

DRAFT MASTERPLAN DOCUMENT

FORMER ROUGHAM AIRFIELD

BURY ST. EDMUNDS



EST. 1963

CREST
NICHOLSON

JULY 2026



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ILLUSTRATIVE RESIDENTIAL SKETCH

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ILLUSTRATIVE EMPLOYMENT SKETCH

Indicative Streetscene

01. INTRODUCTION.

The purpose of this document is to set out the design rationale which has guided the design of the proposed masterplan for the Land North of Rougham Tower Avenue - hereafter referred to as the Site and/or the Scheme.

DOCUMENT PURPOSE

- 1.1 This document aims to illustrate how this rationale has been derived from an analysis of the Site's constraints and opportunities.
- 1.2 This document aims to establish how the proposed masterplan for the Site is appropriate to the local character and context.
- 1.3 This document will inform and help to guide subsequent Planning Applications for the Site and there may be updates to the approach as time progresses (subject to agreement with the Council).
- 1.4 This document also demonstrates how the design process has been undertaken in accordance with the 'Masterplan Protocol' which was published by West Suffolk District Council in March 2025
- 1.5 This document has three core sections:
 - Firstly, a contextual assessment of the Site is presented
 - Secondly, the processes of community and stakeholder engagement which have been undertaken to date are set out
 - Finally, informed by the content of the two preceding sections, the design proposals for the Site are explained under the 9 key headings provided by the Council's Masterplan Protocol.



AERIAL SITE LOCATION

This document establishes:

The arrangement of land uses within the site

- The location and extent of;
 - » employment led development
 - » residential led development
 - » a primary school and early years facility
 - » community uses
 - » custom and/or self-build homes
 - » older persons accommodation

The access and movement strategy of the site

- The location and extent of;
 - » points of vehicular access
 - » key streets within the site
 - » points of access for pedestrians and cyclists
 - » active travel routes and connections within the site

The green infrastructure strategy within the site

- The location and extent of;
 - » areas of the site to be set aside as green infrastructure
 - » areas for strategic landscape buffers
 - » areas for drainage infrastructure
 - » areas of green infrastructure to be delivered as Suitable Alternative Natural Greenspaces (SANG)
 - » areas of green infrastructure which mediate and respond to the site's heritage

This document does not establish;

The exact appearance of;

- » employment uses and buildings to be delivered within the site
- » residential development to be delivered within the site
- » custom and/or self-build homes to be delivered within the site
- » older persons accommodation to be delivered within the site
- » the primary school and early years facility to be delivered within the site

The exact mix and number of;

- » employment uses to be delivered within the site
- » new homes to be delivered within the site
- » custom and/or self-build homes to be delivered within the site
- » older persons accommodation to be delivered within the site

The exact layout of;

- » Employment uses to be delivered within the site
- » New homes to be delivered within the site
- » Custom and/or self-build homes to be delivered within the site
- » Older persons accommodation to be delivered within the site
- » The primary school and early years facility to be delivered within the site
- » community uses to be delivered within the site
- » streets to be delivered within the site
- » green infrastructure to be delivered within the site

The exact scale of;

- » employment buildings to be delivered within the site
- » new homes to be delivered within the site
- » custom and/or self-build homes to be delivered within the site
- » older persons accommodation to be delivered within the site
- » the primary school and early years facility to be delivered within the site
- » community uses to be delivered within the site



**ILLUSTRATIVE
CONSTRAINTS AND
OPPORTUNITIES SKETCH**

The Site is located to the east of the market town of Bury St Edmunds, around 3.5km from the town centre. The Site is therefore situated within the County of Suffolk. It is within the district of West Suffolk and the Parish Area of Rushbrooke and Rougham.

THE SITE

- 1.6

The Site is an area of around 63 hectares which is currently comprised of a series of open arable fields and areas of grassland. However, the Site previously formed a part of the RAF Bury St Edmunds Airfield, also known as the wartime home of the USAAF 94th Bombardment Group flying B17 flying fortress planes (the airfield was named Station 468) and was closed in 1948.
- 1.7

The Site’s boundaries are intermittently defined by existing vegetation and trees. The northern and southern boundaries of the Site are defined by Mount Road and Rougham Tower Avenue respectively.
- 1.8

Today, the northern and eastern aspects of the Site connect with the open countryside, with views being filtered by existing vegetation which lines Mount Road.
- 1.9

Planned development is taking place within in the local area, notably-

• Immediately to the north of the Site an Outline Planning Application for 160 new homes (Ref: DC/25/0410/OUT) has received a resolution to grant planning permission (January 2026).

• This site was allocated within the adopted West Suffolk Local Plan 2024-2041 for around 120 new homes (Policy AP7).
- 1.10

The eastern aspect of the Site partially adjoins Sow Lane with the remainder of the boundary adjoining a series of exiting residential properties.
- 1.11

The Site’s southern boundary addresses Rougham Tower Avenue. The commercial and industrial development which fronts onto the southern aspect of Rougham Tower Avenue forms part of Business Park Policy Allocations AP12 and SP23(r).
- 1.12

The upper portion of the Site’s western boundary adjoins with the Lark Grange Residential Development. This scheme was part of the wider Taylor Wimpey Land East of Moreton Hall development. The portion of this scheme which the Site adjoins with comprises 320 homes, which were approved in detail in 2019 (DC/18/1751/RM) and have now been mostly completed.
- 1.13

The lower portion of the Site’s western boundary adjoins with the Sybil Andrews Secondary School and the Skyliner Sports Centre.
- 1.14

The Site (Land North of Rougham Tower Avenue) is allocated within the adopted West Suffolk Local Plan 2024-2041. Policy AP3 – the Site’s Allocation- therefore stipulates that the Site should include the following key elements:

• 20 hectares of Employment Land

• Around 500 homes

• Land sufficient for a Primary School and Early Years setting

• Community uses

• Custom and/or Self-build homes

• Provision for Older Persons Accommodation

• Green and Blue infrastructure



94 TH.

02. CONTEXTUAL ASSESSMENT.

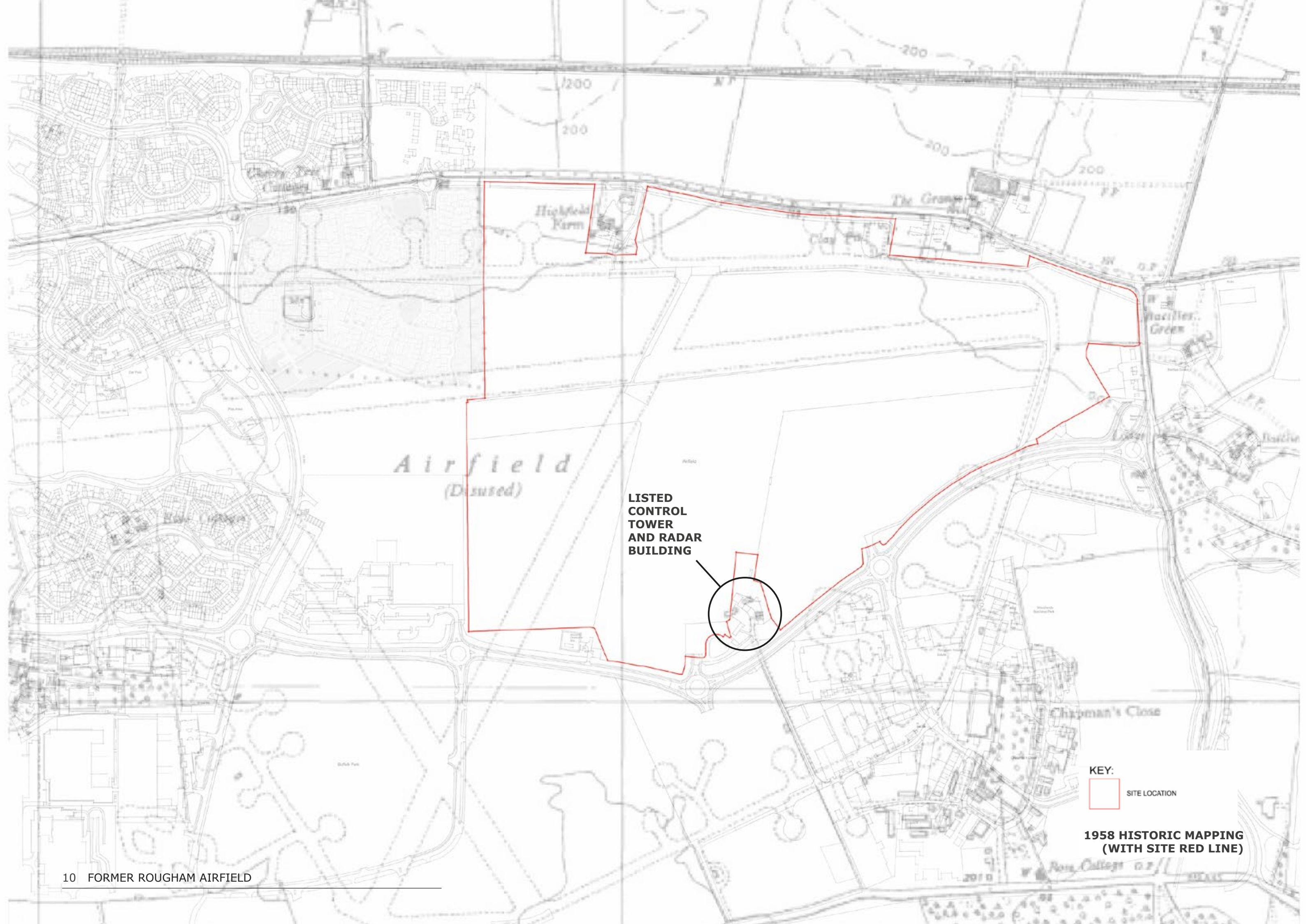
“The first stage in the masterplan process is for a detailed site specific and surrounding context assessment to be undertaken. This exercise needs to identify constraints and opportunities, local context and character, allocation policy requirements and key considerations”

(Para 2.2 West Suffolk Masterplan Protocol 2025)

2.1 This section will provide a contextual assessment of the Site under the following key sub-headings:

- Heritage
- Natural Environment
- Facilities and services
- Movement
- Planning Policy

2.2 In each case, the respective constraints and opportunities of each element will be explained.



LISTED
CONTROL
TOWER
AND RADAR
BUILDING

KEY:
SITE LOCATION

1958 HISTORIC MAPPING
(WITH SITE RED LINE)

HERITAGE

The Site is located within a portion of the former Rougham Airfield, which was the Site of RAF Rougham during World War II.

