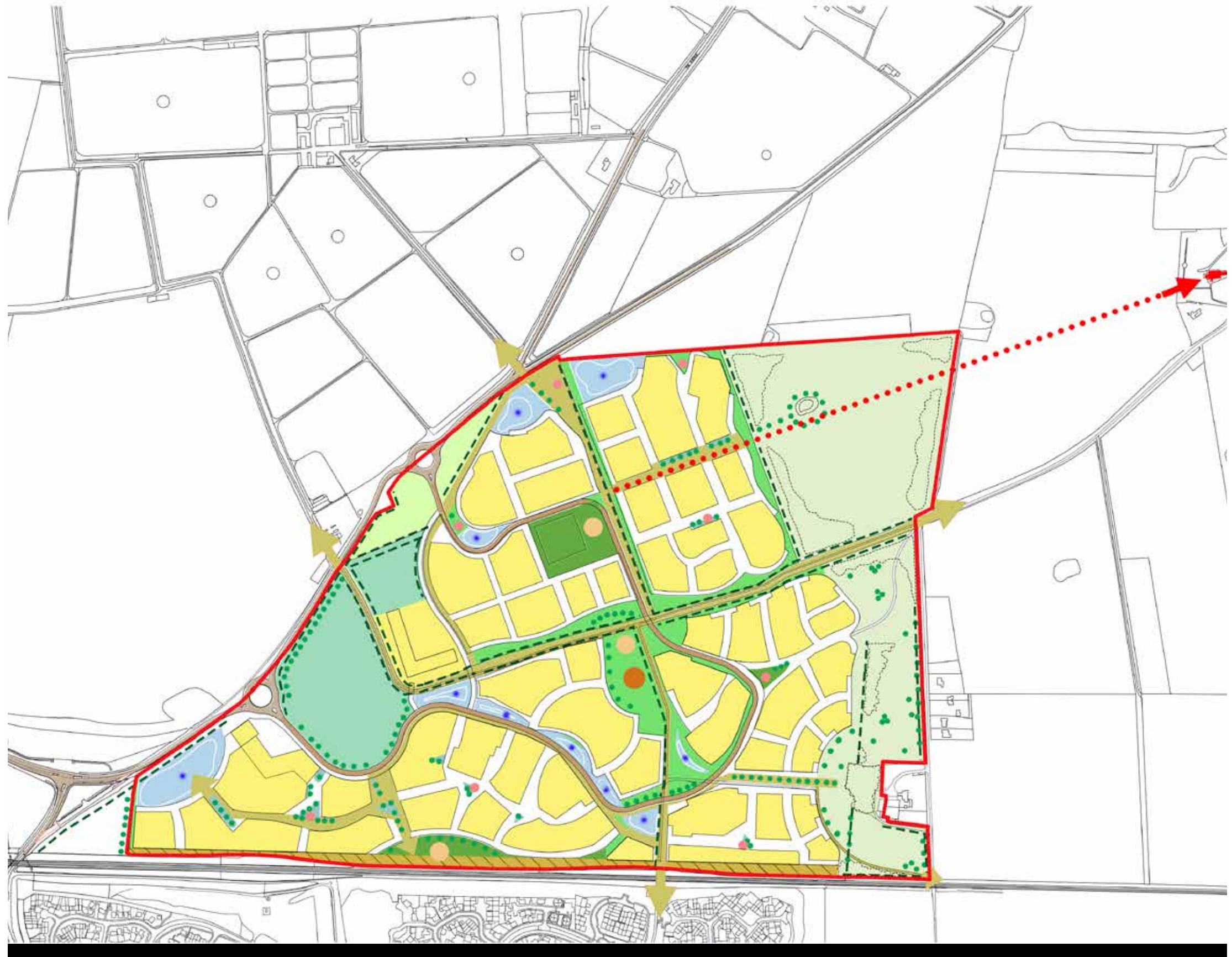


Fig 44: Open Space Diagram

Key:

















