



THE TRIANGLE SITE, GREAT BARTON
DRAFT DEVELOPMENT BRIEF

AUGUST 2022

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PROJECT DETAILS

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CONTENTS

01	INTRODUCTION + SCOPE
02	PLANNING POLICY CONTEXT
03	OBJECTIVES
04	SITE INFORMATION
05	DEVELOPMENT RESPONSE
06	CONCLUSION

1.0 INTRODUCTION + SCOPE

1.1 Site Address

Great Barton
Bury St. Edmunds
Suffolk
IP31 2RJ

1.2 Purpose and Status of the Brief

Development Briefs are an important part in the delivery of allocated sites. They build upon site allocations within the Development Plan setting the framework for how development proposals will come forward on a site.

This Development Brief is specifically required by Rural Vision Policy RV18 and builds on the parameters set by the statutory development plan, including the Great Barton Neighbourhood Plan. It is as an evolution of the concept statement for the site as envisaged by the Neighbourhood Plan at paragraph 6.12. It is an important stepping stone between the statutory development plan and planning application.

This role was recognised specifically by the Neighbourhood Plan Inspector who noted at paragraph 7.33 & 7.34 of his report the following:

"I recommend that the 'up to 150 dwellings' element of the policy is retained and is supplemented by reference to a potentially higher figure which may arise from any future development brief. This would safeguard the ability of this policy to remain flexible to viability and design considerations throughout the Plan period. This will be particularly important in the absence of any definite agreement on the breakdown of residential and community uses on the wider site. This approach would also allow a detailed consideration of the density at which development could be accommodated on the site.



Figure 1.1.1: Site Location Plan

As the second paragraph 6.17 comments the 150 houses over 7.5 ha of developable housing development would represent 20 dwellings/ha. Whilst this would reflect the low density of several parts of the neighbourhood area the site has the ability to be developed in a fashion which takes account of its peripheral location on the edge of the village whilst developing strong accessibility to the existing village. In addition, development of the site at 20 dwellings per hectare may not necessarily 'significantly boost the supply of homes as required by national policy (NPPF 59). In any event the second paragraph of the policy acknowledges that a development brief may come forward at some future point within the Plan period.

The approach proposed in the Plan would also present a clear opportunity to increase the ability for new dwellings to be developed on the site. The current approach in the Rural Vision 2031 allows the development of only 40 dwellings up to 2031. In this context the policy would assist in significantly boosting the supply of homes in accordance with national policy."

It is incumbent on the Development Brief therefore to properly assess, based on upto date evidence, the optimum form of development balancing land use needs in order to ensure national policy objectives are met.

Once a Development Brief is adopted by the Council, it will serve as informal Planning Guidance that in turn will be used to guide future planning applications.

1.3 Scope and Content of the Brief

This Development Brief seeks to provide a strategy for developing the site, based on the policy requirements. This Brief is not designed to be prescriptive, but rather provides a guide to successfully preparing and submitting future planning applications. This Brief is split into the following sections:

- **Introduction + Scope** – this section establishes the background to the site, sets out what the Brief is designed to achieve and who has been involved in its development.
- **Planning Policy Context** – this section outlines the relevant national and local planning policy.
- **Objectives** – this section sets the objectives of the Brief which will be very important in dictating outcomes to be achieved.
- **Site Information** – this section assesses the site context, analyses the character of the village, reviews the results of the technical reports and culminates in the site opportunities and constraints.
- **Development Response** – this section sets out how the development should respond to meet the objectives of the Brief.

1.4 Who is Involved

This document is the result of a collaboration between many parties and the final adopted Brief has been refined through an iterative process. Those involved include:

The Clients – this scheme is a joint venture between Suffolk County Council (the landowner) and West Suffolk Council (the applicant). The housing development will be built by Barley Homes who are owned by West Suffolk Council.

Great Barton Parish Council and Village Residents – consultation with the parish council (Neighbourhood Plan Working Group) and wider residents has taken place, the extent of which is detailed within this Brief.

Consultant Team – a number of specialist consultants have been appointed to advise on matters including town planning, architecture, highways, landscape, ecology, drainage, heritage, archaeology, arboriculture, air quality and contamination.

District and County Council – the clients and consultant team have liaised throughout the process with council planning officers and other relevant council departments on a variety of technical and design issues.

1.5 Extent of Consultation

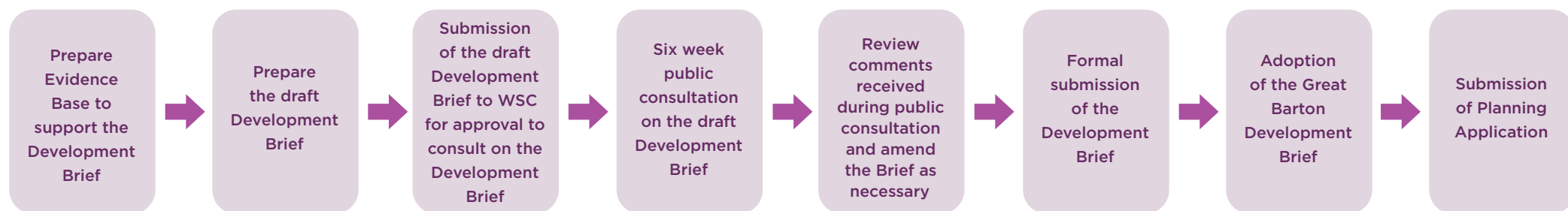
West Suffolk Council and Suffolk County Council have and will continue to actively engage with residents and key stakeholders on this site. Consultation to date has included the following:

- Regular meetings with the Great Barton Parish Council and the Great Barton Neighbourhood Plan Group, which has included six meetings with the respective groups to date.
- Engagement with Officers at West Suffolk Council and Suffolk County Council since 2020 including an independent viability exercise.
- Standalone technical workshops with officers at West Suffolk Council and Suffolk Country Council.

In addition to the above, a six week public engagement on the draft Development Brief is identified to take place in July/August 2022. This will include both an online consultation event and two in person events which both will provide an opportunity for both local residents and key stakeholders to provide their views on not only the redevelopment of the Site as a whole but also the Development Brief which will guide future development on the Site.

1.6 Adoption Process and Implementation

The below flow diagram sets out the adoption process and implementation:



Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with policies of the statutory Development Plan unless material considerations indicate otherwise. However, paragraph 11 of the National Planning Policy Framework (2021) states that where the Development Plan is absent, silent or relevant policies are out of date, presumption should be in favour of sustainable development and planning permission should be granted, unless material considerations indicate otherwise.

The Development Plan

The statutory Development Plan for the Site comprises of:

- St Edmundsbury Core Strategy (December 2010);
- Rural Vision 2031 (September, 2014);
- Joint Development Management Policies Document (February 2015); and
- Great Barton Neighbourhood Plan (June 2021)

2.1 Rural Vision 2031

The site is allocated under Policy RV 18 (Great Barton) within the Rural Vision Document 2031. Policy RV 18 allocates the 12.4ha Site for residential and community uses. The policy states that the total development capacity of the site should be determined through a site Development Brief, with up to 40 dwellings permitted in the period to 2031. Figure 2.2.1 outlines the policy requirements of Policy RV 18. Policy RV 2 (Neighbourhood Plans and Neighbourhood Development Orders in Rural Areas) states that proposals to bring forward and develop neighbourhood plans and/or neighbourhood development order will be considered favourably if they demonstrate how proposals meet at least the minimum level of growth and conform to strategic policies and the form size type and design of new development proposed meets requirements set out in national and local planning policy.

In addition to Policy RV 18, Policy RV 3 (Housing Settlement Boundaries) of the Rural Vision Document states that planning permission for new residential development, residential conversion schemes, residential redevelopment and replacement of an existing dwelling with a new dwelling will be permitted within the housing settlement boundaries where it is not contrary to other policies in the plan. It is acknowledged that there are several additional policies within the Rural Vision 2031 document which will be considered as part of any future application.

Policy RV8 (Safeguarding Educational Establishments) further states that development will be considered favourably where the development is for buildings and/or facilities ancillary to, or enhancing the educational or community use. Policy RV9 (Green Infrastructure in the Rural Areas) states that opportunities to extend the strategic green infrastructure network should be undertaken in association with new development where appropriate.

Policy RV18: Great Barton

12.4 hectares of land is allocated for residential and community uses on the north eastern edge of Great Barton. The total capacity of the site should be determined through a site Development Brief, with up to 40 dwellings permitted in the period to 2031.

The amount of land available for development, types and location of uses, access arrangements, design and landscaping will be informed by a Development Brief for the whole 12.4 ha site. The Development Brief should set out how the community uses on the site will be delivered. Applications for planning permission will only be determined once the development brief has been adopted by the local planning authority.

Access to the site will be from Mill Road (B1106).

Development on the site must make provision for the potential expansion needs of Great Barton Primary School.

Development on the site will need to respect and respond appropriately to issues of congestion, air quality and noise management.

The development area must provide enhanced footpath and cycleway access to the village centre and areas of public open space.

Strategic landscaping and open space must be provided to address the sites requirements and location.

Figure 2.1.1: Policy RV18: Great Barton

2.2 Joint Development Management Policies Document

The policies contained within the Joint Development Management Policies Document are a consideration in the determination of any future application on this site. Whilst there are a number of policies contained in the Document of relevance, policies identified below are considered to be of most relevance to the site's redevelopment.

Policy DM2 (Creating Places – Development Principles and Local Distinctiveness) of the Joint Development Management Policies Document requires developments to recognise and address the key features, characteristics, landscape/townscape character, local distinctiveness and special qualities of the area and/or building and, where necessary, prepare a landscape/townscape character appraisal to demonstrate this. The Policy further states that developments should maintain and create a sense of place and/or local character.

Policy DM4 (Development Briefs) of the Joint Development Management Policies Document states that exceptionally a Development Brief will be required for a proposal which is justified by the Local Planning Authority as:

- i. being of a size; and/or
- ii. in a location; and/or
- iii. proposing a mix of uses;
- iv. of significant local interest such as to make this necessary

The Policy further states that the Development Brief shall have been through the agreed process of consultation and approved prior to the determination of a planning application. Where appropriate, the Development Brief will include an analysis of site conditions, consultation feedback and identification of the key design issues alongside identifying the mix of housing and affordable housing provision for the Site, the mix of uses to be provided on a site, the social and physical infrastructure needed to serve the development and the details of the manner in which any existing and proposed wildlife, landscape or historic features will be incorporated and where possible enhanced within development proposals.

Policies DM7 (Sustainable Design and Construction) and Policy DM22 (Residential Design) concerns how Proposed Developments should be designed specifically the requirement to ensure that all high quality residential developments are brought forward. The policy further requires new dwellings to be of a high architectural quality meaning that they are fit for purpose and function well, providing adequate space, light and privacy and are adaptable in terms of lifetime change and use. Policy DM10 (Impact of Development on Sites of Biodiversity and Geodiversity Importance) and Policy DM11 (Protected Species) provides policy guidance to minimise the impact of development on biodiversity and protected species.

2.3 St Edmundsbury Core Strategy

Where relevant consideration has been given to the policies contained within the St Edmundsbury Core Strategy. This includes policies such as CS2 (Sustainable Development), Policy CS3 (Design and Local Distinctiveness) and CS7 (Sustainable Transport) which provide strategic policy guidance.

2.4 Great Barton Neighbourhood Plan

The Great Barton Neighbourhood Plan was adopted on 22nd June 2021 and provides specific guidance for the village of Great Barton. Within the Great Barton Neighbourhood Plan, the Triangle Site is allocated under Policy GB 3 (Land at School Road (The Triangle)). Policy GB 3 identifies that the 12.4ha Site is allocated for the following development:

- i. up to 150 dwellings (including 30% affordable housing) or any higher number of dwellings included in any future adopted development brief for the site pursuant to Policy RV18 of the Rural Vision Local Plan Document;
- ii. community facilities that could include the uses identified in Policy GB7;
- iii. at least 1.1 hectares of land for the expansion of the primary school; and
- iv. recreational open space and children's play.

Paragraph 6.12 of the Neighbourhood Plan is clear that it does not constitute a Development Brief, as required by Rural Vision Policy RV18. It does, however, provide guidance on how the site could come forward.

Paragraph 6.17 notes that the Concept Diagram within the Neighbourhood Plan identifies an area for community uses including, should the requirement arise, the expansion of the Primary School. It states that the exact mix and viability could not be determined at that time and therefore falls to be assessed within preparation the Development Brief.

Figure 2.4.1 provides full details of the policy wording of Policy GB 3. Figure 2.4.2 is the Concept Diagram that supports Policy GB 3.

Policy GB 3 - Land at School Road (The Triangle)

12.4 hectares of land at School Road, known as The Triangle and identified on the Policies Map, is allocated for the following development:

- i) up to 150 dwellings (including 30% affordable housing) or any higher number of dwellings included in any future adopted development brief for the site pursuant to Policy RV18 of the Rural Vision Local Plan Document;**
- ii) community facilities that could include the uses identified in Policy GB7;**
- iii) at least 1.1 hectares of land for the expansion of the primary school; and**
- iv) recreational open space and children's play.**

Development of the site should be undertaken in accordance with the Concept Diagram (Figure 12) and the Development Principles set out in this Plan or any future development brief for the site pursuant to Policy RV 18 of the Rural Vision 2031 Local Plan document.

Development proposals should incorporate measures to manage traffic safety and speeds on Mill Road and the provision of safe crossing points on School Road, Mill Road and the A143 (The Street) to enable safe and sustainable travel to the wider public rights of way network and village facilities.

Housing proposals should provide a mix of sizes and types in accordance with the most up-to-date evidence on objectively-assessed housing needs.

The affordable housing provision should be designed so that it is 'tenure blind' (so that it is indistinguishable from open market housing), be distributed around the site and not concentrated in any one area.

Proposals that include an element of self-build housing will be supported.

There are also a number of other policies within the adopted Great Barton Neighbourhood Plan (GBNP) which are of relevance to this development. These are set out below:

- Policy GB1 (Spatial Strategy) of the GBNP identifies that with exception of the strategic Site at The Severals, new development will be focused within the defined Village Settlement Boundaries.

Figure 2.4.1: Policy GB 3 - Land at School Road (The Triangle)

- Policy GB2 (Housing Delivery) of the GBNP states that in addition to the Strategic Site of around 1250 dwellings at The Severals, the plan provides for around 150 dwellings to be development in the Neighbourhood Plan area between 2019 and 2041. The growth will be met through the allocation identified in Policy GB3 (Land at School Road (The Triangle)), small brownfield 'windfall' sites and infill plots of one or two dwellings within the Main Village Settlement Boundary, and infill plots of one or two dwellings in the Barton Hamlet Settlement Boundary.