- 2.3

It is important to note the extent of the former runway, as despite the Site’s considerable scale (around 63ha), it occupies only the eastern portion of the former military airfield.
- 2.4

The extent to which the Site is situated upon the former airfield can be more clearly understood through the adjacent plan, where the Site’s proposed boundary is overlaid onto historic mapping.
- 2.5

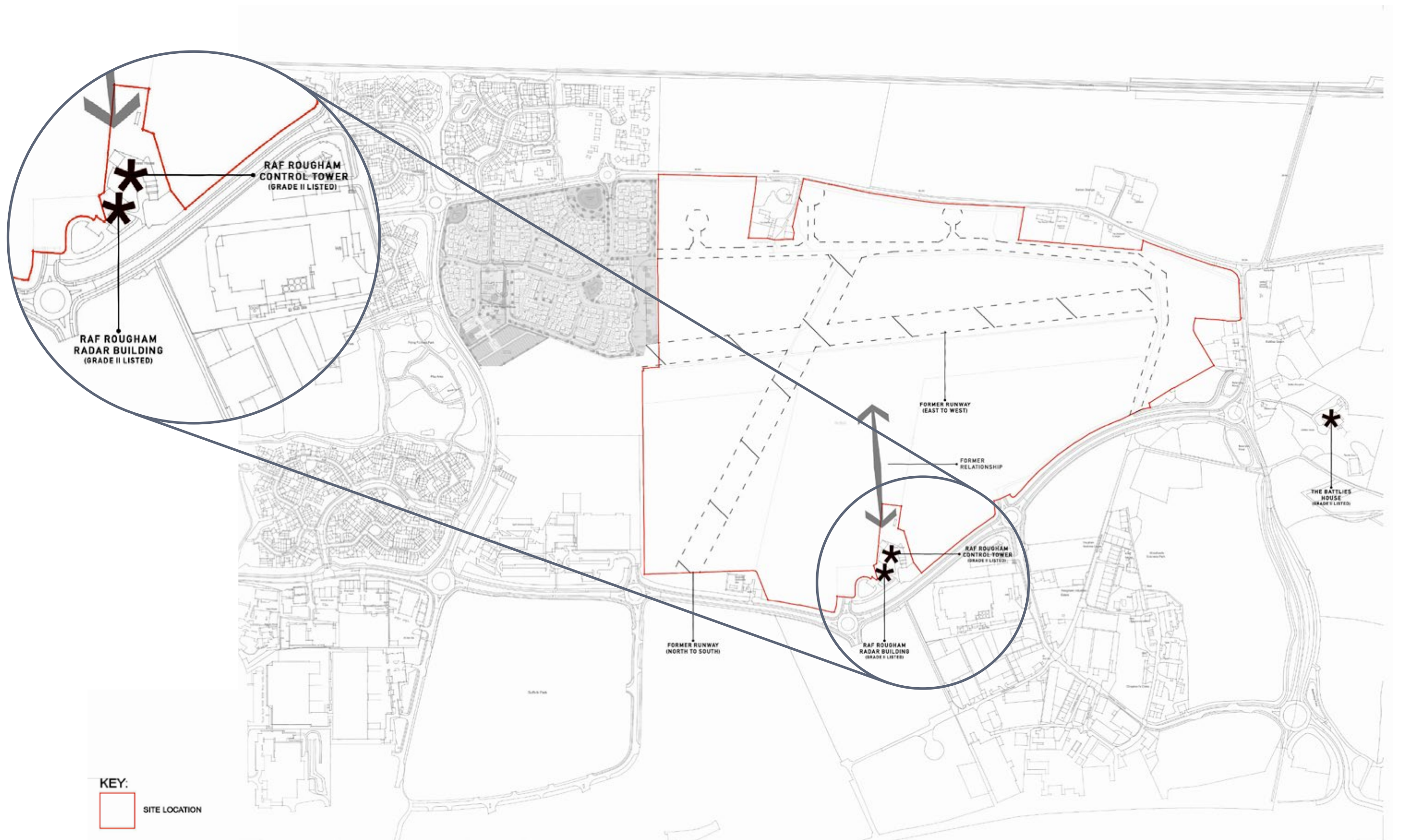
As can be seen from the adjacent overlay plan, portions of the former east-to-west and north-east to south-west runways cross the Site. Added to this, elements of the perimeter roads which serviced these main runways are also within the Site’s boundary.
- 2.6

Despite the extent of overlap which exists between the Site and the former airfield, very little of runway infrastructure and hardstanding remains to be seen today. Only limited areas of concrete remain along lines which loosely resemble the alignment of former runways and perimeter roads. This is largely due to the Site’s agricultural use in the years which followed the end of World War II.
- 2.7

It should also be noted that the Site has been utilised as a recreational airfield in recent history, and as part of this function a mown grass runway was instated along a similar alignment as the former military east-to-west runway.
- 2.8

However, whilst this mown recreational runway follows the alignment of the former military runway, it was positioned immediately to the south of this runway – therefore mirroring its alignment but not its position.





**SITE HERITAGE
BREAKDOWN**

2.9 The RAF Radar Building and Control Tower remain at the centre of the southern boundary and will be retained.

- Both buildings were built in around 1942 and remain today as Grade II Listed heritage assets.
- These Buildings would have had functional connections with the airfield's runways during periods of military use.
- Whilst the majority of the airfields infrastructure which these buildings would have previously related to has since been lost since World War II, the Site is nonetheless within the setting of these listed buildings. As at a number of points within the southern portion of the Site in particular, views are possible towards the heritage assets and vice-versa.

2.10 The heritage of the Site and its former use as a military airfield therefore provide both constraints and opportunities for the Site's design strategy. Additionally, through consultation with the Rougham Tower Association, the Rougham Control Tower Aviation Museum has been found to act as a valuable community meeting point.

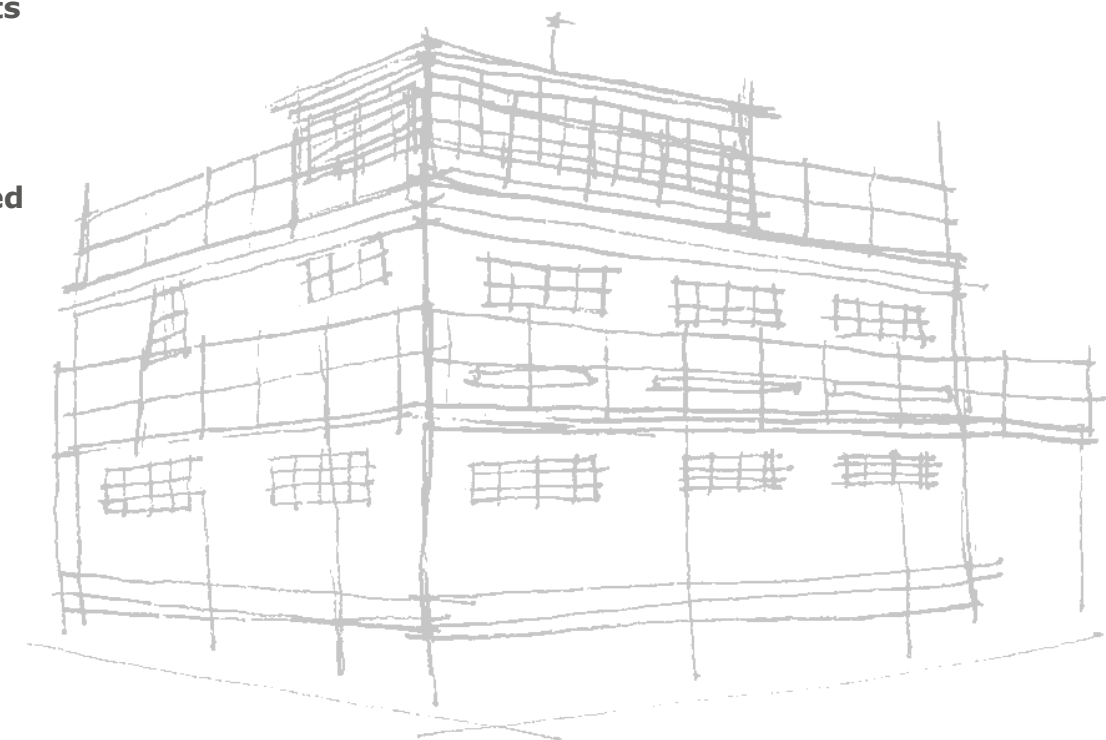
2.11 The Site's allocation (Policy AP3) establishes the requirement for:

- **"Retention of meaningful and focussed views of the control tower and radar building within the layout.**
- **Retention of some degree of open space around the control tower and radar building to provide an open setting and provide a buffer between them and the new development.**
- **Retention and enhancement of existing planting to maintain the enclosed setting at their points of access.**
- **Ensure low scale development at closest points to the listed buildings.**
- **Restrict the tallest development to the north-east corner of the Site.**
- **An east west green corridor should be provided to reflect the historic context of the former runway"**

(p.199 West Suffolk Local Plan 2024)

2.12 Care needs to be taken around the nature and scale of development which would be deemed as appropriate within the immediate setting and context of the heritage assets.

2.13 However, the Site's heritage also presents a series of placemaking and interpretation opportunities. As providing that a sympathetic spatial and visual relationship is formed between the Site and the heritage assets. The former airfield's heritage can help to characterise this site's redevelopment.



CONTROL TOWER SKETCH



- KEY:**
- SITE BOUNDARY
 - NATURAL ENVIRONMENT:**
 - AREAS OF EXISTING VEGETATION/WOODLAND
 - LOCAL NATURE RESERVES
 - RECREATIONAL GREEN SPACES
 - SITE OF SPECIAL SCIENTIFIC INTEREST
 - ANCIENT WOODLAND
 - KEY VERDANT STREETS

EXISTING NATURAL ENVIRONMENT PLAN

NATURAL ENVIRONMENT

At a regional scale, The Site is located around 9km from the Breckland Special Protection Area, in particular the Breckland Forest Site of Special Scientific Interest (SSSI) which is designated for nesting woodlark and nightjar.

- 2.14 The Site is also located around 2 km away from The Glen Chalk Caves SSSI which is known to be a key habitat for hibernating bats. Similarly, the Horringer Court Caves SSSI is located around 5km west of the Site and is also a known habitat for hibernating bats.

2.15 The Bradfield Woods SSSI is an area of Ancient Woodland which is also located around 6km to the southeast of the Site.

2.16 The Site’s allocation (Policy AP3) therefore stipulates that **“The development must mitigate for its recreational effects on Breckland Special Protection Area and Special Area of Conservation (SPA and SAC) and Bradfield Woods Site of Special Scientific Interest (SSSI) in accordance with policy SP11. The impact of the development on bats and the nearby Glen Chalk Caves SSSI and/ or Horringer Court Caves SSSI must be assessed as part of any planning application. ” (p.199 West Suffolk Local Plan 2024)**
- 2.17 With this in mind, the design of the Site’s masterplan should accord with the West Suffolk Recreational Disturbance Avoidance and Mitigation Report, which sets out the guidelines for Suitable Accessible Natural Greenspace (SANG).

2.18 This guidance states that **“The Role of SANG is to provide an alternative destination to those visitors who would otherwise visit the relevant nature conservation sites around west Suffolk” (p.50 West Suffolk 2025)**

2.19 In summary, for larger schemes such as this Site, areas of green infrastructure should therefore provide a range of designated walking routes which are both attractive and appropriate for a range of users – such as dog walkers and families.