-  Landscape Buffer/ Informal Open Space
-  Parks & Gardens
-  Attenuation Ponds/ Basins
-  Amenity Green Space
-  Outdoor Sports/ School Playing Fields
-  Formal Play Space (Indicative location)
-  Green Corridors
-  Hedges
-  Primary Movement Corridor (Bus Route)
-  View to Church
-  Informal Play Area
-  Allotments
-  Incidental Open Space
-  Natural and Semi-Natural Green Space
-  Development Zones
-  Green Buffer to Railway



Image 27: Play Space in Open Green Space

- Green Corridors - These areas define the main pedestrian and cycle routes through the site and in general follow the pattern of existing and reinstated hedges. They will provide quiet, car-free routes through the site with opportunities for enhanced biodiversity, linking the primary school on this site to the secondary school proposed on the Morton Hall site via the existing underpass crossing the railway line.
- Outdoor Sport - The main area for outdoor sport is located adjacent to the primary school by the southern entrance from the A143.
- Amenity Green Space - An area of general amenity space is provided adjacent to the northern access roundabout for multi-functional use by the community and surrounding area.



Image 28: Allotments within the Urban Fabric

- Formal Play Space - Play England encourages the provision of accessible play areas for children. Larger formal plays areas will be located within the open space of each village, easily accessible and well overlooked.
- Informal Play Space - It is envisaged that smaller play areas will be integrated into the incidental open space and landscape for each village providing more informal areas of play. Indicative locations are shown on the open space diagram.
- Allotments - These are provided within the development site in an accessible location for all residents. Additionally a 'growing' philosophy will be extended into the specification of productive planting such as herbs and fruiting trees in the wider landscape.



Image 29: SUDS Drainage

- Natural and Semi-natural Green Space - These areas run north-south and east-west through the heart of the development and provide separation between the villages. They are seen as informal landscape areas for passive recreational use by all of the residents.
- Landscape Buffer with Cattishall - An area of open space between the hamlet of Cattishall and the new development is designed to preserve a sense of isolation for the hamlet.



SUSTAINABILITY

- 9.1 Sustainability underpins the masterplan as each aspect of the development has been planned to ensure that specific requirements are met and that the vitality of the development can be maintained in the long term. The following section provides a more detailed address, summarising some of the policy requirements and explaining how the development will achieve sustainability aspirations.

NATIONAL PLANNING POLICY FRAMEWORK

- 9.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions or elements to sustainable development: economic, social and environmental all of which have been taken into account in the development of this masterplan.

ECONOMIC SUSTAINABILITY

- 9.3 North East Bury St Edmunds will contribute to building a strong and competitive economy by providing sufficient land to support the level of growth required by the adopted Core Strategy and by providing a range of employment opportunities both during the construction phase and following the completion of the development. There will be B1 uses in the local centre and further employment opportunities associated with the primary school and in the shops and other services in the local centre. In addition, the site is well located in terms of access to existing employment-generating development in and around the town.

SOCIAL SUSTAINABILITY

- 9.4 The development will be contemporary, high quality, sustainable and energy efficient. It will establish a new community with a village character and its own sense of identity with access to local services that reflect the community's needs and support its health, social and cultural well-being. Engagement with the community will continue to ensure that the needs and desires of the local people are addressed accordingly, promoting social capital.

ENVIRONMENTAL SUSTAINABILITY

- 9.5 Retention of existing woodlands, mature trees, tree belts, hedgerows and Restricted Byway 4 provide green infrastructure opportunities for linear parks, public open space, allotments, and movement connections, while the creation of new, interconnected habitats will encourage both flora and fauna within the built development.
- 9.6 Opportunities to reduce short trips by car are an important factor in measuring the environmental sustainability of the development; therefore movement through the site is facilitated by a network of footpaths and cycle ways with the local centre, sports facilities and primary school strategically located for the majority of residents to access within easy walking distance.
- 9.7 It is proposed that the residential layout will be designed to optimise the levels of sustainability through the positioning of dwellings in order to capture and retain heat and light effectively.

CORE STRATEGY 2010

- 9.8 The St Edmundsbury Core Strategy builds on the principles of sustainability in the NPPF. Policy CS2 addresses the requirements for sustainable development in the borough. It states that a high quality, sustainable environment is to be achieved by designing and incorporating measures appropriate to the nature and scale of the development, including the protection and enhancement of natural resources and sustainable design of the built environment.