2.0 PLANNING POLICY CONTEXT



Figure 2.4.2: GBNP Concept Diagram

- Policy GB 4 (Housing Mix) of the GBNP requires development of 10 dwellings or more to include provision for a mix of 60% of two and three bedroomed dwellings unless more up to date and publically available needs assessment demonstrates otherwise. The policy further states that a wider mix of dwellings on housing development that incorporate single storey bungalows would be particularly supported.
- Policy GB5 (Housing Design) of the GBNP requires new dwellings to achieve appropriate internal space through compliance with Nationally Described Space Standards. Dwellings should also have adequate provision for covered storage of all wheelie bins and cycles. Proposals should also have regard to the character of the immediate area, not be in exceed of two storeys and have separation distances and garden sizes that are reflective of the character area.
- Policy GB7 (Community Facilities) of the GBNP states that the provision of the below community facilities will be strongly supported:
 - Improved IT provision
 - Improved post office facilities, local shops and farm shops
 - A coffee shop or similar meeting place
 - Expansion of the existing primary school and preschool facilities, especially where expanded facilities are available to the wider community
 - The provision of school drop-off/pick-up facilities
 - New and improved leisure facilities
 - Healthcare provision
- Policy GB12 (Development Design Considerations) requires proposals for all new developments to reflect the local characteristics and circumstances of the site by creating and contributing to a high quality, safe and sustainable environment.

- Policy GB13 (Sustainable Construction Practices) identifies that where appropriate development proposals must incorporate current best practice in energy conservation. Development proposals should demonstrate how they maximise the benefits of solar gain, incorporate energy conservation, avoid fossil fuel-based heating systems, incorporate current sustainable design and construction measures and make provision for grey water /rainwater.

2.5 Other Material Considerations

The National Planning Policy Framework (NPPF) is a material consideration within the determination of any future planning application on this site.

Housing

Paragraphs 7 and 8 of the Framework state that the purpose of the planning system is to contribute to the achievement of sustainable development, which comprises three dimensions; economic, social and environmental. The three dimensions should not be considered in isolation, instead they should be sought simultaneously through the planning system. Paragraph 8 identifies that to meet the “social objective” a sufficient number and range of homes will need to be provided to meet the needs of present and future generations.

Paragraph 60 of the NPPF outlines that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Paragraph 65 of the NPPF states that where major developments delivering housing are proposed, planning policies / decisions should expect 10% of homes to be affordable home ownership unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Meeting housing need and making the most efficient use of land Plans and Decisions should apply a “presumption in favour of sustainable development” (Paragraph 11).

Paragraph 11b states that strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

“the application of policies within this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scales, type of distribution of development in the plan area; or

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”.

Paragraph 61 notes that to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in the national planning guidance.

Paragraph 119 of the NPPF requires planning policies and decisions to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 124 of the NPPF states that planning policies and decisions should support the development that makes efficient use of the land taking into account:

- a. Identified need for different types of housing and availability of suitable land.
- b. Local market conditions and viability.
- c. Availability and capacity of infrastructure and services as well as the potential to promote sustainable travel modes that limit car use
- d. To maintain the area's prevailing character and setting.
- e. The importance of securing well-designed, attractive and healthy places.

Paragraph 125 of the NPPF requires policies and decision to avoid building homes at low densities, and ensure that development make optimal use of the potential of each site.

Community Uses

Paragraph 92 of the NPPF identifies that planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interactions, are safe and accessible and enable and support healthy lifestyles. Part a of Paragraph 91 identifies that the promotion of social interaction can be achieved through mixed-use developments.

Paragraph 93 of the NPPF states that to provide social, recreational and cultural facilities planning policies and decision should plan positively for the provision and use of shared spaces, community facilities, sports venues, open space, cultural buildings, public houses and places of worship.

Sustainable Transport

Section 9 of the NPPF - Promoting Sustainable Transport sets out the Government's policies with regard to transport. Paragraph 104 (c) seeks developments to promote opportunities for walking, cycling and public transport use.

Paragraph 106 (d) further requires developments to provide high quality walking and cycling networks and supporting facilities such as cycle parking.

Design

Chapter 12 "Achieving well-designed places" of the NPPF identifies that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should be. Paragraph 130 of the NPPF states that planning decision should ensure developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character. Developments should also establish and maintain a strong sense of place, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and create places that are safe, inclusive and accessible, which promote health and well-being.

2.6 Emerging Local Plan and Draft Allocation

West Suffolk Council are in the process of preparing their new local plan. Consultation on the Regulation 18 Preferred Options Document commenced on the 26th May 2022.

Within the Regulation 18 Preferred Options Document, the Site benefits from a draft allocation (allocation 4.05a – land at School Road, Great Barton) which identifies the Site for redevelopment.

Affordable Housing

The affordable housing strategy should be aligned with the council's Affordable Housing SPD (2019).

Green Access Strategy (Rights of Way Improvement Plan)

The Suffolk Green Areas Strategy outlines Suffolk County Council's future plans for public rights of way in Suffolk. The Rights of Way Improvement Plan aims to identify changes that will improve provision for walkers, cyclists, horse riders and those with mobility problems in Suffolk and is intended to last until 2030.

Gear Change: a bold vision for cycling and walking

Gear Change: a bold vision for cycling and walking was launched in 2020 and seeks to boost walking and cycling in England. The vision document seeks to ensure that places are truly walkable and seeks to ensure that cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walker by 2030. This will be achieved through ensuring that active travel is embedded in wider policy making and encourages local authorities to take bold decisions with regards to the promotion of walking and cycling.

LTN01/2020

Following the launch of Gear Change: a bold vision for cycling and walking, LTN01/2020 was published to help cycling become a form of mass transit in many more places. The guidance contains the best practice, standards and legal requirements to ensure that inclusive cycling can be delivered within England.

3.0 OBJECTIVES

3.1 Development Brief Objectives:

A number of Development Brief Objectives have been devised which will set the identified considerations for the development. These objectives have been informed by both adopted planning policy and an evidence base which has been prepared to support this Development Brief.

DBO 1: TO USE THE COMPREHENSIVE EVIDENCE BASE PRODUCED TO DETERMINE A SUITABLE SITE CAPACITY.

DBO 2: TO DESIGN A FRAMEWORK FOR DEVELOPMENT WHICH WILL ALLOW AN INITIAL 40 DWELLING PHASE TO BE BUILT.

DBO 3: TO PROVIDE AN AREA FOR COMMUNITY FACILITIES WITH CAR PARKING, OPEN SPACE AND CHILDREN'S PLAY.

DBO 4: TO ENABLE POTENTIAL EXPANSION OF GREAT BARTON PRIMARY SCHOOL AND FACILITATE SAFE DROP-OFF AND PICK-UP.

DBO 5: TO REINFORCE THE VILLAGE CHARACTER THROUGH SENSITIVE ARCHITECTURAL DESIGN AND APPLICATION OF LOCAL MATERIALS.

DBO 6: TO PROVIDE VEHICULAR ACCESS TO THE SITE FROM MILL ROAD (B1106) ONLY AND INCORPORATE MEASURES THAT FACILITATE PEDESTRIAN SAFETY, MANAGE TRAFFIC SPEEDS AND ENSURE DEVELOPMENT DOES NOT RESULT IN UNACCEPTABLE NOISE AND AIR QUALITY IMPACTS.

DBO 7: TO ENHANCE THE LOCAL WALKING AND CYCLE NETWORK WITH ON-SITE PROVISION INCLUDING LINKS TO THE VILLAGE AND EXISTING ROUTES.

DBO 8: TO CREATE A NETWORK OF GREEN OPEN SPACES INTEGRATED WITH NEW LANDSCAPING AND NATURAL DRAINAGE FEATURES. A NET BIO-DIVERSITY GAIN SHOULD ALSO BE ACHIEVED.

DBO 9: TO ENSURE THAT THE PROPOSAL RESPONDS TO CLIMATE CHANGE THROUGH SUSTAINABLE DESIGN WITH A REDUCTION IN CARBON EMISSIONS.

Figure 3.1.1: Development Brief Objectives

4.0 SITE INFORMATION

To allow the Development Brief to be properly informed a detailed evidence base has been prepared. This has included a review of the Site's context and the adopted Development Plan which includes the Great Barton Neighbourhood Plan. As the Great Barton Neighbourhood Plan is the most up to date Development Plan document and allocates the site for redevelopment, this document has been the starting point in the preparation of the Development Brief.

In addition, a suite of technical assessments have been undertaken to prepare an evidence base for the Development Brief. This includes:

- Air Quality Assessment, prepared by SLR;
- Archeology Report, prepared by RPS;
- Flood Risk and Surface Water Drainage Assessment, prepared by SLR;
- HRA Screening Report, prepared by SES;
- Land Contamination Assessment, prepared by SLR;
- Landscape Assessment, prepared by Scarp;
- Preliminary Ecological Appraisal, prepared by SES;
- Transport Assessment, prepared by Curtins; and
- Tree Constraints Report, prepared by SES.

The technical assessments contained within these reports were undertaken at the time of preparing the Development Brief and were prepared to support the Development Brief.

This evidence base in addition to the site context work undertaken has assisted in shaping the development considerations brought forward within this Development Brief. Through adopting this evidence gathering approach it will ensure that the Proposed Development brought forward on the Site is underpinned by detailed research and technical assessments.

The remainder of this section will set out the findings of this exercise with Section 5 demonstrating how the development considerations established in the Development Brief have been informed by this comprehensive evidence base. These considerations will be finessed further as part of a future planning application which in turn will be accompanied either by a detailed scheme or set of parameter plans supported by a Design Code.

4.1 Strategic Site Location

Great Barton is located approximately 2 miles to the north-east of Bury St. Edmunds in the county of Suffolk. Bury St. Edmunds (known locally as Bury) is a historical market town and is the largest town in the district of West Suffolk. With a population of over 40,000, the town has an established town centre and thriving local economy. The town's train station offers services between Ipswich and Cambridge.

The A14 runs through the centre of Bury. Leaving at junction 43, the A143 heads north, leading to Great Barton. Great Barton's parish boundary runs along the edge of the train line and includes within it the proposed North-East Bury St. Edmunds urban extension. The village of Thurston is located to the south-east of Great Barton where there is a train station and secondary school.



Figure 4.1.1: Strategic Site Location Plan

4.2 Site Location

The site is located within the north-eastern corner of the village, in between Mill Road, The Street and the north-eastern edge of the village.

In relation to existing natural and man-made features and the extents of the village envelope, the site represents a natural location to sensitively grow Great Barton. It is also in very close proximity to existing village facilities with potential to enhance this and support a growing community.

Any development of the site may require visual mitigation through a landscape strategy, due to the site's edge of village location and the sensitive, open nature of the Mill Road boundary and views towards the site from the north.



Figure 4.2.1: Great Barton Village Plan

4.0 SITE INFORMATION

4.3 The Site

The site is known as 'The Triangle Site', due to its broad shape. The site measures 12.81ha (31.65 acres) and currently comprises agricultural land.

A strip of plantation woodland runs inside the south-eastern boundary and there is an area of vegetation in the lower half sat within a shallow depression in the land.

The site is bound on three sides by the existing road network; Mill Road (B1106), The Street (A143) and School Road. Mill Road to the north is open and lined with intermittent tree planting, offering clear views from the site over the adjacent arable fields. Further agricultural land is located adjacent to The Street, although views are blocked by the plantation woodland. School Road to the west is where the site meets the village. The village edge creeps around the southern boundary where the village shop, primary school and children's day nursery are located.

The photos on the following pages demonstrate the nature of the site and the roads that bound the site.



Photo 1: View looking north along School Road with the site on the right



Photo 2: View looking west along The Street with Elms Wood on the right



Photo 3: View looking east along Mill Road with the site on the right

Figure 4.3.1: Site Photos



Photo 4: View looking east across the site with the existing pond on the right



Photo 5: View looking west across the site towards the village



Photo 6: View looking north across the site towards Mill Road

Figure 4.3.2: Site Photos

4.0 SITE INFORMATION

4.4 Village Structure

The existing village has a unique character with landscaping and green open spaces creating a pleasant setting for residents. There are good green, pedestrian connections through the village with short footpaths linking up with public rights of way. The internal village road network comprises many culs-de-sac with vehicular through-routes limited to Conyers Way and The Park although the latter is very narrow.

Substantial work has been undertaken within the **GBNP Design Guidelines** in relation to village character areas including work on street layout, densities, building types and materials which should be considered when submitting a planning application.

The photos on the following pages include features within the village that could be applied to the development. The purposes of this is to extend the village character into the new development.



Photo 1: Grass verge with trees lining Downing Drive



Photo 2: Boundary vegetation along The Coppice



Photo 3: Shared surface road at the end of The Coppice

Figure 4.4.1: Village Photos



Photo 4: Houses along the edge of Diomed Drive overlooking open space



Photo 5: Pedestrian link between The Coppice and Maple Green



Photo 6: Small green space on Conyers Way

Figure 4.4.2: Village Photos

4.0 SITE INFORMATION

4.5 Green Infrastructure and Green Links

There is a fair presence of lines of mature trees, tree belts and small woods in the wider landscape, including a deciduous woodland (The Heath) opposite Mill Road/A143 junction. A belt of woodland (Elms Wood) lies along the south-eastern site boundary. The northern edge of Mill Road is lined by well-spaced individual trees whilst a well-trees hedgerow defines the western site boundary. There is a notable presence of trees and small woods within the built up area of the village.

The village has a network of large open spaces, green corridors and small greens that provide opportunities for leisure and dog walking, cycling, children's play, informal recreation and formal sports.

Great Barton is also very well connected, with a series of public rights of way and other pathways within and on the periphery of the village.

There are sections of bridleway extending northwards from Mill Road, south-eastwards from the A413 and approximately 800m northeast of Mill Road. An informal footpath passes through Elms Wood. A byway open to all traffic (formerly a road leading to Barton Hall) passes through the well landscaped area known as The Park.



Figure 4.5.1: Green Infrastructure and Green Links Plan

4.6 Local Facilities

The village is served by a variety of local facilities and it is noticeable that many are concentrated in an area to the south of the site.

Great Barton Primary School and Great Barton Pathways pre-school are both located directly adjacent to the site boundary and are accessed from School Road. On the northern side of The Street is a petrol filling station with convenience store. Opposite is Great Barton Village Hall which accommodates a separate, on-site scout hut to the rear.

Further along The Street close to the junction with School Road there is a Church Institute building. Along East Barton Road is Montana Care Home / Oakhampton House which are linked care homes for the elderly.

Between East Barton Road and Cox Lane there is a recreation ground where cricket and football are played. There is also an equipped play area and bowls club.

Further afield, the Bunbury Arms is a pub located along the A143 on the edge of Barton Hamlet. There are also some allotments to the east of the village on Green Lane. The Freedom Church is located in the north of the village off Mill Road and Great Barton Church is at the end of Church Road.

Fornham Business Court, a development of office space which includes a cafe, is located 2km to the west of the village.

With the existing social infrastructure located close to the site, the desire to focus further facilities in the southern side of the site will help to consolidate the local community offer.

Note: these facilities have been identified to accord with information within the Great Barton Neighbourhood Plan.