2.20 The amount and types of SANG to be provided within the Site should therefore be informed by the guidelines set out within the West Suffolk Recreational Disturbance Avoidance and Mitigation Report.

2.21 At a more local scale, the Site is located around 500m south of the Barton Shrub County Wildlife Site (CWS) which is an area of Ancient Woodland.
- 2.22 The Site itself is comprised of arable fields and areas of grassland, with smaller areas of woodland and vegetation.

2.23 The Site has an open character, and vegetation is therefore almost exclusively located around the Site’s perimeter.

2.24 With the single exception being a narrow line of category B, C and U trees which extends around 170m into the Site

2.25 To date, no known protected amphibians, reptiles, birds or dormice have been identified within the Site’s boundary.

2.26 Badger setts have been identified in the vicinity (however, it is not possible to identify where in a public document)

2.27 Where sett activity is identified this will result in a standoff for future development – to prevent conflict during construction and inhabitation phases.

2.28 A degree of bat activity has been identified within the Site. The Site’s allocation (Policy AP3) also states that the Site’s masterplan should enable the movement of bats from east-to-west through the centre of the Site to the countryside beyond.

The ecology, arboriculture and landscape setting of the Site therefore create a series of constraints which help to inform the appropriate spatial extent and arrangement of development within the Site’s masterplan.

- 2.29

However, these spatial constraints also create a series of opportunities which align with and can be combined with other contextual factors – such as the Site’s heritage.
- 2.30

As the east-to-west green corridor which is required to help facilitate bat movement also aligns with the opportunity to re-create the former east-to-west military runway.
- 2.31

In addition, the opportunity to create specific visual connections between the control tower and radar building also aligns with the need to create a natural space or area of parkland with potential to be designated as SANG.
- 2.32

Added to this, the vegetation which lines several of the Site’s boundaries can be added to with additional structural planting where required, to help filter views along more sensitive aspects of the Site’s perimeter – as-well as creating the potential for additional Biodiversity Net Gain (BNG).
- 2.33

Policy SP8 of the adopted West Suffolk Local Plan 2024-2041 reiterates that the Environment Act 2021 requires a BNG of 10%.
- 2.34

Policy SP5 of the adopted West Suffolk Local Plan 2024-2041 also states that **“All major residential development of 50 homes or more located on greenfield sites should provide around 40 per cent green infrastructure within the Site. Green infrastructure can include public open space, sustainable drainage systems features including swales, basins and rain gardens, allotments, burial grounds, strategic landscaping, new and retained habitats including woodland, trees and hedgerows, green and blue corridors, suitable alternative natural greenspace (SANG) and recreational access routes” (p.50)**
- 2.35

The Site slopes gently from the southwest (63.2 m AOD) towards to the northeast (59 m AOD) and the northwest (56 m AOD).
- 2.36

The Site is within Flood Zone 1 for Tidal/Fluvial Flood Risk, and therefore does not have flooding concerns, with a probability of flooding of <0.1%.
- 2.37

There are no main rivers or bodies of water immediately adjacent to, or within the Site’s boundary
- 2.38

The Site is mostly considered to be at a ‘very low risk’ of surface water flooding, with small, isolated pockets of Low to High surface water flood risk within the southwest and northeast of the Site.
- 2.39

Policy SP2 of the adopted West Suffolk Local Plan 2024-2041 states that **“Site-specific flood risk assessments (FRA) and surface water drainage strategies should clearly demonstrate the proposal’s contribution towards reducing the impacts of all flood risk and providing betterment over the existing situation” (p.24)**
- 2.40

It is therefore expected that within the Site’s masterplan, **“Around 15 per cent of the Site should be set aside for SuDS to ensure that a viable sustainable scheme can be delivered” (p.24)**
- 2.41

The following pages show views of the existing site.





VIEW 1 - VIEW EAST FROM THE SOUTH-WEST BOUNDARY



VIEW 2- ROUGHAM CONTROL TOWER, AND RAF ROUGHAM: RADAR BUILDING



VIEW 3 - VIEW WEST TOWARDS THE EXISTING ROW OF MATURE OAKS NORTH OF ROUGHAM TOWER



VIEW 4 - VIEW NORTH FROM SOUTHERN BOUNDARY



VIEW 5 - VIEW SOUTH-WEST FROM THE NORTH-EAST BOUNDARY



VIEW 6 - VIEW SOUTH-EAST FROM THE NORTH-EAST BOUNDARY



VIEW 7 - VIEW SOUTH FROM NORTHERN BOUNDARY



VIEW LOCATION PLAN



PROPOSED AREA
OF PUBLIC OPEN
SPACE

PROPOSED PLAY
AREA

PROPOSED AREA
OF PUBLIC OPEN
SPACE

SHACKEROO ROAD
PLAYGROUND

MOUNT ROAD

PUB

THE ALBERT
HURRELL PARK

PROPOSED PLAY
AREA

MOUNT ROAD

CHEERY TREES
WOOD

PUBLIC CAR PARK

SAINSBURY'S SUPERMARKET

MORETON HALL ALLOTMENTS

FLYING FORTRESS
PARK
(ADVENTURE
PLAYGROUND)

FLYING
FORTRESS PARK
(PLAYING
FIELDS)

PLAYING FIELDS
(SYBIL ANDREWS
ACADEMY)

SKYLINER SPORTS
CENTRE

SYBIL ANDREWS
ACADEMY
(SECONDARY
SCHOOL)

SPORTING
TRUST

SYBIL ANDREWS
ACADEMY
CAR PARK

ROUGHAM
AERODROME
MEMORIAL PARK
AND MUSEUM

ROUGHAM TOWER AVENUE

THURSTON ROAD

SLOW LANE

SLOW LANE

COSTA COFFEE

BP PETROL
STATION

MCDONALD'S

20 FORMER ROUGHAM AIRFIELD

FACILITIES & SERVICES

The Site is located to the east of Bury St Edmunds, the majority of existing facilities are therefore located to the western side of The Site.

- 2.42 The adjacent plan spatially maps nearby facilities and services.
- 2.43 The Rougham Aerodrome Memorial Park and Museum is located immediately adjacent to the Site’s southern boundary, and functions as a popular community facility during its weekend opening hours.

- 2.44 Key facilities within a 500m or 5-6minute walk of the Site’s western boundary include:
- Skyliner Sports Centre
 - Sybil Andrews Academy (Secondary School)
 - Abbots Green Academy (Primary School)
 - Flying Fortress Park and Playground
 - Moreton Hall allotments
 - Sainsburys Supermarket

- 2.45 Key facilities within a 10 minute drive also include:
- Sainsburys Supermarket – Bedingfeld Way
 - Moreton Hall Community Centre
 - Tesco Superstore - J43 of A14

KEY:

SITE BOUNDARY

FACILITIES & SERVICES

EDUCATIONAL

RECREATIONAL

COMMERCIAL

CURRENT INDUSTRIAL AREA

FUTURE INDUSTRIAL AREA

FUTURE RESIDENTIAL DEVELOPMENT



SKYLINER SPORTS CENTRE



SAINSBURY’S SUPERMARKET (MORETON HALL)



SYBIL ANDREWS ACADEMY



MOVEMENT

At a regional scale, the Site is located on the eastern edge of the Town of Bury St Edmunds. The Site is around a 10 minute drive from Bury St Edmunds railway station and around a 4 minute drive (10 minute cycle) from Thurston railway station.

2.46 Bury St Edmunds is around:

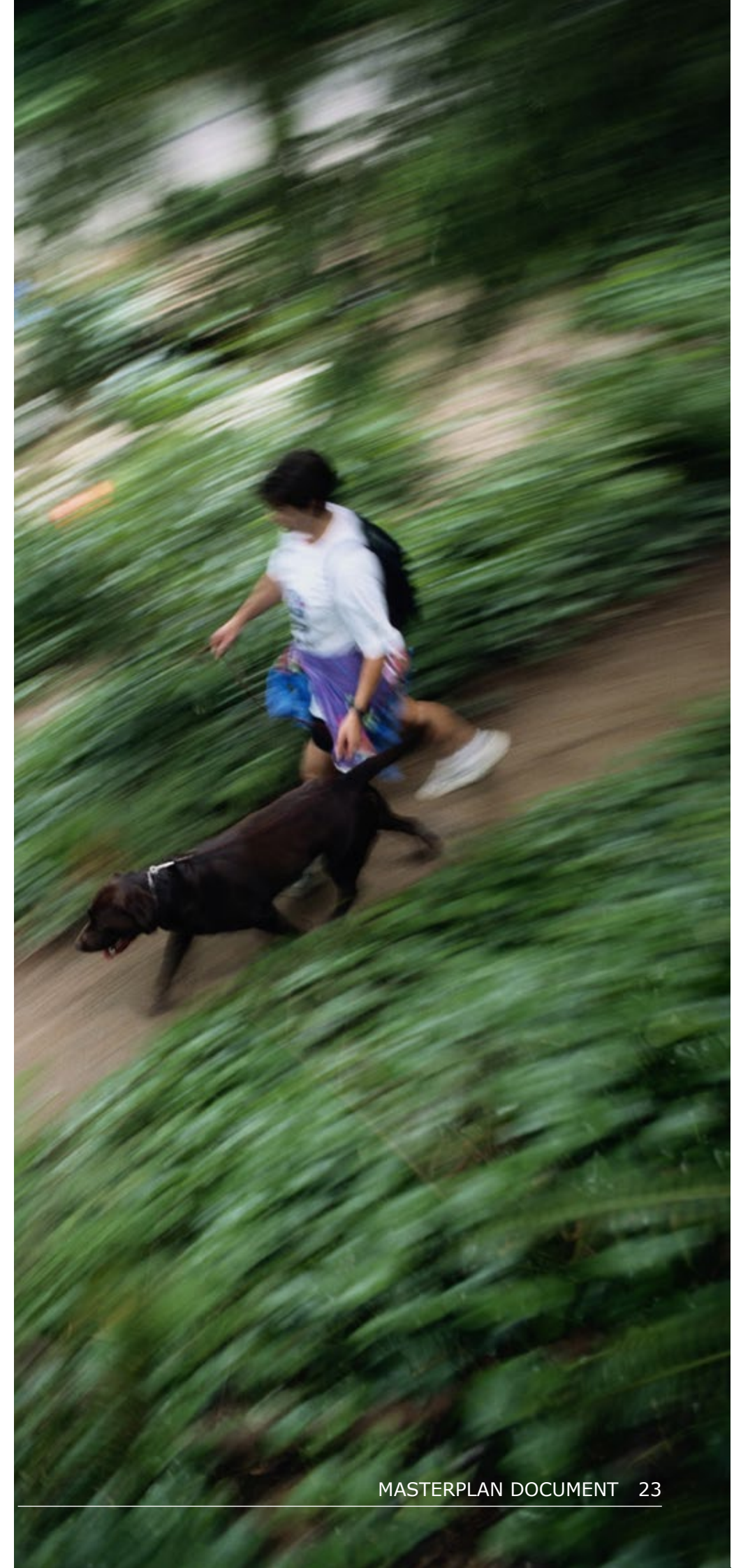
- 30 miles east of the city of Cambridge which can be accessed by train or car in around 45 minutes.
- 15 miles east of the town of Newmarket, which can be accessed by train or car in around 20 minutes
- 12 miles south of the town of Thetford, which can be accessed by car or bus in 20-25 minutes
- 15 miles northwest of the town of Stowmarket which can be accessed by train or car in around 20 minutes