BURY ST EDMUNDS VISION 2031

- 9.9 Under the heading, 'Sustainability and Climate Change', the Bury St Edmunds Vision 2031 document has its main aspirations: to ensure that new and existing development is designed, built and maintained to high standards of resource efficiency; and to ensure that everyone benefits from secure low/zero carbon energy supplies and local renewable energy generation. This masterplan document considers each of these aspirations and proposes measures to achieve them such as setting sustainability standards above the average for construction, carbon usage, water efficiency and waste management.

- 9.10 These policy objectives and aspirations are embedded in the masterplan and are consistent with Berkeley's commitment to the delivery of sustainable forms of development, as set out in the company's integrated business framework, Vision2020.

BERKELEY VISION 2020

- 9.11 Berkeley has identified a number of Vision 2020 commitments relating to the assurance of sustainability in the construction of greener homes and sustainable place making. These include:
- A commitment to apply the Lifetime Homes principles in the design of all new homes;
 - A commitment to build new homes certified to at least Level 3 of the Code for Sustainable Homes;
 - A commitment to achieve a maximum water use of 105 litres per day for new homes;
 - A commitment to providing recycling facilities for all new homes;
 - A commitment to carry out post-occupancy monitoring to measure the success of its designs and to influence the design of future schemes;

- A commitment to provide cycle storage within the development;
- A commitment to provide home office working facilities in all homes;
- A commitment to harvest rain water for re-use; and
- A commitment that all commercial space achieves at least BREEAM Very Good.

ENERGY STRATEGY

- 9.12 An Energy Strategy will be prepared and submitted to the Borough Council as part of a future planning application for North East Bury St Edmunds. This will have regard to the relevant policies of the Core Strategy and Vision 2031 as well as the adopted or emerging policies contained within the Development Management Policies Local Plan as well as the viability and deliverability of the new community.

SURFACE WATER DRAINAGE STRATEGY

- 9.13 SUDS features are integrated within the development to provide benefits such as visual amenity and enhanced biodiversity. SUDS systems will be incorporated within the streets and open space system to provide drainage which will both clean the runoff and reduce the rate of water leaving the site while draining the development adequately and reducing flood risk.
- 9.14 SUDS features such as rain gardens, porous paving, swales, and filter drains will be provided to control surface water where it falls. A network of vegetated conveyance swales connecting to the housing areas will feed a series of attenuation basins downstream, providing additional cleaning and flood risk protection.
- 9.15 The final combination of SUDS features to be used will be determined as part of the detailed design process. This will depend on the location and type of geology underlying the site, emerging drainage legislation and discussions with the key stakeholders.

IMPLEMENTATION

10.1 The framework plan divides the development into three distinct areas separated by open space to form a series of linked villages: Lower Severals, Upper Severals; and Middle Severals.

PLANNING APPLICATION

10.2 In accordance with the requirements of the Vision 2031 DPD, the intention is to seek to have the masterplan adopted in mid 2014 and thereafter to prepare an outline planning application for submission in 2014. On the assumption that the outline planning application is approved by the beginning of 2015, the first reserved matters application is likely to be submitted in the middle of 2015 and approved by say, the end of that year. This would allow development to commence in 2016. Subject to market conditions, housing delivery could be as follows:

- 2017-2018 - 150 dwellings
- 2019-2024 - 600 dwellings
- 2025-2030 - 500 dwellings