Figure 4.6.1: Facilities Plan

4.0 SITE INFORMATION

4.7 Access and Connectivity

The site is bound by three roads, offering multiple potential access points and opportunities to make connections for pedestrians and cyclists.

To the north, Mill Road (B1106) is tree-lined with open farmland on the opposite side. Mill Road terminates to the east at a junction with The Street and continues through the northern tip of the village to the west. This long, straight road has been identified as offering potential vehicular access to the site.

The Street (A143) is located to the south-east and is a busy road leading to Bury. The site is screened from this road by a strip of plantation woodland albeit for a gap at the southern end. This has been identified as offering a link to nearby facilities.

School Road defines the western edge of the site and runs between Mill Road to the north and The Street to the south. The road is quite narrow and can become busy at school drop-off and pick-up times. This road provides links into the village to the east.

A number of public rights of way and other paths create a well connected place. Although many of the internal roads are cul-de-sac, many feature pedestrian links to the adjacent street. This network of walking and cycling routes allows easy access around the village and to local facilities and open spaces.

National Cycle Route 13 runs from north to south through the village and past the site along School Road. This provides good access to the strategic cycle network.

The A143 which runs diagonally through the southern side of the village is a barrier to those moving within the village and accessing the various community uses. There is however a signalised crossing point which facilitates safe pedestrian movement.



Figure 4.7.1: Movement Network Plan

4.8 Local Character

The existing village has particular characteristics and qualities that help to define it. This includes the form and location of buildings (see plan, right), the arrangement of streets and open spaces and the type of landscaping. A lot of work has already been undertaken in relation to character areas in the **GBNP Design Guidelines**. This section of the document seeks to further understand what elements of the village character can be used to inform and shape the proposal. This could include:

- Type and arrangement of buildings
- Density
- Street character
- Street enclosure (front to front distances)
- Front garden sizes and boundary treatments
- Parking arrangements

It is the intention that the following analysis will reveal a design language that could be applied to the proposed development, extending the village character and making the proposal feel that it is part of Great Barton.



Figure 4.8.1: Patterns of Built Form

4.0 SITE INFORMATION

Perimeter Block

Perimeter blocks feature around the village and are recognised as a good way to structure residential development. This approach places public 'fronts' facing outwards towards the public realm i.e. onto streets or public open spaces, offering surveillance and a positive image. Private 'backs' face into the block, providing privacy and secure amenity spaces. Small blocks work better as they do not create barriers to movement and allow for increased connectivity through the public realm. The following are examples of perimeter blocks in the village:

Downing Drive

- Mix of 20 detached chalet bungalows and two storey houses
- Density 16 dwellings per hectare
- Rectangular block with rigid structure
- Includes a 2m grass verge (particularly when opposite an open space) with tree planting
- No footpaths along opposite open space edge
- Street enclosure of 20m
- Front gardens are grassed (5-10m deep), include small trees and are generally defined by low hedge planting
- Cars are parked on drives in front of attached or integral garages
- Some garages feature a covered space in front

Hall Park

- Mix of 16 large, detached bungalows and two storey houses
- Density 8 dwellings per hectare
- Rectangular block with significant rear planting
- Arcadian feel
- No footpaths along opposite open space edge
- Street enclosure of 35-45m
- Front gardens are open and grassed (6.5-20m deep) and include large trees and informal planting
- Cars are parked on drives in front of attached garages



Figure 4.8.2: Downing Drive Perimeter Block



Figure 4.8.3: Hall Park Perimeter Block



Main Road Frontage

There is housing located around the periphery of village, facing onto one of the main roads and overlooking nearby fields. The following are examples of this treatment in the village:

Mill Road

- Large, detached two storey houses
- Density 9 dwellings per hectare
- Linear structure with houses set back equally
- Narrow grass verge (2-5m) between back of footpath and edge of front garden
- Front gardens bound by hedges of contrasting heights with some intermittent tree planting
- Most front gardens comprise large gravel forecourts with space for car parking and turning
- Some drive entrances are gated with low timber gates
- Garages include attached and detached forms
- Some garages are placed perpendicular to the road at the front of the plot

Fornham Road

- Detached bungalows and chalet bungalows
- Density 12 dwellings per hectare
- Linear structure with varying setbacks
- Garden boundaries vary between low hedges, low brick walls and high screening vegetation with trees
- Front gardens (8-15m) grassed including drives for parking and turning
- Garages include attached and detached forms
- 2 new-build bungalows have garage parking to the rear



Figure 4.8.4: Mill Road Frontage



Figure 4.8.5: Fornham Road Frontage



4.0 SITE INFORMATION

Cul-de-Sac

Cul-de-sacs feature prominently within the village. In principle, cul-de-sac development is not ideal, as it does not allow for good permeability. However, many of these in the village are either short or include pedestrian links at the end. The following are examples of this treatment in the village:

School Lane

- 5 large detached two storey houses
- Density 8 dwellings per hectare
- Organically arranged around a short gravel private drive
- Mix of grassed front gardens (12m deep) and gravel drives
- Street enclosure less than 20m
- Detached double garages

The Coppice

- 15 large detached two storey houses
- Density 16 dwellings per hectare
- Organic structure along curved road
- Shared surface road with stone sett rumble strip on entry
- Street enclosure of 20m
- Generally short or small front gardens
- Mix of open gardens or bound with informal planting or low hedges
- Two small private drives feature small grassed open spaces with tree planting
- Attached, detached and integral double garages provided
- Some garages are placed perpendicular to the road at the front of the plot



Figure 4.8.6: School Lane Cul-de-Sac



Figure 4.8.7: The Coppice Cul-de-Sac



Courtyard

Hard landscaped courtyards can provide access to small clusters of housing with a rural feel. These are some examples of courtyards in the village:

East Barton Road

- 4 detached two storey houses
- Density 14 dwellings per hectare
- Shared surface treated with block paving
- Street enclosure 10m
- Very short or no front gardens
- Attached garages

Livermere Road

- Two storey farmhouses arranged with single storey barn-style buildings
- Estimated density 16 dwellings per hectare
- Narrow drive leading to large, open gravel courtyard
- 7.5m pinchpoint
- Some green relief around the main buildings



Figure 4.8.8: East Barton Road Courtyard



Figure 4.8.9: Livermere Road Courtyard



4.0 SITE INFORMATION

Courtyard Continued

Lithgo Paddock

- 5 detached two storey houses sat in large plots
- Density 8 dwellings per hectare
- Shared surface treated with bound gravel
- Drive lined by informal boundary planting and timber picket fencing
- Street enclosure 25-35m
- 10m grassed front gardens
- Detached garages, some perpendicular to the house

The Forge

- 'The Forge' is a Grade II listed building
- Estimated density 10 dwellings per hectare
- 1.5 storey with space in the rood void
- Accessed via gated gravel private drive
- Set 25m back from main road
- Open grassed front garden



Figure 4.8.10: Lithgo Paddock Courtyard



Figure 4.8.11: The Forge Courtyard



Open Space Frontage

There are a number of open spaces located around the village which are overlooked by built form. Some are formal and others are smaller and more informal. The following are examples of this treatment in the village:

Cox Lane

- Semi-detached bungalows
- Density 24 dwellings per hectare
- Linear arrangement along straight road
- Shared surface road
- Narrow verge between road and front garden
- 10m deep front gardens
- Most gardens grassed and bound by low hedge planting or timber fencing
- Some hardstanding provided for front car parking
- No garages

Maple Green and Conyers Way

- Mix of detached chalet bungalows and two storey houses
- Density 16 dwellings per hectare
- Buildings arranged around 2 small greens with tree planting
- Development served via culs-de-sac and / or short gravel private drives
- Grassed front gardens (5-8m deep) open or lined by low planting
- Some gardens comprise hard landscaped car parking
- Mix of attached and detached garages
- Some garages feature a covered space in front



Figure 4.8.12: Cox Lane Open Space Frontage



Figure 4.8.13: Maple Green and Conyers Way Open Space Frontage



4.0 SITE INFORMATION

Summary of Findings

In light of the preceding analysis, the following conclusions and observation are drawn. The analysis and understanding of these elements will help shape any development coming forward on the site in the future.

Building Type

The predominant building types are bungalows and detached two storey houses. Most of these are 4 bedroom properties. Whilst it is expected that buildings will be limited to two storey, the local need is predominantly 1, 2 and 3 bed dwellings which will generate a slightly different character.

Density

The average density of Great Barton is 15 dwellings per hectare (as stated in the **GBNP Design Guidelines**). This is considered to be very low density. The expected mix of housing would likely generate higher densities than are present in the village due to the type of housing required.

Building Arrangement

Buildings are arranged in a mixture of rigid / linear and organic streets, tight courtyard clusters with good enclosure to open spaces. The new development would likely be able to incorporate these varied styles.

Street Enclosure

Existing street enclosures are between 10m and 25m. The new development would likely be able to incorporate this range of street enclosures.

Street Character

The village includes a mix of roads with separate carriageways and paths, some use of grass verges, combined shared surfaces and gravel driveways / forecourts. The new development would likely be able to incorporate this variety of street characters.

Front Gardens

Many front gardens tend to be grassed, between 5-10m deep. The new development would likely be able to incorporate sizeable front gardens in certain locations, but with an emphasis on optimising landscaped areas within the public realm.

Front Garden Treatments

Front garden treatments include low hedges, informal planting, small trees, low brick walls and timber picket fencing. Some are open with no boundary. The new development would likely be able to incorporate this variety of front garden treatments.

Car Parking

Car parking locations include to front or side of the building, forecourt spaces and some integrated within built form. The new development would likely be able to incorporate these types of parking arrangement.

Garages

Garages are mainly attached to the main building with some detached, integral or perpendicular to the main building. The new development would likely be able to incorporate these types of garage arrangement.

4.9 Precedent Developments

The following precedent developments are built developments in villages around Bury and demonstrate similar design characteristics and densities as proposed on the Triangle Site.

Willow Park, Barrow

This development is located overlooking the village green and comprises 40 dwellings. Houses are limited to two storey and located in clusters around a network of green open spaces and landscaping. The development is well connected and integrates an existing public right of way, allowing convenient walking routes to and from the site. The material palette is inspired by local buildings.



Figure 4.9.1: Willow Park Aerial



Figure 4.9.2: Willow Park Frontage Photo

Figure 4.9.3: Willow Park Aerial Sketch
(credit: Hopkins Homes)

4.0 SITE INFORMATION

Land South Of School Road, Risby

This development comprises 20 dwellings and is located on the edge of the village. The development retains existing boundary vegetation and is connected into the village via a footpath link. Housing is mainly two storey and focussed around a landscaped, green open space. Building materials include brick, render and boarding.



Figure 4.9.4: Risby Aerial



Figure 4.9.5: Risby Aerial Sketch (credit: Fleur Homes)



Figure 4.9.6: Artist's Impression of Street Scene (credit: Fleur Homes)

4.10 Village Architecture and Material Treatments

Great Barton is a village that has evolved over time and clearly has a number of character areas, each built in different eras. This has created a mix of architectural styles and materials.

Materials and details have been reviewed in the **GBNP Design Guidelines**. This section of the document seeks to further understand what materials and styles could be used to reinforce local identity.

Walls - red brick appears to be the predominant brick colour although buff has been used in some instances. Black weatherboarding is used on older, vernacular style buildings and coloured boarding is often used on newer buildings. Pale render is also common within the village, often combined with brick.

Roofing - a mix of roof treatments is evident in the village although red pan tiles are very common. Red plain tiles are also used but not as often. Grey slate is also very popular.

Detailing - good roof detail examples include use of pitched roof or 'shed' style dormers. Roof lights are used occasionally. Most buildings adopt white or coloured soffits and fascias at the eaves and there are some examples of decorative bargeboards. Chimneys are also common roof details.

Surface Treatments - traditional roads with separate footpaths as well as shared streets are treated with asphalt. Private drives and driveways are often surfaced with loose or bound gravel and herringbone brick paving. Occasional rumble strips are treated with stone setts.

These materials and features are an indication of the types of treatments that could be applied to the development to help it integrate with the village and may be used to inform future building and street designs. Final decisions on material use should be determined at the planning application stage.



Figure 4.10.1: Village Features and Materials

4.0 SITE INFORMATION

The following technical studies have been undertaken to help inform this Development Brief. Many of these observations and recommendations are high-level with further work required at a later stage to clarify and confirm details.

4.11 Ecology

- The existing plantation woodland and boundary hedges had the highest ecological value and should be retained and enhanced.
- The dry pond should be re-instated and incorporated into areas of public open space.
- 2-3ha of semi-natural habitats should be provided if possible.
- Additional benefits could include the planting of native tree, shrub and hedgerows throughout the site and creation of SUDS with native seeding.
- It is predicted that the development will result in a neutral residual effect on badgers.
- Boundary features including hedgerows and woodland should be maintained in order to retain foraging and commuting habitat for bats. Planting of new linear features such as hedgerows and trees and native lower plants and inclusion of bat boxes would likely result in a positive residual effect on bats.
- Through the retention of existing boundary habitats and appropriate mitigation, any residual effects on Great Crested Newts would likely be neutral to positive.
- A number of extra surveys was recommended at a later stage.

4.12 Flood Risk and Drainage

- Overall there are no potential significant flood risks at the site.
- Due to the chalk geology of the site, infiltration techniques are likely to be suitable.
- Due to the topography of the site, SUDS features should be located to the east of potential runoff areas.

- Infiltration to the ground and discharge to surface waters would be possible on the site.
- Discharge to the combined sewer is likely to be unfeasible due to the topography of the site.
- Proposed disposal of surface water run-off will be managed within the confines of the site for up to and including the 1% storm event. The preferred solution would be the infiltration via a suitable storage structure such as geo-cellular storage crates or a series of soakaways.

4.13 Landscape

- Green corridors to provide walking and cycling links;
- Retention of the existing pond within the site;
- Protection of community woodland areas adjoining A143;
- Retention and enhancement of existing hedgerow along School Road;
- Provision of new screen planting along Mill Road;
- Additional planting within the site to reflect the significant tree canopy found elsewhere across the village and to soften the transition to the open countryside;
- Retention of long-range view through site from School Road to beyond Mill Road.

4.14 Trees

- The site does not contain any TPO's.
- The survey identified 54 individual trees, 5 groups of trees, 1 woodland and 7 hedges.
- There are no Category A (highest quality and value) trees on the site.
- There are 25 Trees, 2 Groups and 1 Woodlands which are categorised as category B – these are moderate value with an estimated life expectancy of 20 years.
- There are 29 trees, 3 groups and 7 hedges which are category C and therefore of a lower quality and value with an estimated expectancy of 10 years.

4.15 Air Quality

- Future proposals for the site's development to be accompanied by an Air Quality Assessment to quantify impacts on air quality.

4.16 Archaeology

- No issues raised with no further investigation or mitigation recommended.