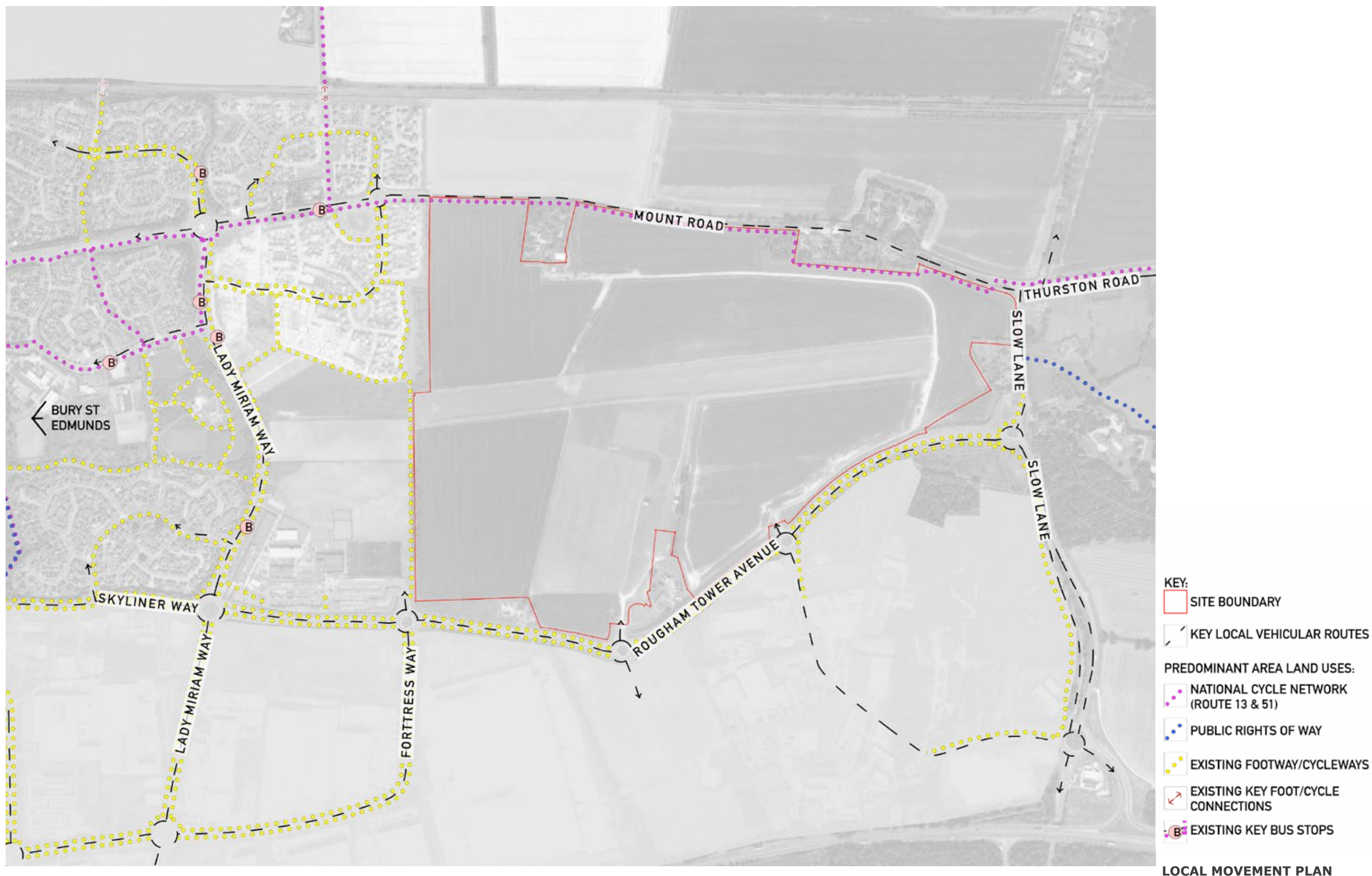
2.47 The Site is less than 1 mile from J45 of the A14, which provides regional vehicular connection in an east-west direction.

2.48 The A14 also connects with the M11 to the north of Cambridge. The M11 provides north-south connection to London and the A1.

2.49 The A14 also provides connection to the A134, which runs north-south and connects with the A11 which provides vehicular links to the city of Norwich.

2.50 Beyond The Site's boundary the likely trips and traffic flows relating to each land use have been forecast and modelled. This analysis highlighted that by locating the employment led area to the east of the Site, vehicular traffic stemming from employment uses can be more efficiently channelled towards Junction 45 of the A14. As a result, the Site's masterplan design can help to reduce the likelihood that vehicular traffic emanating from employment uses will flow westwards towards the town centre and J44 of the A14. Conversely, trip forecast and traffic modelling has predicted that the majority of residential journeys shall flow westwards from the scheme – towards the town centre, local facilities and J44 of the A14.





- 2.51 At a local scale, Mount Road runs along the northern boundary of the Site, and Rougham Tower Avenue runs along the southern boundary of the Site. Both of these streets provide westward connections towards Moreton Hall and Bury St Edmunds town centre and eastward connections towards the A14 and Thurston.
- 2.52 Added to this, route 51 of the National Cycle Network (NCN 51) also runs along the northern boundary of the Site. NCN 51 connects with NCN 13 to the west, providing immediate active travel links within the Lark Grange development and Moreton Hall.
- 2.53 NCN 51 also provides connections eastward to the village of Thurston. Specifically, the route connects with Station Hill Road and Thurston Railway Station.
- 2.54 An existing Public Right of Way (PROW) adjoins near to the eastern boundary of the Site. However, this PROW does not connect directly with the Site boundary.
- 2.55 A foot/cycleway runs parallel to the lower portion of The Site's western boundary, connecting the Skyliner Sports Centre and Rougham Tower Avenue to the Lark Grange development.
- 2.56 To the south of The Site, Rougham Tower Avenue features a series of footways and cycleways which are segregated from the carriageway. These routes connect to the edge of The Site boundary via two roundabouts along the southern boundary, which have both been constructed with existing junctions leading northwards into the Site.

- 2.57 Streets such as Fortress Way and Lady Miriam Way adjoin with Rougham Tower Avenue to the south and west of The Site. These streets also benefit from segregated foot and cycle routes.
- 2.58 A range of active travel opportunities therefore exist within close proximity to The Site. In the case of NCN 51 and Rougham Tower Avenue, these active travel routes and the opportunities which they present, connect directly to The Site.
- 2.59 However, as previously mentioned, the PROW which connects to the Sow Lane on the eastern boundary of the Site fails to connect directly with the Site and NCN 51. A stretch of road therefore exists between the termination of the PROW and further active travel opportunities. This missing link also limits connectivity between NCN 51 and Rougham Tower Avenue.
- 2.60 The Site therefore has the opportunity to form an active travel connection between NCN 51 and Rougham Tower Avenue.
- 2.61 The Site's allocation (Policy AP3) establishes an aspiration to take this opportunity to improve sustainable travel connections, specifically requiring the creation of **"a cycle and foot link between cycle path 51 and Rougham Tower Avenue"** (p.198 **West Suffolk Local Plan 2024-2041**)

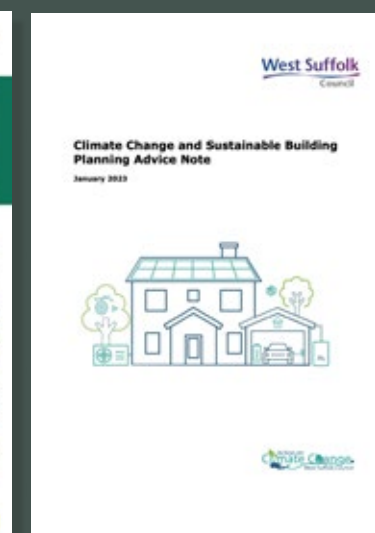
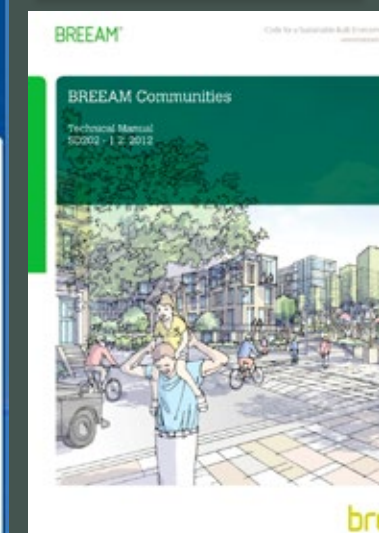