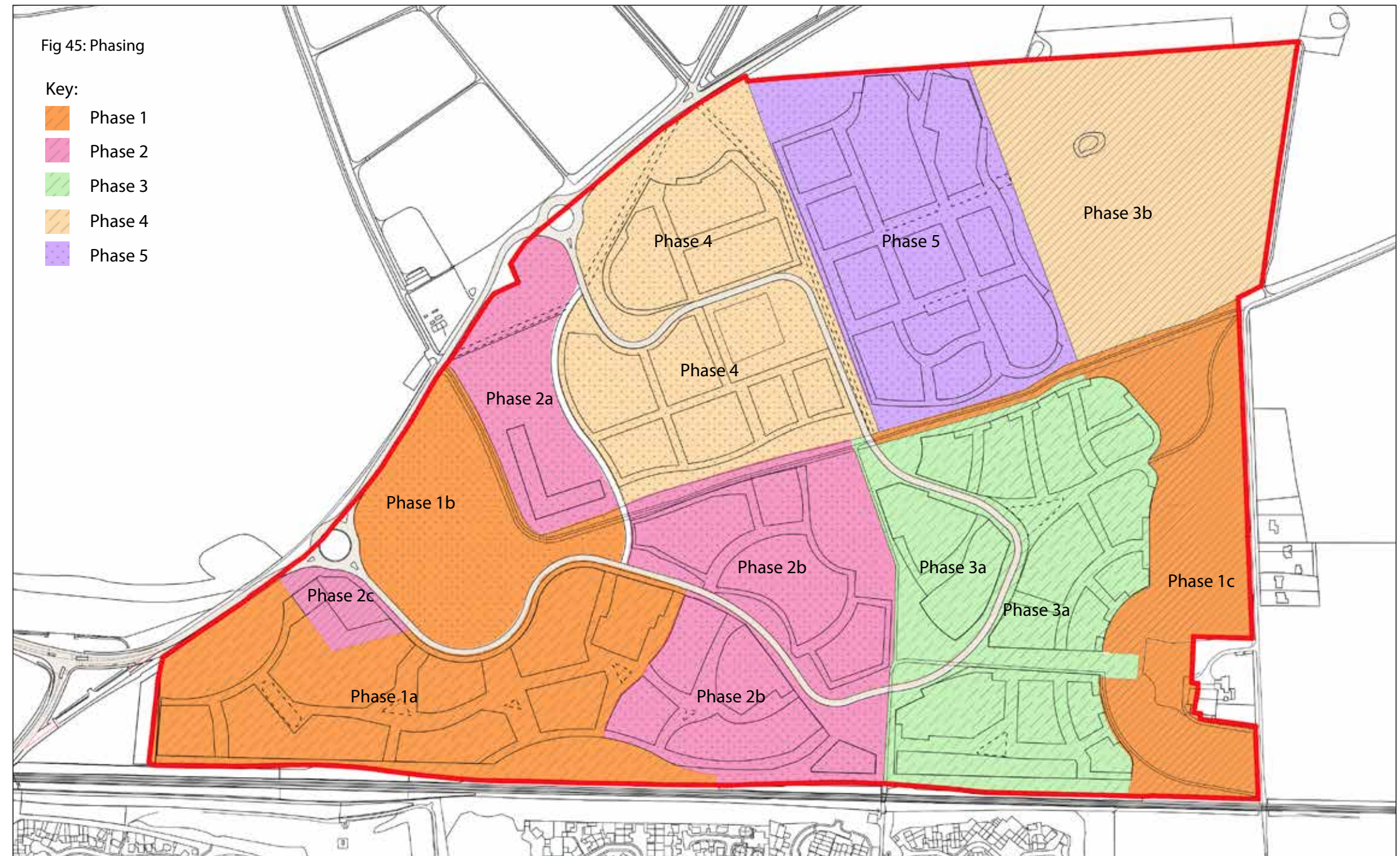
PHASING

10.3 The site is likely to be developed in 5 phases each of around 250/300 homes as follows

- Phases 1/2: Lower Severals
- Phases 3: Middle Severals
- Phases 4/5: Upper Severals

INFRASTRUCTURE PROVISION

10.4 Infrastructure provision will be phased in line with the development parcels. For example, the southern roundabout will be required to serve Phase 1 and will therefore be provided early in the development. Given its location, the Local Centre and community hub are likely to come forward during the construction of Phase 2. The primary school relates to Phase 2a and subject to further discussions with the Education Authority, it would be built as part of that phase. The northern roundabout will be built as part of Phase 3 (Middle Severals). This will allow separation between construction traffic for this phase and Phase 1 and 2 development traffic.



10.5 Some of the landscape elements will also come forward in the earlier phases. For example, it is likely that the landscape mitigation proposed at Cattishall (including the planting of the new hedgerows and trees) will be undertaken in Phase 1 to ensure that these areas of planting provide screening and perform a buffer function by the time that the latter elements of the phases around Cattishall are built. The buffer of landscape to Great Barton in the north east corner of the site will be put in place in Phase 3.