4.17 Heritage

- The nearest listed building to the site boundary is Grade II Elms Farmhouse which is a 17th century timber-framed farmhouse now comprising two residential properties.
- The original agricultural character of the setting has been eroded by later development.
- Due to its location, the building is only visible from long / filtered views which make a limited contribution to its significance, as its historical and architectural character is not evident.

4.18 Contamination

- No issues raised with no further investigation or mitigation recommended.

4.19 Transport

- Mill Road / A413 and A413 / Great Barton junctions are already near or at capacity at peak times.
- Given the existing capacity issues, all scenarios do have an impact on the immediate road network.
- Any mitigation that would be proposed by Suffolk County Highways would need to be proportionate.

For further information please refer to the full reports.

4.20 Opportunities and Constraints

Following a comprehensive appraisal of the Site including both an assessment of the site's existing context, the technical assessments undertaken to date and other material considerations including the Great Barton Neighbourhood Plan, a number of constraints and opportunities have been identified for the site. Positive attributes will be retained and integrated with the scheme. Any future development on the site should consider mitigation measures within the scheme to address any identified constraints that are considered to have an unacceptable adverse impact. This section provides a summary of the evidence base prepared for the Development Brief and identifies as a result of this evidence gathering exercise undertaken the constraints and opportunities of the site.

Existing Features

Existing Roads – School Road, Mill Road and The Street physically contain the site and will provide good access and connectivity to the proposal. However, roads can be a barrier to pedestrian movement, so thought must be given to ensure surrounding roads are safe and that adequate crossing facilities are provided. Local upgrades such as junction improvements may also be required.

Boundary Vegetation – the boundary along School Road and the southern boundary contain significant vegetation. These trees and hedgerows help to screen the site and protect the amenity of neighbouring properties. These features should be retained and given space to mature where necessary.

Woodland Plantation (Elms Wood) – this woodland buffer is a significant feature along the south eastern edge and is managed by Great Barton Community Woodland. It is also designated as a Local Green Space (GB9) in the Neighbourhood Plan. As well as screening the site from the south, it helps to reduce noise from The Street (A143) which is the busiest of the surrounding roads. This woodland should be retained with an appropriate buffer from development provided.

Woodland Trail – the existing plantation is currently accessible and should continue to provide a valuable walking opportunity to residents.

Pond – an existing dry pond is located in the lower half of the site which is surrounded by trees and other vegetation. Other than the plantation woodland, this is the only natural feature within the site and should be retained for ecological reasons. This could also offer a feature of the design and could provide a ready-made focal point or landmark.

Local Amenities – the site is well placed to benefit from nearby amenities including the village primary school and children's nursery on School Road and village shop on The Street. Pedestrian links currently exist allowing for easy future access.

Listed Building – there are a number of Grade II listed buildings situated along The Street although only 1 is located close to the site. Elms Farm is a rendered farmhouse with a prominent brick chimney dating from C17th. Care should be taken to be sympathetic to this building and its setting.

Water Main – this existing utility crosses the site in the south western corner between School Road and the southern boundary. Access for maintenance will be required in the form of an easement corridor.

4.0 SITE INFORMATION

Careful consideration has been taken of the policies within the Great Barton Neighbourhood Plan. This document has been an invaluable part of the evidence base which has been used to identify certain opportunities and constraints. These are also drawn from the Site's existing context and the wider Development Plan.

First Phase Zone - an area will be required, ideally in close proximity to the existing village, to provide a first phase of 40 dwellings. This is in accordance with policy RV18. Vehicular access may be dictated by this.

Pedestrian / Cycle Access - the site is accessible from multiple locations around its edges and it should therefore be possible to create good pedestrian and cycle connections. These should especially be made from two points along School Road, a single point on Mill Road and a single point on The Street, as indicated on the Neighbourhood Plan Concept Diagram.

Vehicular Access - vehicular access should be taken from Mill Road as stipulated in the Neighbourhood Plan. The number and location of access points should be considered on the number of proposed dwellings and based on highways safety and visibility.

Landscape Corridors - views from the north looking towards the site have been identified as being sensitive due to the open nature of the Mill Road boundary. Therefore, a corridor containing trees should be provided to assist in filtering views to the site. A buffer to Elms Wood should also be provided.

Attenuation Zone - the site should deal with drainage in a passive way through the use of sustainable urban drainage systems such as ponds, swales and permeable paving, throughout the development. In particular, an area to the east of the site should be provided for attenuation as this is the lowest part of the site.

Key Vista / Route - a key view from School Road looking north-east has been identified in the Neighbourhood Plan (GB12) and indicated on the Concept Diagram. The proposal should therefore safeguard this vista to maintain visual links to the countryside. This could also provide a key movement route through the development, linking School Road to the eastern end of Mill Road.

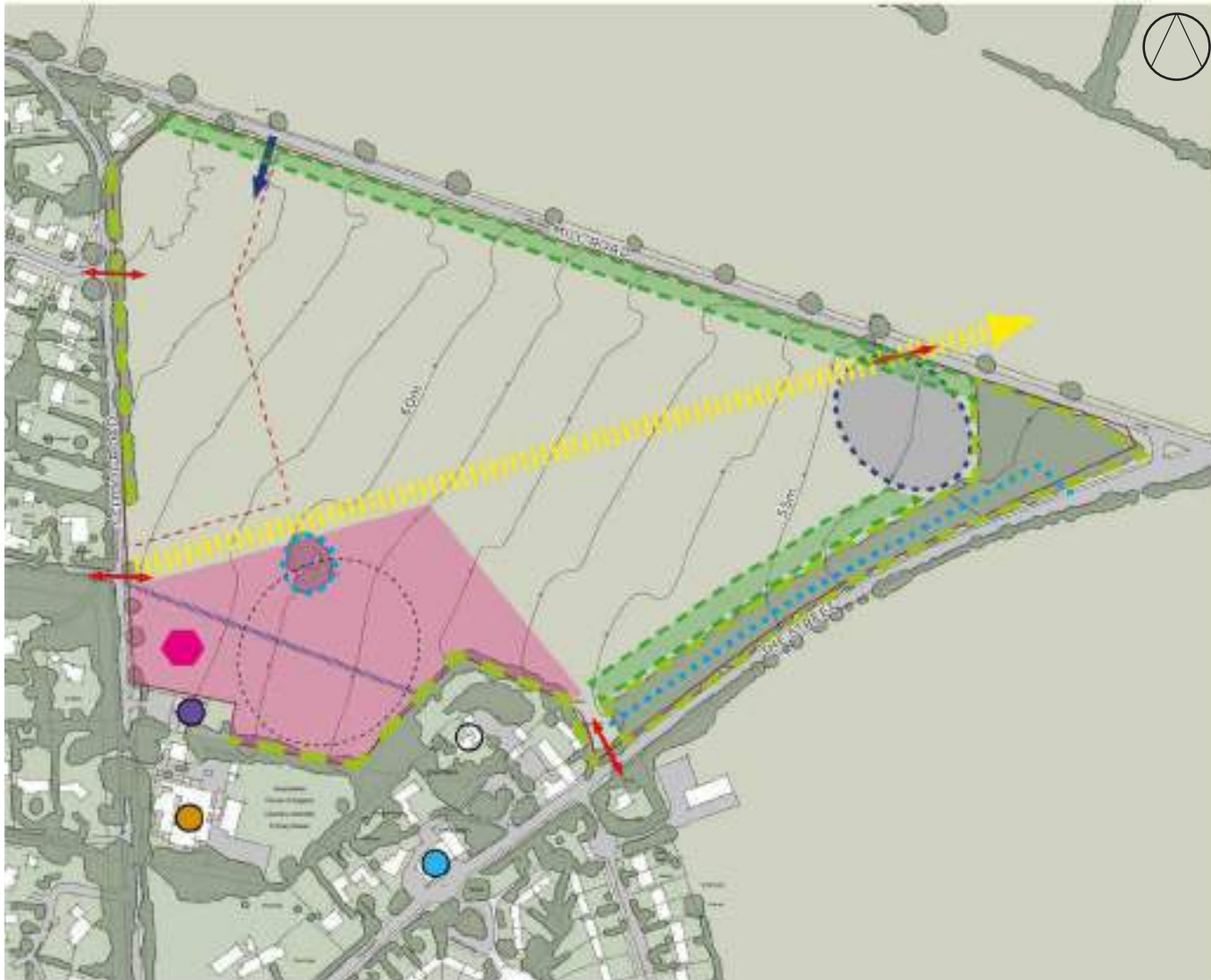
Community Zone - this zone is indicated on the Neighbourhood Plan Concept Diagram as an area for the school expansion and drop-off, community use and car parking, green space and children's play (including a MUGA). The existing pond should also be integrated into any design. These uses should be provided as far as the space indicated will allow and based on identified requirements of the village.

Land Safeguarded for Community Building / School Drop-Off

- these specific uses should be integrated and located in close proximity to the school (and expansion) and easily accessible by residents. Again, these uses should be provided based on the space and need identified. The nature of the uses will be determined at a later stage in consultation with relevant stakeholders

School Expansion Area - naturally, this 1.1ha area should be located on the southern boundary, adjacent to the school. Proximity to the proposed school drop-off and MUGA should also be considered.

These considerations have assisted in identifying and informing both the opportunities and constraints of the site which are shown at Figure 4.19.1 (Opportunities and Constraints Plan).



Key

- Site Boundary
- First Phase Zone

Existing Features:

- Boundary Vegetation
- Woodland Plantation
- Woodland Trail
- Pond
- Nursery
- Primary School
- Shop / Petrol Station
- Listed Building
- Water Main

Opportunity / Constraint:

- ↔ Pedestrian / Cycle Access
- ➔ Vehicular Access
- Landscape Corridor
- Attenuation Zone
- Key Vista / Route
- Community Zone
- Land Reserved for Community Building / School Drop-Off
- School Expansion Area

Figure 4.20.1: Opportunities and Constraints Plan

5.0 DEVELOPMENT RESPONSE

The evidence base gathering process undertaken as part of the preparation of this Development Brief has been detailed in the preceding sections. The findings of this exercise have led to the Development Response which will be set out within Section 5 of the Development Brief. The responses contained within this section are not final and set to form the principles of the site design prior to further detailed development and consultation being undertaken prior to the submission of a planning application.

Planning Policy

As set out in the preceding sections, a comprehensive review of the Statutory Development Plan for the Site has been undertaken. For completeness, the Statutory Development Plan comprises of the:

- St Edmundsbury Core Strategy (December 2010);
- Rural Vision 2031 (September, 2014);
- Joint Development Management Policies Document (February 2015); and
- Great Barton Neighbourhood Plan (June 2021)

From undertaking this review, it has been identified that the following elements would be required to be brought forward on the site:

- The delivery of 150 or more residential units, as to be determined by a Development Brief,
- A 1.1ha school expansion
- A community building with parking and a school drop-off
- A MUGA and a LAP
- A central vista corridor
- Retention of the existing pond and woodland
- Public open space
- A mix which includes 8% 1 bed dwellings, at least 60% 2 and 3 bed dwellings and an element of bungalows
- Measures to reduce traffic speeds on Mill Road

Technical Assessment

In addition to a review of the site's policy position and context, a suite of technical reports and specialist surveys have been commissioned in the following fields:

- Ecology
- Flood Risk and Drainage
- Landscape
- Trees
- Air Quality
- Archaeology
- Heritage
- Contamination
- Transport

The evidence obtained from these assessments identified the following site requirements:

- A landscape buffer of at least 12m along Mill Road to filter views
- An attenuation zone at the eastern end of the site plus space for swales
- A 10% net biodiversity gain based with 50% semi-natural open space and 50% amenity grassland
- A buffer of at least 15m to the existing Elms Wood

In the light of the above findings, as required by the Neighbourhood Plan and Inspectors Report the Development Brief now goes onto assess how best to deliver these requirements whilst ensuring it is both viable and deliverable and at the same time optimising the mix of uses across the site.

5.1 Site Capacity

DBO 1: TO USE THE COMPREHENSIVE EVIDENCE BASE PRODUCED TO DETERMINE A SUITABLE SITE CAPACITY.

Deliverability

The development team have worked hard to deliver all the elements required by the Great Barton Neighbourhood Plan. The Neighbourhood Plan seeks this development to deliver;

1. An element of self build housing
2. Dwellings that avoid the use of fossil fuel based heating
3. At least 1.1 hectares of land for the expansion of the primary school
4. A new drop off / pick up facility serving the primary School
5. Provision of an area of approximately 2 hectares for community uses that might include:
 - A community building
 - A MUGA
 - Children's play area
 - Recreational open space
6. Housing to include an appropriate mix of sizes and types in accordance the most up to date evidence.

Policy GB3 in the GBNP sets out that more than 150 dwellings can come forward on the allocation if a higher quantum of development is demonstrated to be acceptable by a Development Brief. The submission version of the GBNP proposed an “up to” limit on the site of 150 dwellings. However the Inspectors Report on the GBNP (para 7.12 - 7.39) discussed this earlier wording and explains why it was not appropriate and the wording to that which was in the final Made version of the GBNP (dated June 2021) came about which allowed for a higher amount of development.

The Development Brief delivers all of the aspirations of the GBNP listed above save for 2 hectares of community use space and a community building. However, the DB does demonstrate that 1.71 hectares of community use space would be delivered which could be argued as “approximately” 2 hectares. Additionally, it should be acknowledged that the development would also deliver a serviced plot for a community building that could be delivered by other funding in the future.



Figure 5.1.1: Land Use Plan

As is normal practice, the LPA required that the development was tested to ensure that a full 2 hectares and a community building could not be delivered. This work was carried by the development team earlier in 2021 and it was accepted by the LPA that to deliver a community building and give over more land to community uses would have made the development undeliverable.

One of the main benefits of the development delivering a higher number than 150 dwellings is that the development is able to deliver the community facilities like the new play facilities, including a MUGA, a new car park, extensive landscaping and land to allow the primary School to expand. Whilst this deliverability context is important in understanding what can be delivered by the development, the development team fully accept that a higher number than 150 needs further justifying in place making and landscaping terms.

Density

The GBNP suggests a site capacity of up to 150 homes at 20 dwellings per hectare, reflecting the existing densities across the village centre. However, as required by the GBNP the actual amount of housing has been further tested through this development brief, having regard to the amount of land required for structural landscaping, the community uses, the footpath and cycleway corridors.

Furthermore, as required by the GBNP the development brief has considered the appropriate housing mix. The suggested mix in the GBNP seeks to meet local housing need:

- 1 bedroom 8%
- 2 bedrooms 21%
- 3 bedrooms 44%
- 4 bedrooms 17%
- 5 or more bedrooms 17%

Based on this mix, which comprises almost 70% smaller dwellings (1, 2 and 3 bed), it is estimated that the density would be higher than suggested in the GBNP, at approximately 25-26 dwellings per hectare. Whilst this proposed density is higher than the village density or that which the GBNP identifies this is because smaller dwellings take up less space, require fewer parking spaces etc. Furthermore, the density increase means that the development would be able to deliver more of the other non-residential uses that the GBNP seeks for it to deliver such as the car park, school expansion land and MUGA.