PLANNING POLICY

KEY LOCAL PLAN POLICES

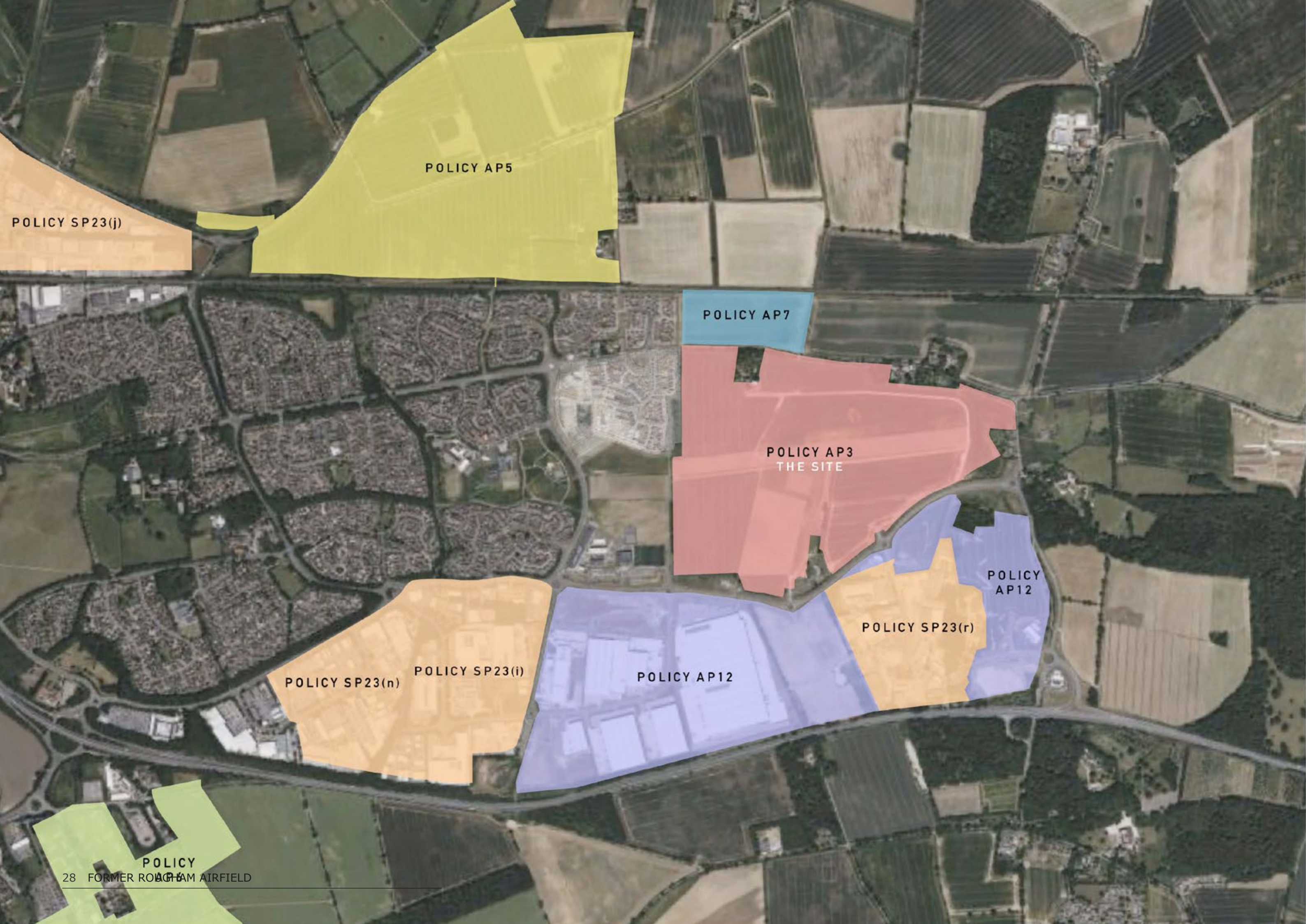
Policy LP10 – Masterplans

- 2.62 This policy stipulates that where the scale, nature or allocation policy require, masterplans should be developed to iterate a spatial arrangement for the Site which is grounded in the Site's constraints and opportunities.
- 2.63 The Site's allocation (Policy AP3) requires that **"The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the Site"** (p.197 West Suffolk local Plan 2024-2041). Alongside a visual Masterplan, Appendix D of the Local Plan requires a written Masterplan Document to be created to articulate the design vision and rationale for The Scheme. The West Suffolk Masterplan Protocol 2025 provides additional guidance on the drafting of this document and the masterplanning steps more broadly.
- 2.64 In accordance with this policy, The Site's allocation and Planning Practice Guidance, a masterplan has been developed for the Site to establish the spatial extent and arrangement of proposed uses. Whilst details such as street locations, tree planting and built form may be included within this masterplan, these more detailed elements are illustrative, as the purpose of the plan is to define the high-level development parameters which inform the nature and scale of the proposed development. To explain how the masterplan's design has been grounded in an understanding of The Site's constraints and opportunities a Masterplan Document has been prepared (This Document).



SUPPLEMENTARY PLANNING DOCUMENTS

- 2.65 In addition to National Planning Policy and Guidance and Local Planning Policy, a series of County and District level SPDs also inform the design of The Site.
- 2.66 These SPDs and guidance documents include but are not limited to:
- Suffolk Design Street Guide – 2022
 - Suffolk Guidance for Parking – 2023
 - Suffolk Flood Risk Management strategy – 2023
 - Guidance on the selection and use of colour in development – 2021
 - West Suffolk Masterplan Protocol and Guidance – 2025
 - West Suffolk Climate Change and Sustainable Building Planning Advice Note – 2026
 - Space Standards for West Suffolk – 2017
- 2.67 Whilst aspects of these documents inform the design of The Scheme, much of the guidance encapsulated within these supplementary documents concerns matters of detailed design, which inherently falls beyond the scope of this Masterplan Document (and Masterplan).
- 2.68 However, the detailed principles set out within these guidance documents and elsewhere within Local Planning Policy shall be considered within the design of The Site’s masterplan, to promote the compliance of future Reserved Matters Planning Applications.
- 2.69 The Suffolk Street Design Guide (2022) outlines the County’s requirements in terms of a place-led approach to street design, recognising that streets perform a wider function than simply accommodating vehicular movement. The guidance places strong emphasis on creating high-quality and human centred places that support sustainable travel, active lifestyles, safety and community interaction. This is done while still ensuring that streets operate effectively within a clear movement hierarchy and design standards, encouraging layouts and street forms that reflect local character. It aligns with the Government’s Manual for Streets (MfS) guidance, in respect of prioritising sustainable modes of transport.
- 2.70 The Suffolk Local Cycling and Walking Infrastructure Plan (2021), which explicitly references the Government’s Gear Change (2020) vision, states that “In line with the Gear Change vision we look to ensure that cycling and walking will be the natural first choice for many journeys. In terms of design, one of the implications of Gear Change was to elevate the standard of design within the configuration of infrastructure schemes. For cycling, it advocated the Local Transport Note 1/20 Cycle Infrastructure Design (2020) as the national design benchmark, adopting quality-based criteria in the assessment of routes.
- 2.71 The Suffolk Green Access Strategy 2020-2030 sets out a comprehensive plan to enhance, maintain, and promote the county’s extensive public rights of way and green access network, aiming to improve health, wellbeing and sustainable travel for residents and visitors. It aims to make walking and cycling the natural choice for short journeys supporting the development of healthy and sustainable communities.
- 2.72 Taken together, the supplementary guidance highlights that walking, wheeling and cycling is an integral component of any masterplan and should be prioritised over other modes of transport. Early inclusion within the design process will result in a coherent sustainable movement network that complements the Council’s wider objectives to develop healthy and sustainable communities.



POLICY AP5

POLICY SP23(j)

POLICY AP7

POLICY AP3
THE SITE

POLICY
AP12

POLICY SP23(r)

POLICY AP12

POLICY SP23(i)

POLICY SP23(n)

POLICY

The West Suffolk Local Plan also allocates a series of strategic sites for development. Allocated sites include a range of mixed-use, residential led and employment led schemes.

-
-  **POLICY AP3 (THE SITE)**
 -  **POLICY AP5**
 -  **POLICY AP6**
 -  **POLICY AP7**
 -  **POLICY AP12**
 -  **POLICY SP23(i/j/r/n)**
-

ALLOCATIONS AND APPLICATIONS

- 2.73 As mentioned above, this Site is one of the mixed-use sites which is allocated within the Local Plan – (Policy AP3 – Land North of Rougham Tower Avenue)
- 2.74 Added to this, a range of other sites have also been allocated within close proximity to The Scheme.
- 2.75 The adjacent plan spatially depicts these allocations, in order to help contextualise the planned spatial development of the eastern side of Bury St Edmunds under this Local Plan.



BERKELEY GROUP, LAND NORTH EAST OF BURY ST EDMUNDS
RESIDENTIAL DEVELOPMENT

TAYLOR WIMPEY, LARK GRANGE
RESIDENTIAL DEVELOPMENT

PIGEON, MOUNT ROAD
RESIDENTIAL DEVELOPMENT

LAND NORTH OF ROUGHAM TOWER AVENUE
ALLOCATED SITE - POLICY AP3

SPECIAL EDUCATIONAL
NEEDS & DISABILITY UNIT

SUFFOLK BUSINESS PARK
WESTERN

BREWERY

OFFICE BLOCK

SUFFOLK BUSINESS
PARK - AME UNITS

SUFFOLK BUSINESS PARK - ZONE 1

PLOT 4 - SUFFOLK BUSINESS PARK

- 2.76 The following allocated sites are of particular relevance to this site as they lie within the immediate context of The Scheme:

POLICY AP7 – LAND NORTH OF MOUNT ROAD

- 2.77 This site has an area of around 8 hectares and is allocated for around 120 homes.
- 2.78 In particular, the policy states that “**sustainable travel connections both within the Site and to existing local destinations should be provided in accordance with Policy LP41, including to Moreton Hall to the west and strategic allocation Policy AP3 (Land North of Rougham Tower Avenue...) to the south**” (p.210 West Suffolk Local Plan 2024-2041).
- 2.79 At the time of writing this document (April 2026) an Outline Planning Application has been submitted for Land North of Mount Road (Policy AP7), and a resolution to grant planning permission has been issued.
- 2.80 The Site’s (Land North of Rougham Tower Avenue) points of pedestrian and cyclist crossing should therefore align with those which are proposed for Land North of Mount Road (Policy AP7).



MOUNT ROAD DEVELOPMENT (PIGEON)



**POLICY AP12 -
SUFFOLK BUSINESS PARK EXTENSION**

- 2.81

This allocation covers an area of 72 hectares to the south of The Site. It is spatially separated into two halves by the Policy SP23(r).
- 2.82

The Suffolk Business Park extension is mostly built out, with the remaining areas subject to live or determined planning applications.
- 2.83

The area is collectively allocated for employment uses which include: offices, research and development, light industrial, units for smaller higher technology firms and storage and distribution.
- 2.84

This allocation, paired with SP23(r) represents the complete frontage of the southern side of Rougham Tower Avenue. The Site (Land North of Rougham Tower Avenue) addresses the northern side of this road.
- 2.85

The nature and scale of development within Policy AP12 therefore informs the design of The Site’s masterplan. As the pattern of land uses which Policies AP12 and SP23(r) create informs the nature, scale and extent of proposed development within The Site’s boundary.
- 2.86

The adjacent Land Use Context Plan illustrates the pattern of land uses which Policies AP12 and SP23(r) have created. Specifically, a pattern of employment led development has been created to the south of The Site – rising to the east towards Sow Lane. Whereas on the western and northwestern boundaries existing development creates a pattern of residential led development.
- 2.87

This analysis helps to inform the arrangement of land uses within the proposed masterplan for the Site. As there is a need to consider which land uses operate as functionally and visually appropriate ‘neighbours’.