It is accepted that a high-density development that wasn't well designed or reflected the well landscaped nature of Great Barton would be inappropriate on this site. Para 131 of the NPPF sets out that:

Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards),.....

Furthermore para 126 and para 130 of the NPPF say:

126. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

130. Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

5.0 DEVELOPMENT RESPONSE

This Development Brief fully acknowledges these National Planning Policy requirements which seek to raise the standard of development and bring forward development that communities can be proud of.

This Development Brief sets out that the capacity of the site is between 184-191 dwellings. It is acknowledged that this is an increase on the 150 dwellings that is mentioned in the GBNP. However this development will be attractive, well designed as a result of good architecture, and effective, well thought out landscaping and place making. The development will be of the character of Great Barton whilst being of a higher density that will crucially allow the development to deliver the smaller homes that the village seeks and still delivering much of the non residential uses that the GBNP seeks.



Figure 5.1.2: Framework Plan

5.2 Space for Landscaping

The following pages demonstrate how the proposed streets could be 'greened', to help reinforce the village character. Key tree species will likely include:

- Field Maple
- Norway Maple
- Black Alder
- Silver Birch
- European Hornbeam
- Common Hawthorn
- European Beech
- Copper Beech
- Cherry Tree
- Blackthorn
- Swamp Spanish Oak
- English Oak
- Rowan Tree
- Wild service tree
- Bald Cypress
- Little Leaf Linden
- Common Lime

The Central Corridor creates a pleasant and green connection to bring people and nature into the centre of the site. These are characterised by:

- Informal groups of trees that use a diversity of species to give a naturalistic feel to a linear space
- A swale separates a pleasant walking route from the main carriage way
- Adequate crossing points will be included to ensure pedestrian and cyclist permeability
- Robust and long-lasting materials will be used that support a low embodied carbon approach and promote permeability of surfaces for water movement
- Planting of trees to give a strong green definition to the public realm



Figure 5.2.1: Central Corridor Section Location

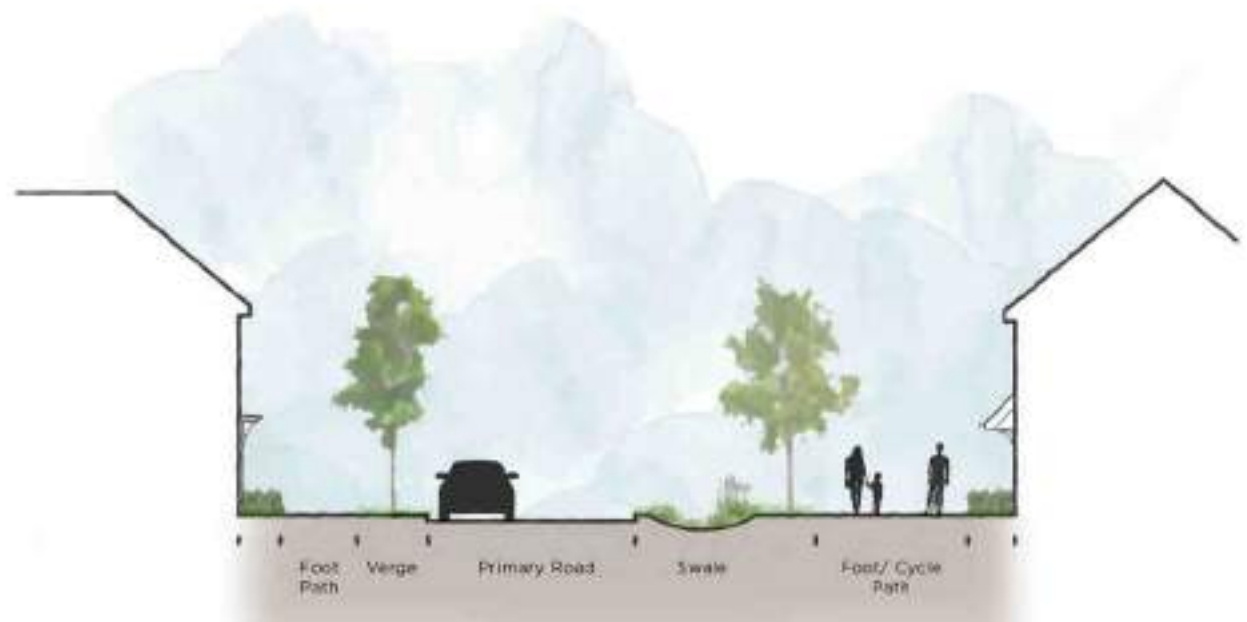


Figure 5.2.2: Central Corridor Section

5.0 DEVELOPMENT RESPONSE

Shared Surface Road

Shared Surface Road typologies create pleasant residential spaces that promote pedestrian movement over vehicular movement. These are characterised by:

- Having a single surface, shared carriage way, with flush delineation to define car and pedestrian spaces
- Roads are supported by slower traffic speeds and will undertake a safety audit during design
- Incidental green spaces which can be both visual amenity and ecological asset
- Road is fronted by front gardens with tree planting to retain a green edge



Figure 5.2.3: Section Locations

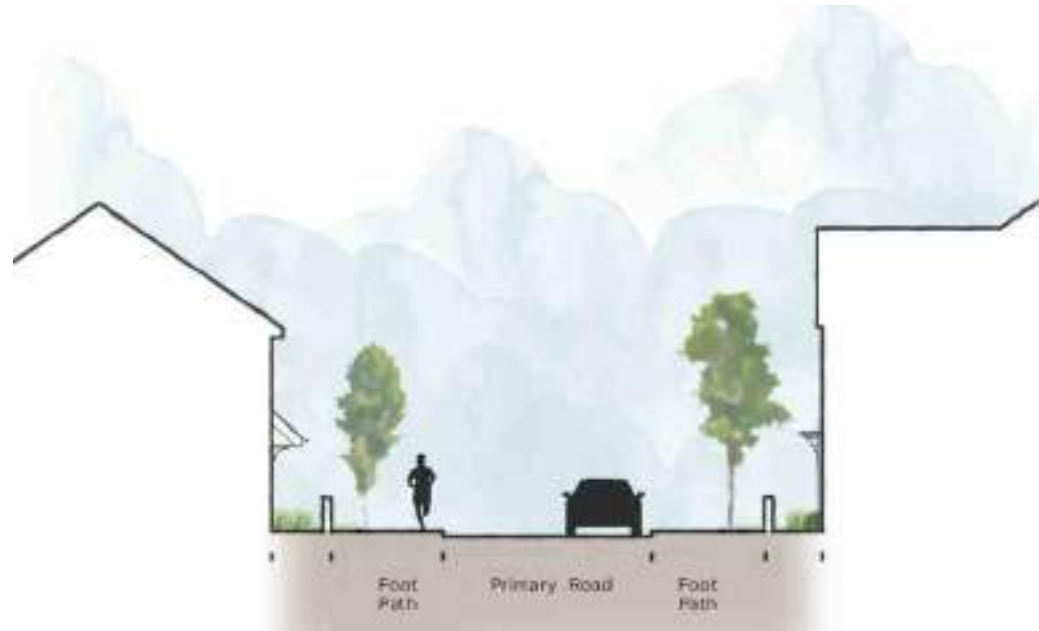


Figure 5.2.4: Primary Street Section



Figure 5.2.5: Shared Surface Street Section

5.3 A Phased Development

DBO 2: TO DESIGN A FRAMEWORK FOR DEVELOPMENT WHICH WILL ALLOW AN INITIAL 40 DWELLING PHASE TO BE BUILT.

The Framework Plan has been designed to facilitate a first phase of 40 dwellings as required by Rural Vision policy RV18. The logical location for a first phase would be on the western side of the site, adjacent to existing built form.

The location of the site vehicular access point has been led by the necessity to initially serve phase 1, followed by future phases.

Any future application/s should phase the development in accordance with Figure 5.3.1.

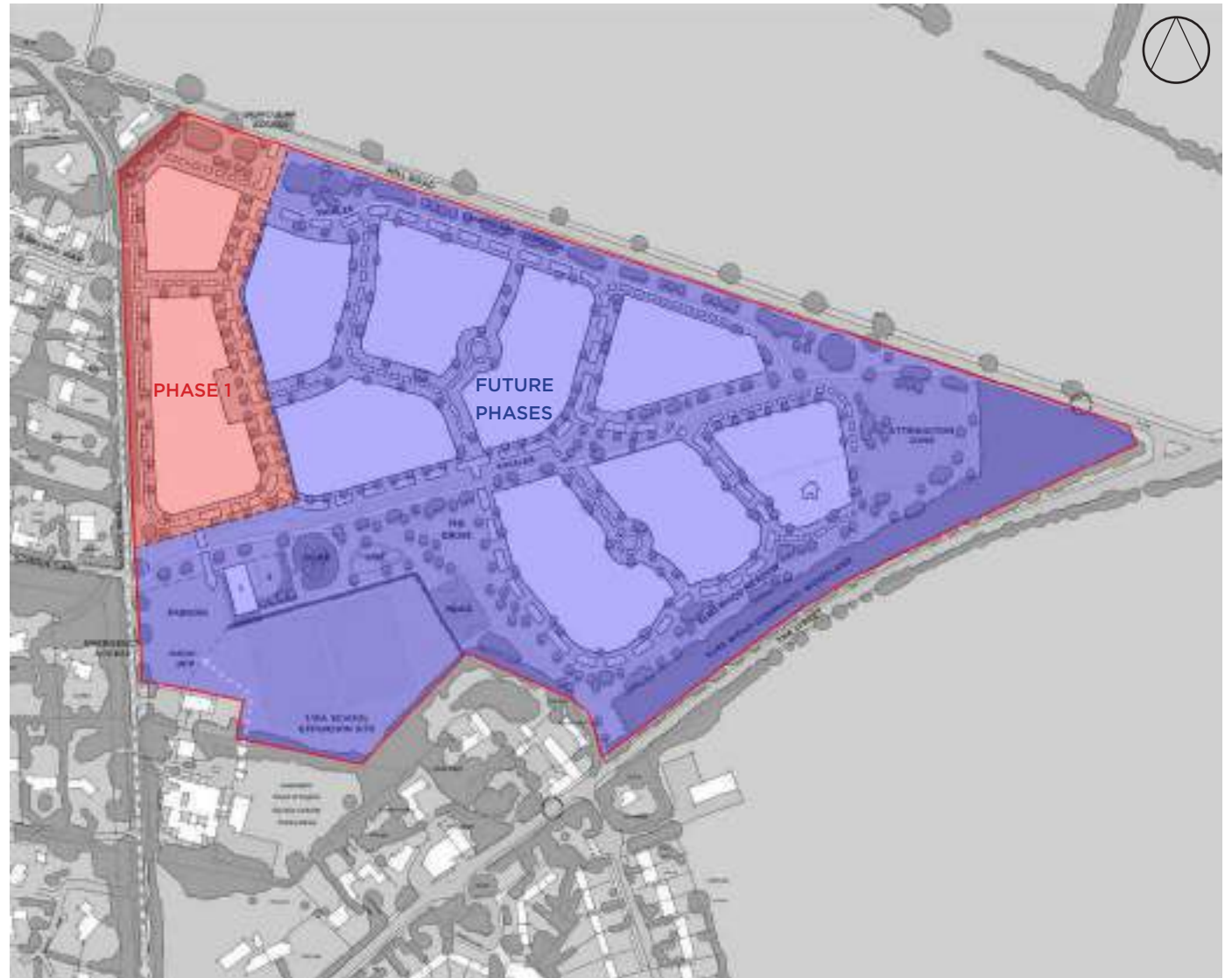


Figure 5.3.1: Phasing Plan

5.0 DEVELOPMENT RESPONSE

Phase 1

The Indicative Phase 1 Layout Plan demonstrates how the first 40 dwellings could be delivered to comply with the Framework Plan.

Access and Vehicular Movement

Access should be taken from Mill Road as indicated on the Framework Plan. The main access road will initially serve phase 1 but will eventually provide access to future phases. The road network should include a logical hierarchy to include shared surface streets and private drives serving limited development.

Pedestrian Links

Off-road footpath routes should be provided in accordance with the Framework Plan. Footpaths should aid pedestrian circulation around phase 1 and link to the surrounding network. Eventually these routes will link into future phases and offer safe and convenient movement around the development.

Mix

The phase 1 mix should be proportionate to the overall mix, to be agreed with the council ensuring that it meets local need and provides policy compliant affordable housing. All housing will be designed tenure blind and affordable housing will be non-clustered.

Layout

The phase 1 layout comprises two perimeter blocks with outward facing frontage. This ensures that existing and proposed streets are overlooked and provide an active and positive edge to the first phase.

Density

The density will decrease across the site from west to east. Phase 1 will be slightly higher as it is closest to the existing village and reduce as development extends away towards the countryside. Future phases will include more opportunities for open space and landscaping and will therefore have a lower density.



Figure 5.3.2: Indicative Phase 1 Layout Plan

Tree-Lined Streets

One of the key features within Great Barton are green streets. The phase 1 development should incorporate trees in the street scene, in grass verges or front gardens, particularly along the main entrance road into the development. This street character should also be continued into future phases.

Trees will be specified to respond to the village landscape character. They will also be chosen so that canopies and heights can be easily managed, ensuring the health and longevity of the tree.



Green Space

Small pockets of green space should be integrated into the development blocks to supplement the larger open spaces. These spaces will provide landscape relief and offer opportunities for informal recreation and children's play.

Once both phases are complete, these spaces will form a green network throughout the development, ensuring the landscape character of the village is continued.



On-Plot Landscaping

Each new home within both phases should include landscaping in front and side gardens to help green the public realm. These features will help to emphasise entrances to front doors and screen parked cars.

Plants, shrubs and bushes should be chosen to be robust and attractive with species specified to add seasonal variety.



5.0 DEVELOPMENT RESPONSE

The primary connectors continue the character of the Central Corridor, These are characterised by:

- A verdant landscape strategy, with ample planting to give a strong, green definition to the public realm
- Robust and long-lasting tree species



Figure 5.3.3: Entrance Avenue Section Location

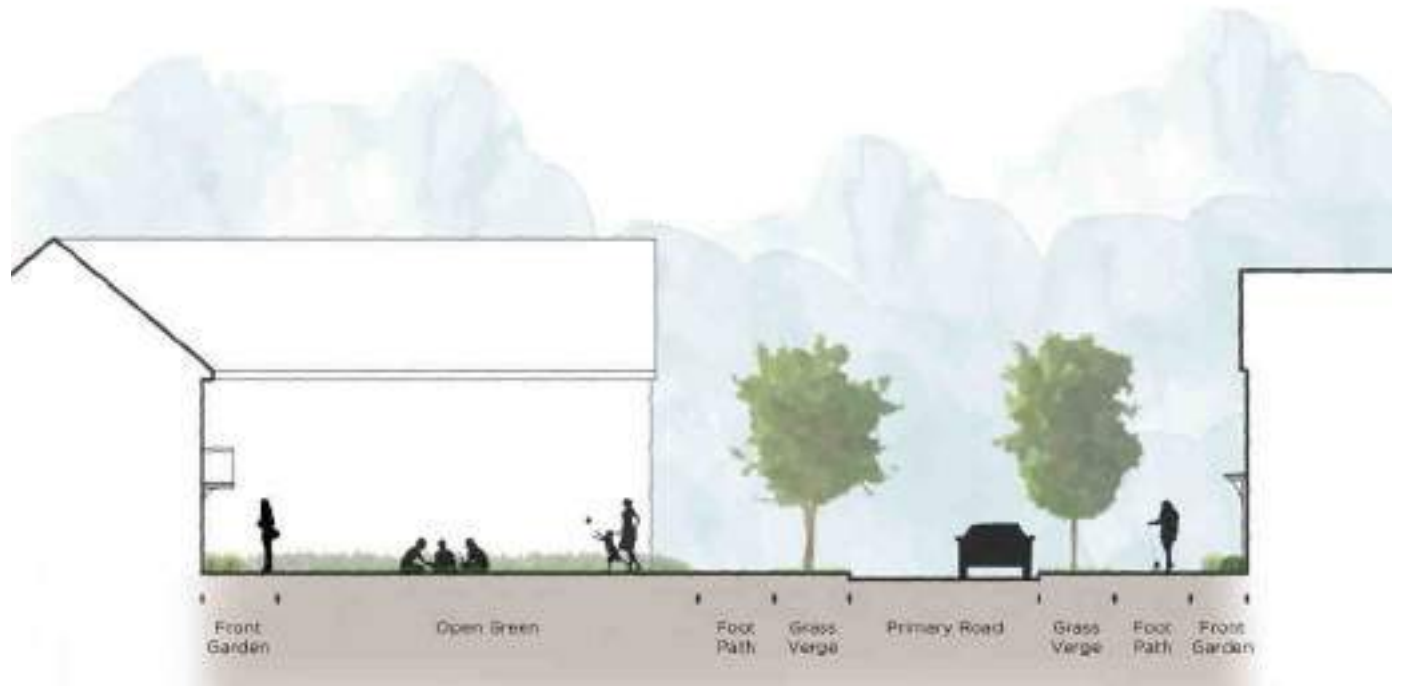


Figure 5.3.4: Entrance Avenue Section

5.4 Supporting a Growing Community

DBO 3: TO PROVIDE AN AREA FOR COMMUNITY FACILITIES WITH CAR PARKING, OPEN SPACE AND CHILDREN'S PLAY.

The Framework Plan includes a number of community facilities and a network of open spaces and play areas. The Framework Plan allows for:

- A. A drop-off / pick-up facility and car park comprising up to 61 spaces to support the nearby primary school and potential future community building
- B. Potential future community building
- C. Community Square
- D. Enhancement to existing pond feature
- E. Entrance Green
- F. Local Equipped Area of Play (LEAP)
- G. The Grove - Outdoor sports area
- H. Multi-Use Games Area (MUGA)
- I. Elms Wood Meadow - Natural and semi-natural green space
- J. Attenuation zone
- K. Mill Road landscape corridor
- L. Central vista and landscape corridor

These features been designed to offer villagers a variety of facilities and open spaces whilst creating a connection to the on-site Elms Wood Community Woodland. This strategy seeks to meet the policies set out in the Neighbourhood Plan and provide a variety of useable spaces to meet the needs of all residents.

Care has been taken to co-locate community uses in optimum positions for shared use and convenience, considering adjacencies to other facilities and on-site features.

Any future application/s should provide the type and quantum of facilities and open spaces in accordance with Figure 5.4.1.



Figure 5.4.1: Community Facilities and Open Space Plan

5.0 DEVELOPMENT RESPONSE

Indicative Car Park Design

Space has been safeguarded to provide an off-street car park accessed from Mill Road via the development's internal road network. The car park would serve the community uses and would also be used by Great Barton Primary School during the school drop-off and collection periods.

The car park could provide up to 61-spaces including disabled parking and EV provision. This level of parking has been based on Suffolk County Council's parking standards for community uses in addition to data collected from an on-street parking survey undertaken on School Road during the school drop-off and collection periods.

An indicative layout has been developed which shows how the car park could potentially be laid out. An element of parallel lay-by parking has been shown as this form of parking discourages parents / guardians from dwelling within the car park when dropping off children and is a common design feature within school car parks.

Future ownership and maintenance of the car park is to be determined at a later stage.

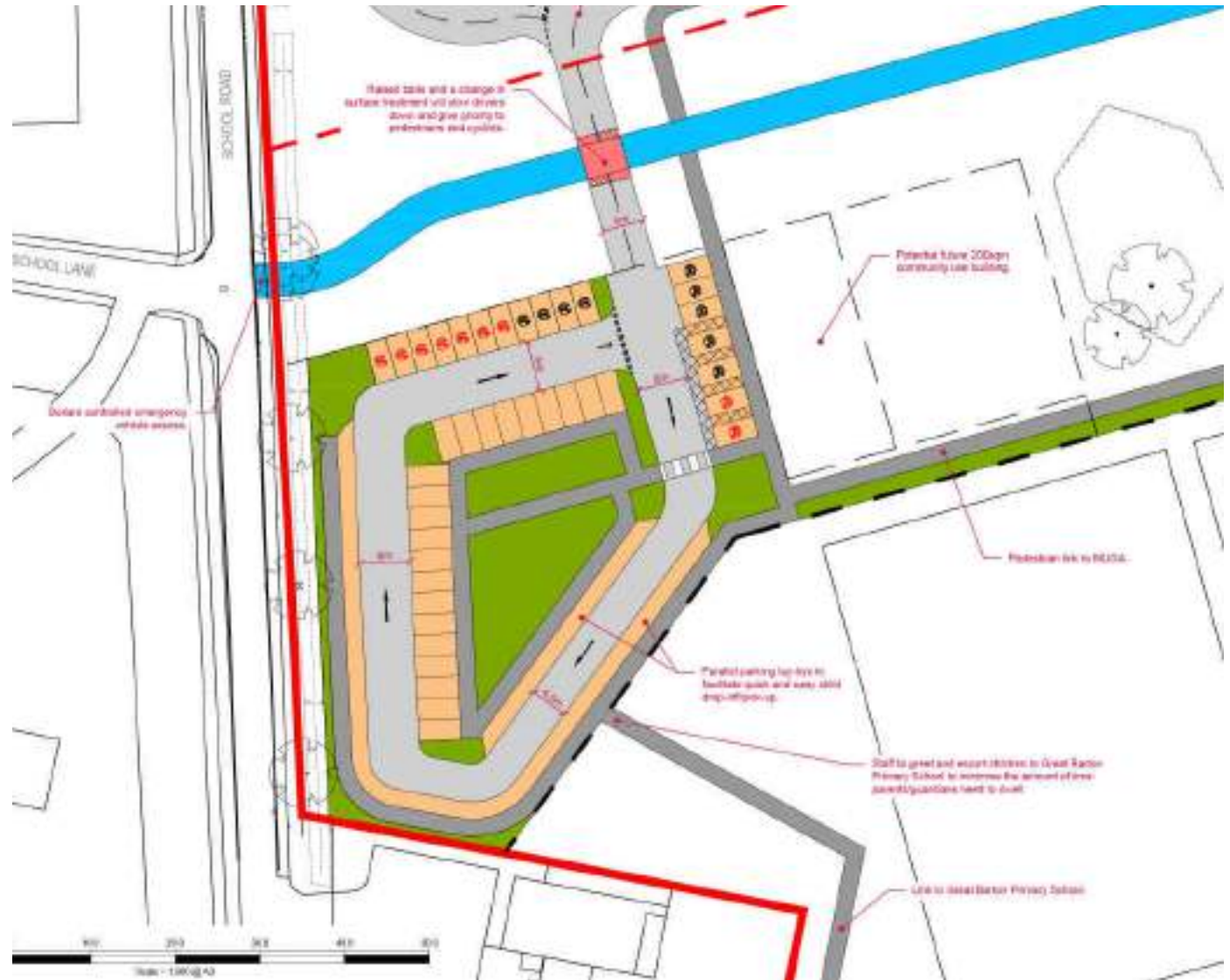


Figure 5.4.2: Indicative Car Park Design

5.5 Supporting a Growing Community Continued

DBO 4: TO ENABLE POTENTIAL EXPANSION OF GREAT BARTON PRIMARY SCHOOL AND FACILITATE SAFE DROP-OFF AND PICK-UP.

The Framework Plan includes a 1.1ha expansion site for Great Barton Primary School. The expansion land should be located in the south-western corner, adjacent to the existing school.

Between the school expansion site and School Road, a parking and drop-off facility should be located. The facility will be entered and exited via Mill Road only. This area should comprise a safe drop-off and pick-up zone adjacent to the school expansion site. General car parking will be shared with the nearby potential future community building. Safe and convenient pedestrian / cycle routes and cycle parking should be incorporated into the final design. This area should also be well landscaped.

An opportunity exists to provide an emergency access into the development via the car park. This would be bollard controlled and used only for emergency access.

Any future application/s should provide a school expansion site and parking / drop-off zone in accordance with Figure 5.5.1.



Figure 5.5.1: School Expansion Plan

5.0 DEVELOPMENT RESPONSE

5.6 Creating a Sense of Place

DBO 5: TO REINFORCE THE VILLAGE CHARACTER THROUGH SENSITIVE ARCHITECTURAL DESIGN AND APPLICATION OF LOCAL MATERIALS.

The Framework Plan has been designed to incorporate four distinct character areas to create variety and respond to the village and to site-specific features, as indicated in Figure 5.6.1.

As a whole, the development should reinforce the character of the village but have its own identity. As indicated in the characterisation studies earlier in this brief, any future application/s should consider existing village characteristics such as:

- Building Type - bungalows and houses limited to two storeys
- Building Arrangement - mix of rigid / linear and organic streets, tight courtyard clusters and good enclosure to open spaces
- Street Enclosure - between 10m and 25m
- Street Character - mix of roads with separate carriageways and paths, some use of grass verges, combined shared surfaces and potential gravel driveways / forecourts
- Front Gardens - grassed, 5-10m deep
- Front Garden Treatments - low hedges, informal planting, small trees, low brick walls and timber picket fencing, some open with no boundary
- Car Parking - spaces located to front or side, forecourt spaces, some integrated with built form
- Garages - mainly attached to main building, some detached, integral or perpendicular to main building

The village currently presents a mix of forms and styles and the development can continue this theme. Traditional forms could be adopted, with more contemporary styles and a rural vernacular potentially incorporated.

Material choice can be consistent with the village and should include red brick, black or coloured weatherboarding, pale render and red pan tile and slate to roofs.



Figure 5.6.1: Character Areas Plan

Indicative Character Areas

Below is an indication of how the development will seek to offer a number of distinct character areas to add interest and variety.

The predominant brick type in the village is red. Therefore, the core brick type across the development could be red / red multi-stock. Each area will seek to comprise secondary materials to add variety and emphasise focal spaces, landmarks and gateways. This could include boarding and render.

Village Gateway

Located adjacent to the edge of the village, this area could be at the higher density range and be predominantly two storey housing. The main characteristic of this area could be verges containing formal tree planting, either on one or both sides of the road. This might require a 20m street corridor, generating a green and formal character on entry to the site.

Due to the greening of these streets, front gardens could be fairly short (3m deep) but with formal, low hedge planting to garden edges. Car parking could be to the side of dwellings with some courtyard parking. Garages could be attached to the building.

The Grove

This character area could define and provide the setting to the main open space within the development. Transitioning from the Village Gateway, the open space edges would be served from the main road with predominantly two storey houses continuing the formal building line, albeit with deeper front gardens.

Landscape treatments could be specified to match the new planting within The Grove open space. Pale render could start to be applied to building frontage.

Internal streets away from the open space could be up to 15m wide and could include informal landscaping and tree planting. Car parking could include a mix of on-plot and courtyard provision. Garages could continue to be attached.

Countryside Edge

Towards the eastern side of the site, development densities could start to reduce with the introduction of bungalows. These could be located around peripheral areas of this character area facing Mill Road and the central corridor. This could help to create variety in building height with a more organic form of development. Coloured boarding could be introduced here.

Internal areas could now include courtyard clusters with a less traditional / more rural character, narrower street enclosure and use of shared surfaces. Black weatherboarding could help to reinforce this character. Brick walls could be introduced to bound front gardens.

Car parking and garage arrangements could become more varied with integrated parking and detached garages introduced.

Elms Wood

This character area could be the most informal and lowest density part of the development, due to its adjacency to Elms Wood, with a mix of houses and bungalows. This area, alongside Countryside Edge, could offer an informal feel to the eastern end of the central corridor.

Edge development would be served from shared surfaces and private drives with longer gardens left open or treated with wooden picket fencing. A greater mix of secondary materials such as boarding and render could be specified here.

5.0 DEVELOPMENT RESPONSE

5.7 Traffic Management

DBO 6: TO PROVIDE VEHICULAR ACCESS TO THE SITE FROM MILL ROAD (B1106) ONLY AND INCORPORATE MEASURES THAT FACILITATE PEDESTRIAN SAFETY, MANAGE TRAFFIC SPEEDS AND ENSURE DEVELOPMENT DOES NOT RESULT IN UNACCEPTABLE NOISE AND AIR QUALITY IMPACTS.

Reference should be given to SCC's Design Guide for Residential Areas with regards to the internal road layout, design speeds and road geometry.

In line with this guidance, unrestrained lengths of road should be kept to a minimum and consideration be given to the alignment of the carriageway to manage vehicle speeds.

Visibility splays should be kept clear at all junctions and around bends to ensure suitable forward visibility is achieved. Likewise, suitable pedestrian and vehicle intervisibility splays should be achieved where parking spaces and garages are accessed across the footway of a street.

It is suggested that raised table crossings be provided where pedestrian desire lines cross roads. Raised crossings have a flat top, are usually level with the footway, have tactile paving at either end of the crossing and ramps leading up and down each side of the crossing for motor vehicles. These types of crossings combine traffic calming treatments with pedestrian crossings and encourages drivers to travel at their slowest at the same point where pedestrians are crossing. It is one of the best ways to maximise crossing safety for pedestrians.

Air Quality

The land to the north-east of Great Barton site is located in close proximity and to the north-east of the Great Barton Air Quality Management Area (AQMA), which encompasses Gatehouse Cottage and 1 to 8 The Street (A143), located at a minimum separation distance of approximately 0.275km. The Great Barton AQMA was declared due to exceedences of the annual mean nitrogen dioxide (NO2) Air Quality Assessment Level (AQAL), with road traffic emissions representing the principal source.