KEY:



SITE BOUNDARY

PREDOMINANT AREA LAND USES:



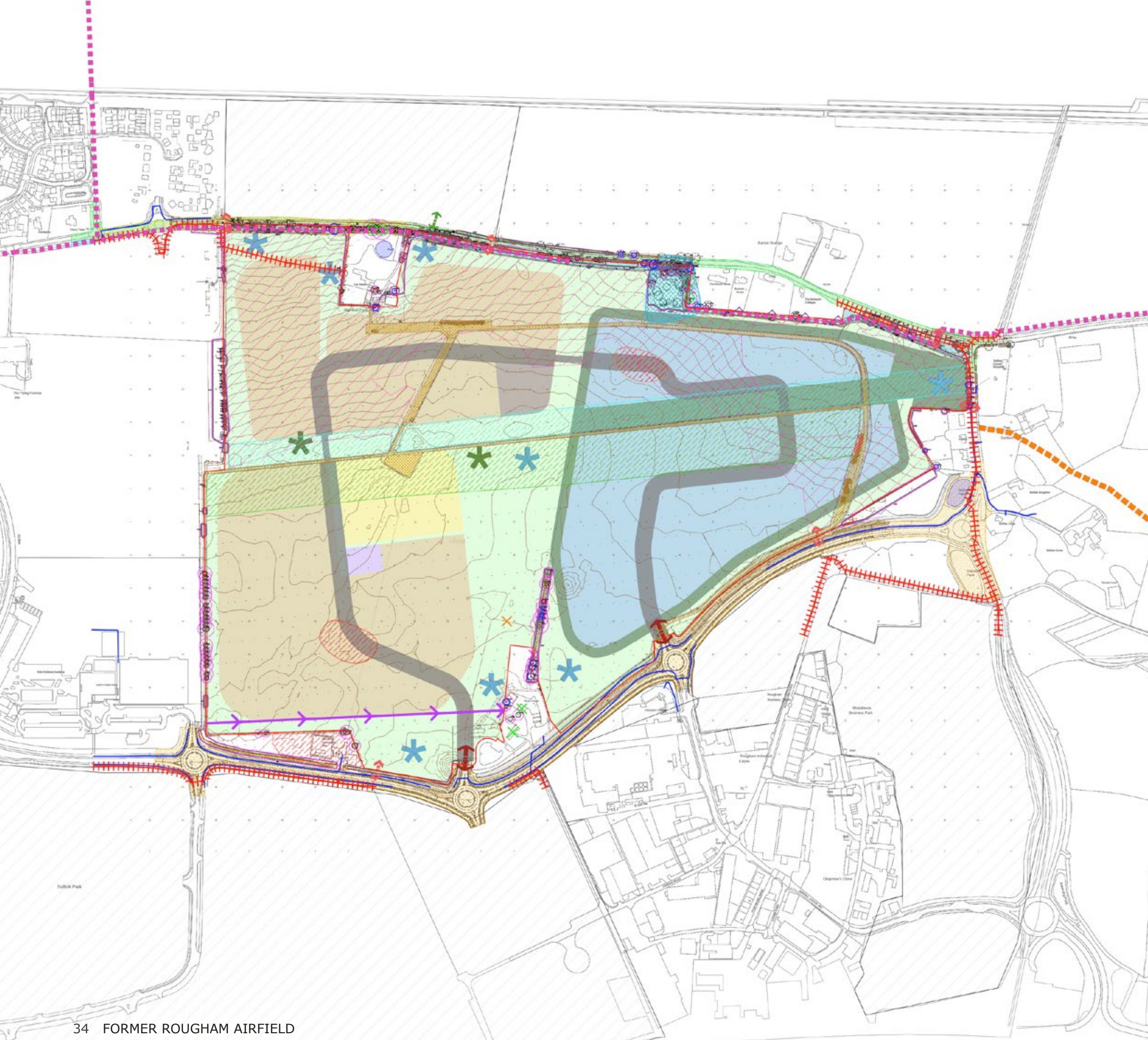
INDUSTRIAL/COMMERCIAL LAND USES
(CURRENT AND PROPOSED)



RESIDENTIAL LAND USES
(CURRENT AND PROPOSED)



RECREATIONAL/EDUCATIONAL LAND USES
(CURRENT AND PROPOSED)



- KEY:**
- SITE LOCATION**
- LAND USE**
- PROPOSED DEVELOPABLE LAND
 - PROPOSED MAIN STREET
 - PROPOSED PRIMARY SCHOOL & EARLY YEARS LAND
 - PROPOSED ELDERLY LIVING LAND
 - PROPOSED COMMUNITY USES LAND
 - PROPOSED EMPLOYMENT LAND
 - PROPOSED GREEN INFRASTRUCTURE WITHIN EMPLOYMENT LAND
 - PROPOSED GREEN INFRASTRUCTURE
INCLUDING GREEN LINK TO ROUGHAM TOWER & RADAR BUILDING FROM HISTORIC RUNWAY - PROVIDING FOCUSED VIEWS OF THE CONTROL TOWER & RADAR BUILDING & EAST TO WEST GREEN CORRIDOR - CONTINUING THE GREEN WEDGE THROUGH MORETON HALL OUT TO THE COUNTRY SIDE BEYOND SITE
- ACCESS AND MOVEMENT**
- PROPOSED VEHICULAR ACCESS POINT
 - PROPOSED PEDESTRIAN/ CYCLE CONNECTIONS
 - VEHICULAR ACCESS TO AP7 LAND
 - EXISTING PUBLIC FOOTPATHS
 - NATIONAL CYCLE ROUTE 51 AND 13
 - HIGHWAY LAND
 - SUSTRANS LAND
- GREEN AND BLUE INFRASTRUCTURE**
- ILLUSTRATIVE NEAP/ LEAP
 - INDICATIVE ATTENUATION BASIN/ SWALES
LOCATION SUBJECT TO DETAILED DESIGN
- CONSTRAINTS**
- ALLOCATED LAND
AP7 LAND TO THE NORTH OF MOUNT ROAD & A12 SUFFOLK BUSINESS EXTENSION
 - DESIRED VIEW LINE OF CONTROL TOWER ALONG SOUTH-WESTERN BOUNDARY
 - BOUNDARY TO EXISTING HOMES
 - TOPO/ SITE CONTOURS
AT 0.25M INTERVALS
 - EXISTING ADOPTABLE HIGHWAY BOUNDARY
TRANSCRIBED FROM SCC PLANS
 - GRADIENTS STEEPER THAN AND INCLUDING 1:20
 - TREE SURVEY
REF: TREE SURVEY DRAWING B19065-601-604-THE LANDSCAPE PARTNERSHIP
 - 230/ 400V (LV) CABLE ROUTE
 - OVER 230/ 400V AND UP TO 11kV (HV) CABLE ROUTE
 - FORMER GRAVEL PIT
 - RECREATIONAL QUARRY AND BRICKWORKS
 - RECREATIONAL GRASS RUNWAY
 - HISTORIC GRASS RUNWAY
 - SUSPECTED ASBESTOS CONTAINING MATERIAL
 - CONCRETE TRACK
 - EXISTING PONDS
 - EXISTING CANVAS HANGERS
 - GRADE II LISTED BUILDINGS
RAF ROUGHAM CONTROL TOWER AND RADAR BUILDINGS
 - FUEL AND CHEMICAL CONTAINERS

CONSTRAINTS AND OPPORTUNITIES SUMMARY

- 2.88 This chapter of the Masterplan Document has provided a contextual assessment of the Site's constraints and opportunities, under the five headings of; heritage, natural environment, facilities and services, movement and planning policy. This chapter has explained the ways in which these constraints and opportunities shape the design of the site's masterplan. As these factors inform the configuration, nature and extent of proposed development within the site's boundary. By grounding the design of the site's masterplan within these contextual factors, the masterplan can assimilate with the surrounding environment more seamlessly and successfully. As from the outset, contextual opportunities to elevate the masterplan's design can be seized, and constraints upon the masterplan's design can be managed.
- 2.89 The adjacent Constraints Plan visually summarises the key constraints which have impacted the design of the current proposed masterplan.



SITE PHOTOGRAPHS



03. COMMUNITY & STAKEHOLDER ENGAGEMENT.

Policy LP10 of the West Suffolk Local Plan states that “masterplans should be prepared having regard to the masterplan protocol which sets out guidance on how a masterplan should be produced, responsibilities, timescales and the expectations for community engagement” (p.46 West Suffolk Local Plan 2024-2041).

- 3.1 The Masterplan Protocol establishes that **“community engagement with local residents, business owners and other stakeholders is required to ensure these bodies are involved in the design development from early stages through to formal public consultation”**.
- 3.2 The Masterplan Protocol provides guidance on the number and type of community and stakeholder engagement events.
- 3.3 A detailed Engagement Report can be found separately. This report summarises the processes and outcomes of community and stakeholder engagement which has been undertaken to-date.
- 3.4 A ‘Project Programme’ was agreed with West Suffolk District Council as one of the first steps in the masterplanning process.

- 3.5 Informed by The Masterplan Protocol which has been prepared by West Suffolk, this Project Programme defines the proposed timeframes for key milestones and processes within the masterplanning process.
 - This Project Plan was evolved and agreed with West Suffolk District Council.
 - The proposed programme of community and stakeholder engagement was included as part of this project plan.

COMMUNITY ENGAGEMENT

- 3.6 The Masterplan Protocol which West Suffolk District Council published in March 2025 states that **“it is anticipated that the community events will take the form of an exhibition or workshop at a publicly accessible venue such as a village hall or community centre” (Para 3.8)**
- 3.7 A public consultation was undertaken on Tuesday 4th November 2025 at Moreton Hall Community Hall, Bury St Edmunds.

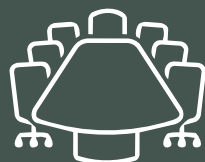
- 3.8 This public consultation was advertised via targeted flyers which were delivered to 3,116 local addresses – as well as being supported by social media advertisement and an accompanying website.
- 3.9 The aim of this public consultation was to provide local residents with a forum in which they could gain a greater understanding of the nature and scale of the emerging proposals for The Scheme.
- 3.10 The public consultation was also a valuable forum for the project team to engage with local residents and learn from their lived experiences within the local area and potential concerns which they may have regarding the Site’s design.
- 3.11 Importantly, whilst early concept drawings and illustrative masterplan designs were displayed at this event, it was stressed that the design was far from being fixed. Instead, the purpose of the event was to gain the input of local residents and understand their views in relation to the emerging proposals.



**3548 WEBSITE
VIEWS**



**3116 FLYERS
DELIVERED**



**1 STAKEHOLDER
WORKSHOP EVENT**



**1 PUBLIC
CONSULTATION**



**146 FEEDBACK
FORMS COMPLETED**



**4 STAKEHOLDER
MEETINGS**



**ONE META
ADVERTISEMENT:
2426 CLICKS, 61,807
IMPRESSIONS AND A
REACH OF 25,731**



**50 PEOPLE
ATTENDED
THE PUBLIC
CONSULTATION**

- 3.12 To this point, in addition to verbal feedback obtained in-person on the day of public consultation, a total of 135 online feedback forms and 11 paper feedback forms were collected.
- 3.13 A detailed analysis of these results can be found within the separate Engagement Report.
- 3.14 As a summary, key concerns anchored upon the following points:
- Issues of highways safety and vehicle speeds
 - Concerns of traffic and highways congestion
 - Public transport capacity, accessibility and frequency
 - Inadequate health infrastructure
 - Preserving the historic value of the Site
- 3.15 Whereas the key opportunities were considered to be:
- The creation of new walking and cycling routes
 - The creation of new spaces for the community
 - The creation of a variety of new homes
 - The planting of more trees
 - The creation of a characterful high-quality scheme

STAKEHOLDER ENGAGEMENT

- 3.16 The West Suffolk Masterplan Protocol establishes that **"engagement with key stakeholders will be essential from the baseline stage onwards ... An early workshop with stakeholders will help set the parameters for design and help inform the preparation of the draft masterplan" (Para 3.10)**
- 3.17 A series of meetings have been undertaken with key local stakeholders, which include Local Residents Associations, Local Councillors and other political stakeholders.
- 3.18 In addition to these meetings, a stakeholder workshop was also undertaken on Wednesday 29th October 2025.
- 3.19 A detailed breakdown of the attendees, scope and results of this workshop can be found in the separate Engagement Report.
- 3.20 As a summary, key concerns included the following points:
- Health infrastructure capacity
 - Traffic and highways capacity and congestion
 - Protecting The Site's heritage
 - Ensuring adequate vehicular parking provision
- 3.21 Whereas key opportunities included:
- Creating new active travel connections
 - Using landmark buildings to aid wayfinding
 - Reinstating the former military runway as a park
 - Reconnect the control tower to former runways
- 3.22 The input from both community and stakeholder engagement has been analysed by the project team and discussed with West Suffolk District Council.
- 3.23 As a result, the input of the community and key stakeholders has helped to shape the design of the proposed masterplan for The Site.