Air quality monitoring data from within the Great Barton AQMA indicates annual mean NO2 concentrations are reducing, but exceedences remain in some locations. This area represents an area of potential sensitivity to incremental concentrations specifically those arising from road traffic emissions borne from new development road traffic movements. However, due to the separation distance between the Great Barton AQMA and the land to the north-east of Great Barton site, elevated air pollutant concentrations within the Great Barton AQMA do not represent a potential constraint to the 'relevant exposure'¹ [footnote ref listed below] nature of the dwellings proposed to be introduced as part of the development.

Impacts on air quality will be required to be mitigated as part of the construction and operational phases. This will include, for example, the application of commensurate dust mitigation measures. Furthermore, the Council will seek for green transport operations to be incorporated as part of the development which will have complementary benefits on air quality, such as cycle and footpath connectivity to the wider existing area. This will further include the installation of electric vehicle (EV) charging points on a by-dwelling basis from the outset of the development.

Future proposals for the site's development will be accompanied by an Air Quality Assessment to quantify impacts on air quality during the construction and operational phases, and outline details of proposed mitigation measures.

It is acknowledged that residential development on this site will have an impact on air quality and noise. Consideration to mitigating this impact will be required. As part of any future application, the impact and therefore mitigation required will be identified and addressed.

Footnote 1:

Relevant exposure is as defined within the Department for Environment Food and Rural Affairs (DEFRA's) Local Air Quality Management Technical Guidance LAQM.TG(16). For the 'annual mean' averaging period, this includes locations where individuals are exposed for a cumulative period of 6-months in a year, such as building facades of residential properties, schools, hospitals etc. The 'annual mean' averaging period does not apply at locations such as facades of offices, hotels, gardens of residences, and kerbside sites.

The sole point of vehicular access should be achieved from Mill Road via a new priority 'T' junction. The vehicular site access should be provided with a minimum carriageway width of 5.5m and 6.0m radii at the junction bellmouth.

The main site vehicle access is shown further to the west than what was shown on the concept diagram contained within the Great Barton Neighbourhood Plan.

The proposed location of the site entrance has been led by the need to facilitate access to the first phase of the development. Also, locating the access further to the west allows for a 'village gateway' to be created that incorporates the access within the rest of the village instead of being isolated in the centre of Mill Road. This would be supported through the potential introduction of gateway features and dragon tooth road markings, as well as the extension of the existing 30mph limit and the replacement of the remaining section of national speed limit on Mill Road with a 40mph limit in line with the A143. Suffolk County Council and the Police have been engaged on this and are both supportive of this approach.

It is recommended that the pedestrian and cyclist link onto School Road also be used as an emergency access. The emergency access should be bollard controlled to prevent unauthorised vehicles from accessing the development when not in use.

Any future application/s should provide vehicular access to the site in accordance with Figure 5.71.

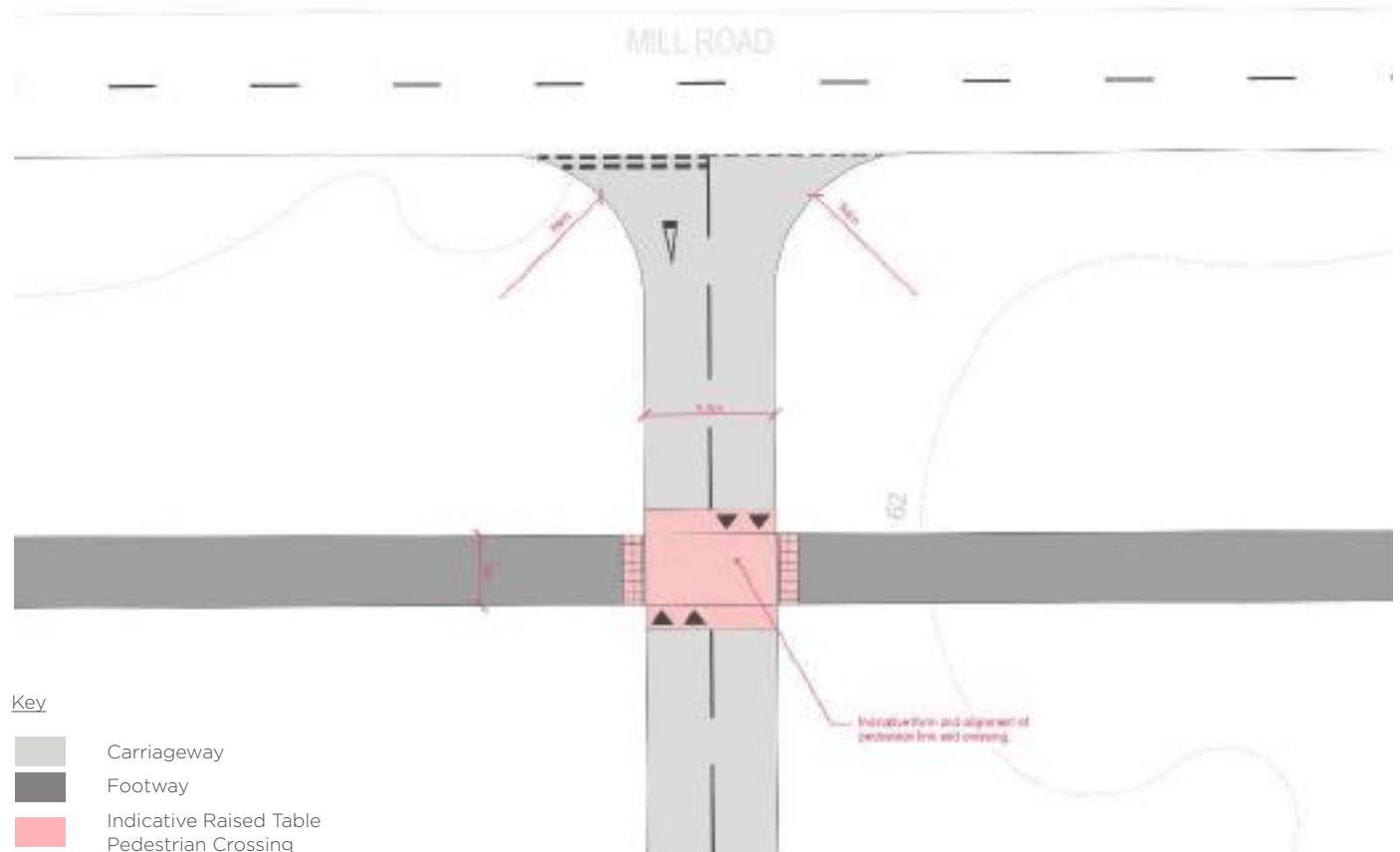


Figure 5.71: Vehicular Access Plan

5.0 DEVELOPMENT RESPONSE

5.8 Connecting People

DBO 8: TO ENHANCE THE LOCAL WALKING AND CYCLE NETWORK WITH ON-SITE PROVISION INCLUDING LINKS TO THE VILLAGE AND EXISTING ROUTES.

A new signalised pedestrian crossing should be provided over the A143 in the south-east corner of the site. The location identified is in line with the position identified within the Great Barton Neighbourhood Plan Concept Diagram and respects the existing relocated signalised pedestrian crossing which is positioned approximately 280m further south on A143.

The location of the crossing looks to protect the existing green corridor along the A143 boundary of the site formed by Elms Wood. The woodland provides important screening and noise mitigation from the A143 and is designated as Local Green Space (GB9) in the Neighbourhood Plan.

This new crossing would provide a safe and direct connection for pedestrians from the northern part of the village to Great Barton Village Hall and playing fields on the southern side of the A143. It would also provide an opportunity to link into future connections to Iceptis Woods if taken forward along the southern side of the A143.

A new uncontrolled pedestrian crossing comprising dropped kerbs and tactile paving should be provided over Mill Road circa 50m to the west of the A143 junction. This crossing facility would provide a connection to the existing footway network on the A143 leading to the Banbury Arms.

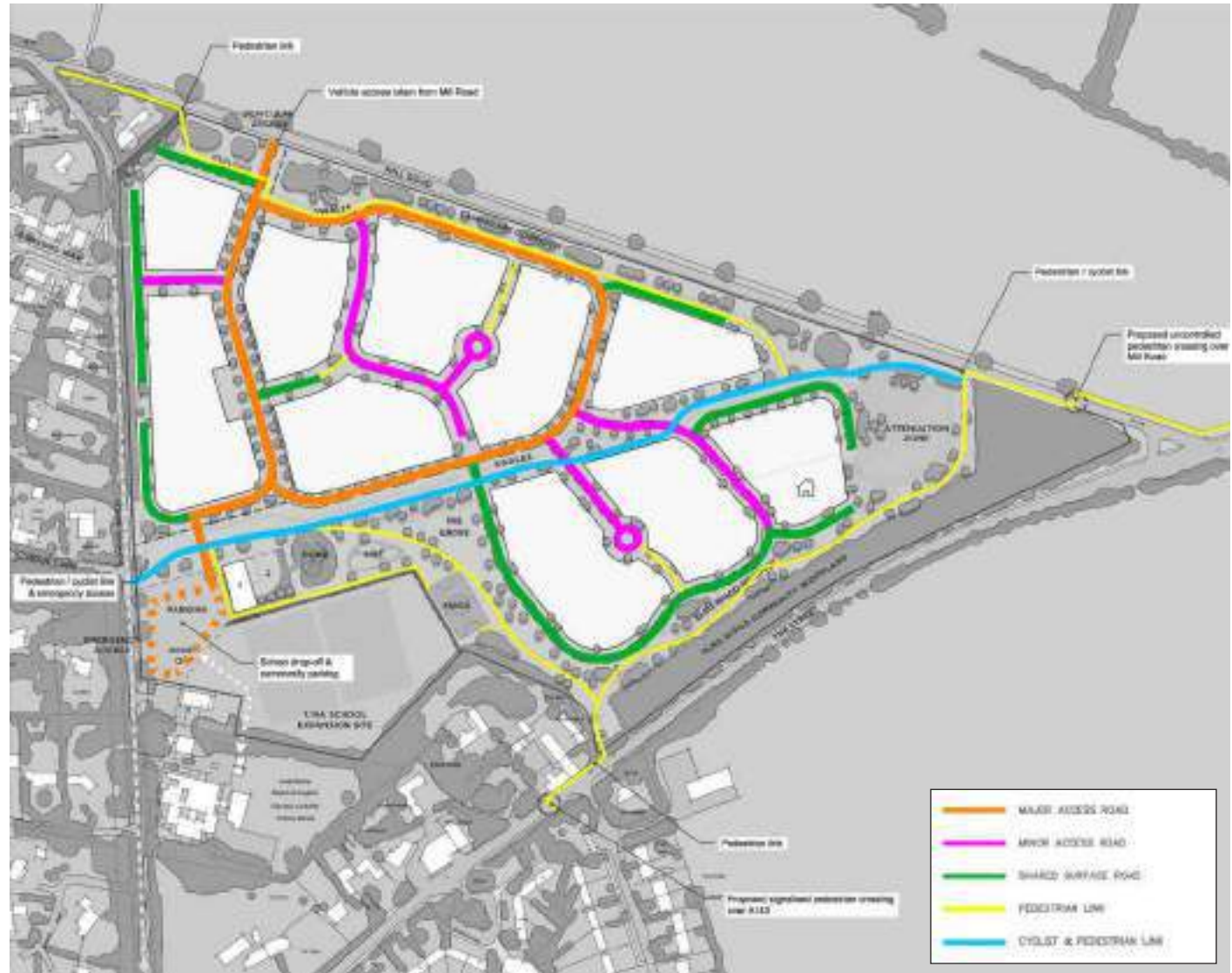


Figure 5.8.1: Movement Network Plan

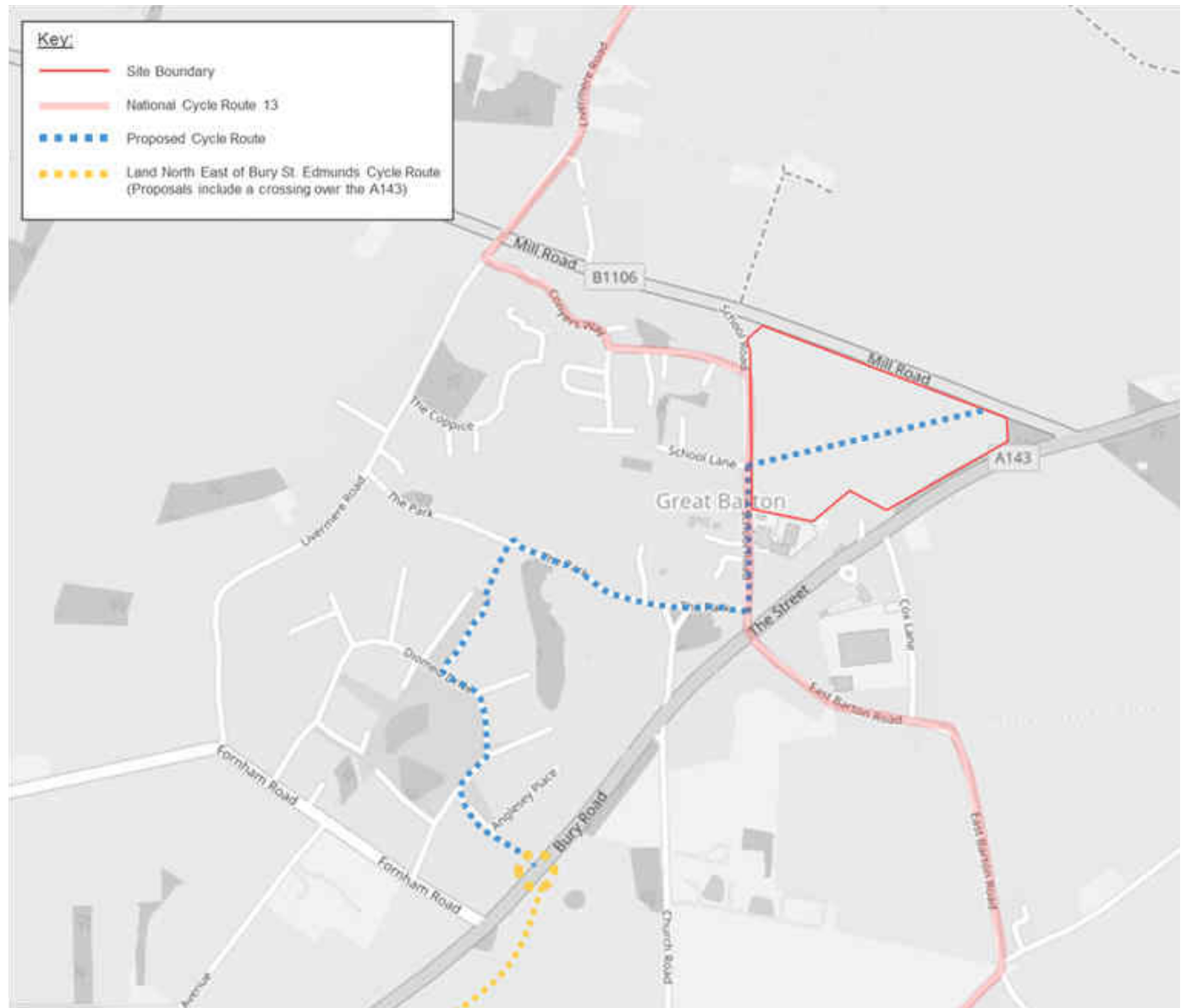
Given the scale and nature of the development, demarcated or segregated cycle routes are not considered required within the internal site vehicular carriageways. The carriageway widths of the internal road network should provide ample space for both cyclists and vehicles. However, it is key that a 4.0m wide traffic-free cycle link running east-to-west through the development is provided that connects to School Road, which in turn forms part of National Cycle Route 13.