KEY LESSONS LEARNT FROM STAKEHOLDER ENGAGEMENT

- Mediating the site's relationship with the existing road network around the site will be key to the success of the development
- The access and movement strategy for the site will be a particularly important component of the site's design – given the extent of existing congestion issues
- Along the northern boundary of the site, Mount Road is a point of particular highways safety concern (speeding vehicles and traffic volumes). This concern also extended to Sow Lane.
- The historic value of the site is very important, future designs should therefore safeguard the heritage assets
- There are inadequacies within existing public transport systems, the site should look to improve the accessibility of bus routes if possible
- There would be a significant benefit to providing new active travel routes through the site, as walking or cycling across the site is not currently possible
- Providing more new homes is important to the local area
- The opportunity to plant more trees and protect nature should be seized
- New houses should be characterful and distinctive
- The future scheme should ensure that sufficient allocated and unallocated parking is provided
- Spaces and recreational opportunities for the community should be created as part of the site's design
- Green spaces should be used as a placemaking tool to reinstate aspects of the site's former airfield character
- There is a need for improved health facilities within the area

ACTIONS TAKEN AFTER STAKEHOLDER ENGAGEMENT

- The masterplan's design has been evolved to avoid taking vehicular access from Mount Road, thereby reducing concerns of increased traffic volumes along this road and Sow Lane.
- Traffic modelling and trip forecasting was undertaken to learn more about the expected vehicular trips which shall emanate from the site. This analysis has shaped the design of the masterplan, to help channel employment related traffic south-east, away from the town and towards J45 of the A14.
- The masterplan has been designed to provide a respectful natural offset to the site's nearby heritage assets. Added to this, the site heritage has been built into the green infrastructure strategy – with the creation of an east-west runway park and a north-south control tower park.
- The proposed masterplan feature a network of active travel routes along key streets and through wider areas of open space, to provide existing and future residents with a wide range of opportunities for recreation, relaxation and exercise.
- The masterplan has therefore been designed to connect existing active travel routes, which were otherwise less conveniently connected.
- The design of the scheme has been scrutinised in detail by the project team, to ensure that a sufficient number of homes with adequate space for parking can be provided within the site.
- The project team has consulted with the Integrated Care Board (ICB)/NHS, who explained that a health facility would not be required on site. Instead, the ICB indicated that a financial contribution to support other strategic health proposals within the local area would be more appropriate.

- 3.24 Importantly, in addition to the engagement which has been undertaken to date, future community and stakeholder engagement is also proposed within later stages of the Project Plan.
- 3.25 At these later stages the community and stakeholders will be provided with a second chance to comment upon the masterplan which has been evolved since previous engagement events.



04. DESIGN PROPOSALS.

“A masterplan should be accompanied by a clear and definitive vision for the Site ... a series of principles should be presented as part of the masterplan approach”

(Para 4.9 Masterplan Protocol West Suffolk District Council)

VISION AND PRINCIPLES

- 4.1 It is important to ensure that a clear design vision guides The Site's masterplanning and design, as it informs the type of place which is created.
- 4.2 A design vision provides an overarching objective for The Scheme which helps to orientate the direction of The Site's design throughout the several stages of the design process.
- 4.3 A design vision therefore sits behind and guides key plans such as the Site's Masterplan.
- 4.4 Whilst a design vision therefore acts as a single guiding message to orientate The Site's design, it is underpinned by a series of design principles. These design principles add structure to the design vision.
- 4.5 The design principles have been derived from the 10 characteristics of good urban design as set out within the National Design Guide, but have been consolidated to align with the specific context and characteristics of the Site.
- 4.6 The Site's design vision is therefore underpinned by six key design principles. The table overleaf sets out these principles and the design visions which have been generated in relation to each design principle.
- 4.7 Individual design visions were evolved in collaboration with West Suffolk District Council through workshops.



INDICATIVE EMPLOYMENT

THE VISION

**A vibrant new future for the former flying field respecting the Sites heritage and retaining substantial verdant open landscape.
The creation of attractive new spaces set within the rural estate and a place that will be uplifting for those living and working there.**

COMMUNITY

Create a cohesive mixed-use community which caters for multiple local needs and draws its identity from its location and heritage.

PLACEMAKING

Create a connected community which is rooted in its context and develops character through its built form and natural spaces

HERITAGE

Respect and respond to the character which the site's heritage provides, and demonstrate this understanding within the masterplans design

MOVEMENT

Create a network of connected streets, footways and cycleways which promote active travel

SUSTAINABILITY

Create a new neighbourhood which both mitigates climate change and adapts to its effects

NATURE

Respect and integrate nature into the everyday lives of residents and visitors

A masterplan should “provide a balanced mix of residential, commercial, recreational, and green spaces to reflect local needs and policy requirements”

(Para 4.9 Masterplan Protocol West Suffolk District Council)

LAND USE AND LAYOUT

Mix of Uses

- 4.8 The Site is allocated within the adopted West Suffolk Local Plan 2024-2041 – Policy AP3 Land North of Rougham Tower Avenue.
- 4.9 The adjacent graphic illustrates the key land use components which make up The Site – as per the requirements of Policy AP3.
- 4.10 The land uses which should be included within The Site are therefore largely determined by the requirements of this policy.
- 4.11 However, this policy (Policy AP3) also emphasises that **“The amount of land available for development, phasing arrangements, location of uses, access arrangements, mix, design and scale of buildings and landscaping will be informed by a masterplan for the Site” (p.197 West Suffolk Local Plan 2024-2041)**
- 4.12 To summarise the requirements of Policy AP3 in relation to each of these key land uses:
- **New homes** – around 500 new homes including policy compliant quantity of affordable housing
 - **Education** – Land sufficient for a primary school and early years setting
 - **Employment** – “there should be a range of employment uses, and the mix and scale should be defined through the Site masterplan” (p.198 West Suffolk Local Plan 2024-2041). Employment uses could include offices, research and development, light industrial, education skills and development and storage and distribution. However, employment uses shouldn’t include general industrial uses.
 - **Community uses** – uses “which might include a health facility, library services, community building” (p.198 West Suffolk Local Plan 2024-2041)
 - **Older Persons Accommodation** – either housing-with-care and/or a care home
 - **Self/custom build homes** – it is encouraged that 10% of new homes are self-build and/or custom build.
 - **Green and blue infrastructure** – areas of natural space could include sustainable drainage system features, strategic buffers, existing vegetation and areas of SANG.
- 4.13 In a number of instances The Site’s allocation policy does not therefore definitively prescribe the exact mix of specific uses to be delivered within the Site. Instead, it is inferred that these details will be shaped through the preparation of the Site’s masterplan.

THE ALLOCATION.

The Sites Allocation (Policy AP3) includes the following elements;

1. Informal and Formal Open Space

2. 20 hectares of Employment Land

3. Around 500 homes

4. Community Uses

5. Custom and Self-build Homes

6. Older Persons Accommodation

7. Primary School and Early Years



POLICY AP5

POLICY AP7

MOUNT ROAD

SHACKEROD ROAD
PLAYGROUND

PUB

PUBLIC CAR
PARK

SAINSBURY'S
SUPERMARKET

MORETON HALL
ALLOTMENTS

SIR PETER
HALL
SCHOOL

FLYING FORTRESS
PARK

PLAYING FIELDS
(SYBIL ANDREWS
ACADEMY)

SYBIL ANDREWS
ACADEMY
(SECONDARY SCHOOL)

SKYLINER SPORTS
CENTRE

SYBIL ANDREWS
ACADEMY
CAR PARK

POLICY
SP23(i)

POLICY AP12

ROUGHAM TOWER
AVENUE

RESIDENTIAL LED
DEVELOPMENT

RESIDENTIAL LED
DEVELOPMENT

RESIDENTIAL LED
DEVELOPMENT

ELDERLY
LIVING

PRIMARY SCHOOL &
EARLY YEARS

COMMUNITY
USES

RESIDENTIAL LED
DEVELOPMENT

RESIDENTIAL LED
DEVELOPMENT

EMPLOYMENT LED
DEVELOPMENT

EMPLOYMENT LED
DEVELOPMENT

FORMER CONTROL
TOWER & RADAR
BUILDING

POLICY AP12

POLICY SP23(r)

THE BATTLE'S
HOUSE

KEY:



PROPOSED LAND USE

PLEASE REFER TO SEPARATE BUILDING HEIGHTS PARAMETER PLAN



ACCESS & MOVEMENT

SUBJECT TO DETAILED LAYOUT, LANDSCAPE & HIGHWAYS DESIGN

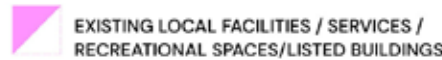


GREEN & BLUE INFRASTRUCTURE

SUBJECT TO DETAILED LANDSCAPE & DRAINAGE DESIGN



EXISTING LAND USE



PROPOSED MASTERPLAN

THE PROPOSED MASTERPLAN

The proposed masterplan is the culmination of the masterplanning process . This plan encapsulates the following key design objectives:

- Achieving the aspirations of The Site’s Allocation Policy – Policy AP3
- Complying with other necessary policies of the West Suffolk Local Plan 2024-2041 policies and other guidance
- Following the ‘masterplanning steps’ set out within the West Suffolk Masterplan Protocol
- Developing an understanding of The Site’s context
- Forming an appreciation for The Site’s constraints and opportunities.
- Undertaking collaborative workshops with the District and County Councils
- Engaging with local stakeholders and members of the public
- Undertaking several years of design testing and technical investigation.

A masterplan should ensure “logical transitions between different land uses, ensuring coordination and coherence”

(Para 4.9 Masterplan Protocol West Suffolk District Council)

COMMUNITY USES

4.14 The allocation policy provides an illustration of what community uses ‘might’ come forward on the Site. Through the masterplanning process the need for each of these suggested community uses was explored.