Any future application/s should provide pedestrian and cycle connectivity in accordance with Figure 5.8.1. Any off-site improvements to both pedestrian and cycle links will be considered as part of Section 106 contributions attached to a future planning permission.

It is proposed to introduce a Traffic Regulation Order (TRO), comprising double yellow lines, along the extent of School Road. The TRO will deter vehicles from parking on-street, thereby ensuring the carriageway remains unobstructed for cyclists. A new School drop-off and community parking facility is to be provided within the development, accessed from Mill Road, so that the local parking demand is not impacted by the introduction of the TRO.

Consideration should be given to how cyclists from the development site and the local area could access the future cycle route provided as part of the Land North East of Bury St. Edmunds scheme, which also provides a new cycle crossing over the A143 before terminating at Anglesey Place. The most direct route would be via the A143, however, given the busy nature and limited opportunities to provide a continuous segregated cycleway adjacent to the carriageway, an alternate route through the village is recommended. Such a route is envisaged to form a cycle 'Quietway' and could utilise the existing restricted byway known as 'The Park' and other local streets to access Anglesey Place. A potential cycle route alignment is shown indicatively on the plan, right.

Initial discussions have taken place with the PRow team regarding the potential to extend the PRow network. This will be explored further in consultation with the PRow team as the development evolves.



5.0 DEVELOPMENT RESPONSE

5.9 Working with Nature and the Landscape

DBO 9: TO CREATE A NETWORK OF GREEN OPEN SPACES INTEGRATED WITH NEW LANDSCAPING AND NATURAL DRAINAGE FEATURES. A NET BIO-DIVERSITY GAIN SHOULD ALSO BE ACHIEVED.

Landscaping Overview

Great Barton is a village that has a considerable landscape 'presence'. Its evolution through time have allowed a verdant and green canopy to establish over the village and it's may tree lined roads and routes are the result of significant tree presence in both public and private spaces.

The development of the Triangle Site to the east of Great Barton can form a natural and positive extension to the village. The linking of views, walking routes and Green and Blue Infrastructure (GI / BI) connections between the site and the village seek to create a cohesive and interconnected series of routes and landscape spaces that will cater for the community as a whole.

Ecology and biodiversity are major influences in the landscape approach and this is balanced against the provision of quality, usable open green public spaces. We are seeking to add a diversity habitat, not just new tree and woodland planting, to create a place where people and nature can exist in harmony.

Landscape Master Plan Framework

The development of the Landscape Master Plan Framework takes into account aspiration and guidance set out in the Great Barton Neighbourhood Plan. The Overall master plan has been structured to reflect the intentions of this brief.

Key aspects of the landscape master plan are:

- Retention of existing landscape assets and integration of these into the scheme. This includes existing peripheral vegetation belts to School Road, the retention and upgrade of the existing pond as a interactive 'eco pod' and retention of any significant other vegetation that exists;
- The creation of an east - west viewing corridor from School Road, down a central road corridor. It is the aspiration of the team to make this a natural and tree lined link across the site and reinforce the GI connection and habitat diversification by the inclusion of a surface swale for drainage, meadow verges, copse and standard tree planting where space allows.
- Creation of a circular walking route that will circumnavigate the site, and cross a number of different landscape spaces. Walking routes will connect to the eastern periphery of the site, south to the A143, east to connect to two adjoining roads over Church Lane and north to Mill Road in various locations.
- Development of an area of expanded meadow planting to the northern edge of the community woodland will act as both a physical buffer and rich, ecological edge. While providing much needed biodiversity for this land, the meadow will form a pleasant walking and passive recreation zone for use by all the residents of Great Barton.



Figure 5.9.1: Natural Play



Figure 5.9.2: Green Pedestrian Link

- Creation of a vegetation buffer to Mill Road will allow filtered view of residential properties along this edge which is in keeping with typologies further to the west along Mill Road.
- Inclusion of a new village park. This parkland typology will link the community facility and pond, past a Local Equipped Area of Play (LEAP) and Multi Use Games Area (MUGA) that sits adjacent to the school reserve land. It links though to the community woodland and meadow to the west. It is envisaged that this parkland setting will create both open and wooded areas with copse and feature specimen tree planting. This will grow into a connected canopy that can link to the central road reserve planting, meadow and woodland.
- Within the development a number of green links that support minor traffic connection to interconnect to make a internal GI grid to promote good ecological connectivity and, with private residential tree planting, in time create the verdant green canopy that is synonymous with Great Barton.

Any future application/s should provide a landscape strategy in accordance with Figure 5.9.4.



Figure 5.9.3: Integrated SUDS



Figure 5.9.4: Landscape Master Plan Framework

5.0 DEVELOPMENT RESPONSE

5.10 Working with Nature and the Landscape Continued

Ecology

The site has been subject to a Preliminary Ecological Appraisal (PEA). This work was carried out to provide a baseline regarding ecological constraints and opportunities at the site proposed for residential development.

The site is approximately 13.1ha in total and comprises a large arable field compartment with hedgerows, plantation woodland, scrub and a dry pond. The site is bordered by residential development to the south and west. The B1106 and A143 roads lie immediately adjacent the northern and eastern boundaries respectively beyond which arable land extends into the wider landscape. The town of Bury St. Edmunds is situated approximately 3km southwest.

The site is within 10km of Breckland Special Protection Area (SPA) located c. 8.5km north-west, and 5km of Pakenham Meadows and The Glen Chalk Caves, Bury St Edmunds Sites of Special Scientific Interest (SSSI). A project level Habitat Regulations Assessment Screening Report will be required to determine likely significant effects on the SPA. Given the proximity of the development to European and National sites no adverse impacts are considered likely.

There are two local non-statutorily designated sites within 2km. The nearest is Great Barton Roadside Nature Reserve c.1km east. Given the distance from the site and lack of direct footpaths to these sites, no adverse impacts are anticipated from the proposed development.

The habitats on site are dominated by arable land of relative low ecological value. Habitats of greater value include plantation woodland and hedgerow. The following habitats should be created / enhanced as part of the ecology strategy:

- Woodland enhancement
- Reinstate existing pond
- Creation of woodland buffer of (grassland and scrub)
- Species rich hedgerows with trees along boundaries to the north and west of the site
- Creation of species rich grassland

The built environment should welcome wildlife through the creation of secondary green fingers consisting of wildlife friendly planting (such as low flowering wildflower turf), sensitive lighting and installation of appropriately sighted hedgehog 'highways' bat and bird boxes.

An early-stage biodiversity net gain assessment using the latest Defra biodiversity metric calculator has been undertaken to guide the development design, and current proposals will seek to provide a biodiversity net gain, provided through appropriate solutions.

The habitats have potential to support a number of protected / priority species and further surveys should be carried out in 2021 for badger, reptiles, bats, breeding birds and great crested newts. Mitigation for the potential impacts upon protected species should be guided through results from the further surveys. However, likely requirements will be as listed above, via habitat creation.

Drainage

The site should be drained using sustainable drainage systems with care taken that the scheme does not exacerbate flood risk or result in adverse water quality impacts.

Where possible within the scheme hard surfacing should be limited and instead permeable surfaces will be specified where these can reasonably be accommodated. This will act to minimise increases in storm water runoff arising from development of the site.

For impermeable surfaces including both building roofs and the primary road network some excess runoff will however occur. In line with the drainage hierarchy where possible these flows should be directed to the ground either through local soakaways or more strategic systems that can provide a degree of treatment for road runoff prior to discharge to the ground.

Where ground conditions do not allow for infiltration storm flows should be directed to a system of swales that should be routed along key access routes through the site. These will convey storm runoff eastward to areas where ground conditions are believed to be more permeable.

In this area a pond and wetland system can be created to receive, store and infiltrate storm runoff. If necessary excess flows that cannot be infiltrated from this area would be controlled and discharged into an existing drain network to the east of the site. Peak rates of runoff would however be restricted to low greenfield rates with capacity provided to account for projected changes in storm severity associated with climate change. This should ensure that the capacity of the downstream drainage systems are not overwhelmed and that any existing drainage problems downstream of the site are not exacerbated.

The swales, pond and wetland system should be designed with shallow sloping banks to avoid creating hazards and to create aesthetically pleasing drainage features. These should be planted with reeds and other aquatic vegetation to maximises ecological benefit and create a rich and diverse publicly accessible area. These systems should also act to slow and filter storm water flows prior to infiltration or discharge from the site ensuring that water quality is not adversely impacted by the presence of the development.

In light of the site being brought forward in phases, the above drainage strategy will be considered holistically with consideration given on how each phase can feed into the wider strategy.

Any future application/s should provide a drainage strategy in accordance with Figure 5.10.1.



Figure 5.10.1: SUDS Strategy Plan

5.11 Sustainability

DBO 10: TO ENSURE THAT THE PROPOSAL RESPONDS TO CLIMATE CHANGE THROUGH SUSTAINABLE DESIGN WITH A REDUCTION IN CARBON EMISSIONS.

The sustainability vision for the Great Barton Triangle Site is to provide environmentally friendly, efficient, and well-designed homes that far outshine the energy consumption and carbon dioxide emission targets of current Part L Building Regulations and West Suffolk Planning Policies.

The aim for the site is for each of the dwellings to be built to the Governments proposed Future Home Standard . This states that new homes built to this standard will have carbon dioxide emissions at least 75% lower than those that are built to the current Building Regulations.

The homes should also be essentially 'Zero-Carbon Ready', which means that they will become officially zero carbon over time as the electricity grid continues to decarbonise. This is without the need for any further costly building upgrade works required by the homeowners in future years.

In order to achieve this exceptional standard of sustainability the homes should be designed with a 'Fabric First' philosophy in mind, lowering the initial need for energy through the use of high levels of insulation, reduced thermal bridging, and excellent building air tightness.

An airtight building means that natural infiltration of fresh air into the building will be less, this is a positive in terms of reducing heating losses but could result in a lower internal air quality. To counter this, whole house mechanical ventilation systems should be installed. These will feature low energy fans that can supply filtered fresh air to habitable rooms and extract stale air from wet

rooms. The ventilation systems will also have heat recovery so that the warm extracted air is used to pre-heat incoming fresh air.

The remaining energy required to heat the dwellings should be supplied by highly efficient Air Source Heat Pumps. Air Source Heat Pumps use electrical energy to extract heat from the external air which is then upgraded to usable heat within a radiator or underfloor central heating system. Air Source Heat Pumps can also provide water temperatures high enough to supply the homes with all their domestic hot water requirements.

Although Air Source Heat Pumps use electricity, the running costs of the system is reduced as the they have Co-efficient of Performance values of around 4, meaning that for every 1kWh of electrical energy used, 4kWh of heating energy is generated. This puts their running costs similar to typical natural gas boiler systems and therefore the heating of the homes will also be affordable to future occupants.



Figure 5.11.1: Air Source Heat Pump

To provide local on-site renewable energy generation and further reduce the amount of energy consumed and carbon emitted, each of the homes should also have PV (Photovoltaic) Panels installed on their roofs.



Figure 5.11.2: PV Panels

Other areas of sustainable design that should be implemented on the development are that the building materials used should be as locally sourced as possible and have low amounts of embedded carbon. The refrigerant used within the proposed Air Source Heat Pumps should also be R32 (Global Warming Potential of 675), which is one of the most environmentally friendly refrigerants in widespread use, considerably better than other refrigerants such as R410a (GWP of 2090) or R407c (GWP of 1770).

Each of the homes should also target a reduced water usage rate of 105 litres/person/day, in line with the St Edmundsbury Core Strategy 2010 Policy CS2 . They should also each have electric car charging ports installed as standard, ready for the continued adoption of electric cars and the governments ban on new petrol and diesel cars in 2030.

With the impact of climate change becoming ever more apparent and with global average temperatures predicted to continue to rise, the possibility of the homes overheating should also be considered and designed out. Detailed computer thermal modelling will be carried out on the homes to ensure that sufficient ventilation and solar shading is provided so that the homes are kept to a comfortable temperature both currently and in the future.

Sustainable design should seek to comply with GBNP Policy GB 13 – Sustainable Construction Practices.

6.0 CONCLUSION

This Development Brief provides an important part of the sites evolution towards redevelopment following its allocation within both the Rural Vision Document and Neighbourhood Plan.

Building on the Concept Plan for the site, contained within the Neighbourhood Plan, and based on a detailed evidence base the optimum form of redevelopment having regard to all relevant considerations has been established.

This Development Brief and the illustrative master plan within it has been prepared starting with the policy position. This master plan has sought to meet the policy principles from the Great Barton neighbourhood plan whilst ensuring a viable and ultimately deliverable scheme and to ensure quality landscaping and layout is delivered.

It is acknowledged the proposals deviate from the development quantum envisaged at the time the Neighbourhood Plan was prepared. However, this is consistent with the Neighbourhood Plan which states that it is for the Development Plan to ultimately determine the breakdown of residential and community uses on the site consistent with national planning policy. Consequently the following mix of uses consistent with the Neighbourhood Plan are being proposed for the site:

- **Delivery of between 184-191 residential dwellings on the site;**
- **Delivery of a mix of unit sizes which reflects local need;**
- **Delivery of 30% affordable housing with a provision of service plots as required under the Neighbourhood Plan;**
- **Delivery of a new MUGA and LEAP for the Local Community;**
- **Safeguarding of 1.1ha of land for the School Expansion Site;**
- **Provision of a School Drop off and Pick Up Space;**
- **Safeguarding of land to facilitate a future community building in a serviced plot;**
- **Delivery of 1.24ha of new open space throughout the Site; and**
- **Introduction of a new high quality buffer zone along the existing woodland area and Mill Road.**

Whilst the Development Brief doesn't deliver all the non-residential elements that the GBNP seeks, it does deliver most. Importantly this has been tested and agreed with the LPA who are satisfied that what is being proposed can be delivered. The Development Brief sets out that the proposal will deliver the smaller sized dwellings that the village requires whilst importantly also being a well landscaped, attractive, healthy and vibrant place like the rest of the village.

This Development Brief together with the illustrative master plan and design precedents within it will therefore help ensure that any subsequent planning applications on the site are of a high quality, underpinned by best practice place making and sustainability principles.



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