Health facilities

- After consulting the Integrated Care Board (ICB)/NHS it was established that a health facility would not be required on site as the ICB stated that they did not want a new health facility within this site. This input is also supplemented by a separate Health Impact Assessment which has been instructed by Crest Nicholson. The ICB confirmed that they would seek a financial contribution inline with policy to spent in the local area on expanding health provision.

Library services

- After consulting Suffolk County Council and West Suffolk District Council it was established that there was not a sufficient need for new library services within the Site. SCC confirmed they would be seeking a financial contribution to enhance library provision within the local area.

Community Building

- As the masterplanning process revealed that there was an insufficient need for new health facilities or library services within the Site, and considering existing community facilities in the area, it was determined that a new community building would not be required within the Site. As per the built facilities supplementary guidance, the local planning authority has confirmed a financial contribution will be sought.

PROPOSED COMMUNITY USES

4.15 It was established through the masterplanning process that the community uses which were suggested in the Site’s allocation policy were in-fact not required within The Site. A series of alternative community uses were therefore explored, with the following community uses being included within the proposed masterplan for The Site:

- An informal 9 v 9 grass football pitch
- Community allotments
- A series of nature trails (SANG) and an associated car park for residents and visitors
- A number of formal and informal children’s play areas

LAYOUT OF USES:

4.16 An understanding of the surrounding context as-well as any constraints and opportunities is vital to informing the layout of uses within the Site. The contextual assessment presented within chapter 2 of this document therefore informs the layout of land uses which is proposed within the Site’s Masterplan.

4.17 Whilst the layout of uses within the Site is therefore closely informed by contextual factors, it is also shaped by the mix of uses which Policy AP3 requires to be delivered within The Site.



As when designing mixed-use communities, it is important that land uses “are located to complement rather than conflict with neighbouring uses in terms of noise, servicing and ventilation” (NDG p.35 2021).

- 4.18 The stages of ‘design thinking’ which have led to the land use arrangement which is proposed within The Site masterplan can be summarised as follows:

Considering development areas

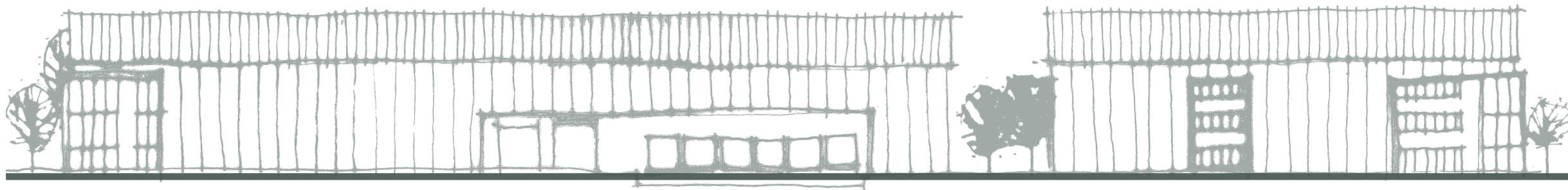
- 4.19 Having defined the Site’s constraints and opportunities the areas which are appropriate for development within The Site’s 63 ha area can be defined. After accounting for arboricultural, ecological, physical and heritage constraints a series of three core developable areas can be defined. These areas are set-back from the Grade II listed Control Tower and Radar Building and are separated by the east-west runway park and the north-south Control Tower park.
- 4.20 Heritage mitigation has been embedded within the masterplan from the outset to respond to the site’s sensitivities. A generous landscape buffer is retained around the heritage assets to offset development and maintain open space immediately around the museum and its existing retained access. This will retain views to the listed building group from the two site accesses and in east and west views from Rougham Tower

Avenue. Scale will be carefully considered on the edges of the development parcels at closest proximity to ensure these respond appropriately. The landscape buffer connects to the Control Tower Park, a large green corridor extending northwards through the site, retaining a sense of the open space character of the airfield to the north of the cluster and permitting meaningful and focussed views both out from and towards the control tower group. The Control Tower Park combines with the retained east-west axis of the historic alignment of the runway, making legible the site’s history through the green infrastructure plan.

Arranging land uses

- 4.21 The north-south Control Tower park has been designed to connect the Grade II listed Control Tower and Radar Building to the east-west runway park. However, the north-south Control Tower park also acts a natural buffer between the east and west of the Site. The land use analysis which was set out within Chapter Two of this document illustrated that land use patterns within the immediate context support residential led development in the west of The Scheme, and employment led development in the east of The Scheme – separated by the north-south Control Tower park.

- 4.22 Building upon the land use and context assessments set out within chapter 2 of this document, the residential led portion of the site has been located to the west of the scheme - whilst the employment led portion of the scheme has been located to the east of the site. This land use arrangement has been designed to ensure that land uses are located next to ‘complimentary neighbours’ and that existing patterns or land use are respected and responded to. Moreover, this land use arrangement is also underpinned by the site’s access and movement strategy, which aims to channel larger commercial vehicles to the south-east towards J45 of the A14, and residential vehicular traffic westwards towards J44 and the town centre



REFINING THE MASTERPLAN

- 4.23 The western portion of the Site was also deemed to be the most appropriate location for The Sites 'other land uses', which include: a primary school and early years setting, older persons accommodation, community uses and self/custom build homes. These uses complement residential development, in both functional and design terms. The design rationale which has guided the configuration of each land use can be summarised as follows:

Education

- 4.24 Land for a primary school and early years setting has been proposed within the centre of the residential led portion of the Site. This location maximises the accessibility of these educational uses for new homes within The Site, new homes within Policy AP7 - Land North of Mount Road - and existing homes within the neighbouring Lark Grange Residential Development. The area and location of these educational land uses have been configured to meet the requirements of Suffolk County Council, and the guidance which is set out within Appendix A of the Developers Guide to Infrastructure Contributions in Suffolk 2025.

Community uses

- 4.25 As set out above, the proposed community uses encompass a range of different facilities and spaces. The functional and recreational benefit of several of these community uses is maximised when they are co-located with one another, and other de-facto community uses. Furthermore, the value of community uses is also maximised when located near to future residents. For these reasons, an area of visitor and resident parking has been proposed adjacent to the primary school and early years setting, within the heart of the residential led portion of the Site.
- 4.26 This area has the potential to ease vehicular parking/drop-off demands which may arise at the primary school, as-well as serving as a base for The Scheme's network of nature trails (SANG). Added to this, an informal grass 9 v 9 football field and community allotments have been proposed immediately adjacent to educational uses and are directly accessible from the community car park. Finally, a Neighbourhood Equipped Area of Play (NEAP) has also been located adjacent to these community uses – creating a network of accessible and closely connected community uses within the heart of The Scheme's residential led portion. It should also be noted that several additional areas of formal and informal play shall be distributed around the residential led portion of the Site.

Older Persons accommodation

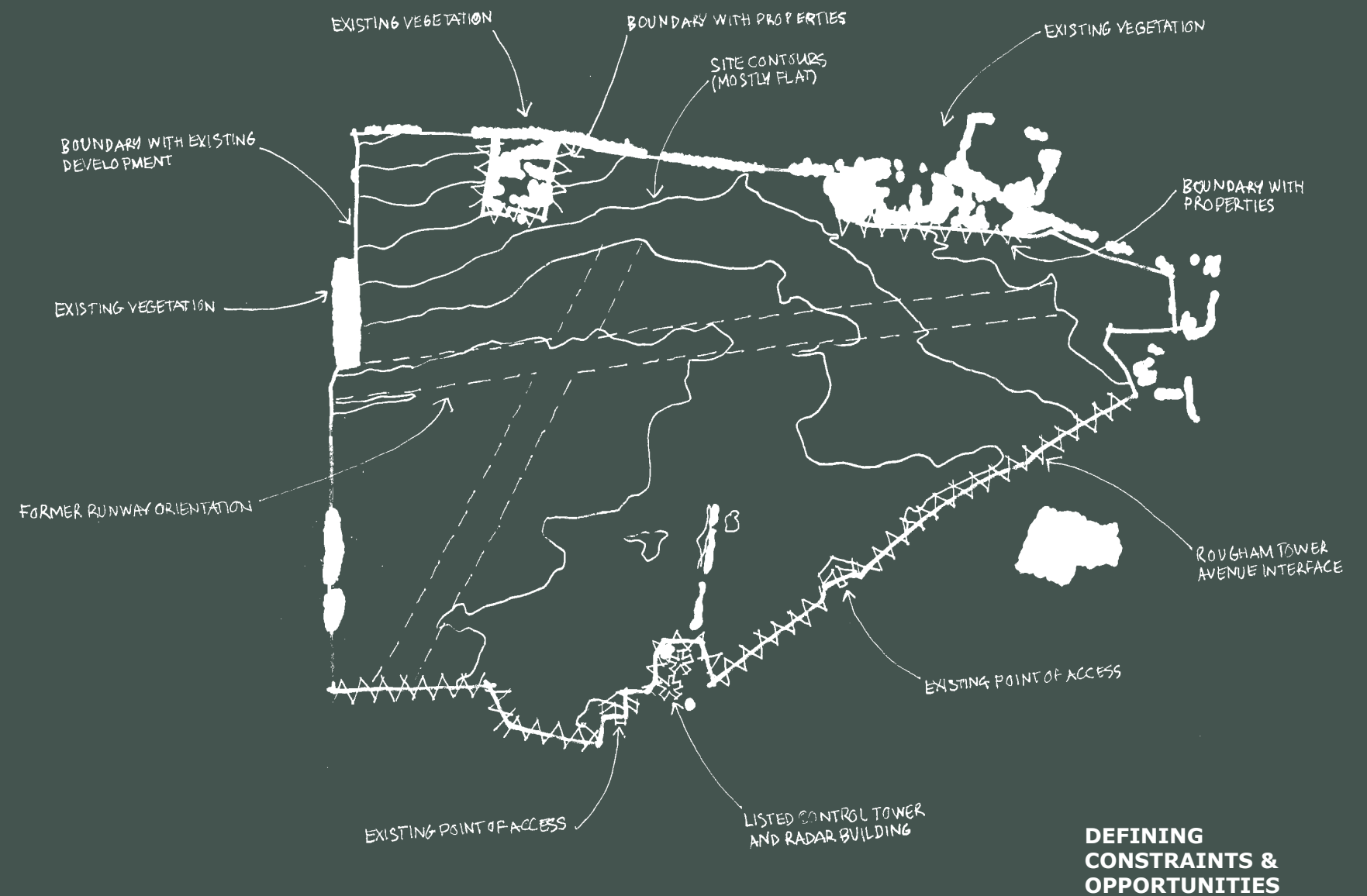
- 4.27 An area for elderly living has been proposed within the residential led portion of the Site. Specifically, this area has been arranged to terminate the vista which is created by the north-south control tower park. It is envisaged that within this area a care home will act as a dual-aspect focal building. This area is also anticipated to house an area of associated car parking and incidental open space. This use has been located within the residential led portion of the Site as the residential character complements the building typologies and scale of residential development. The proposed location of the elderly living also allows for efficient vehicular access from the site's proposed main street.

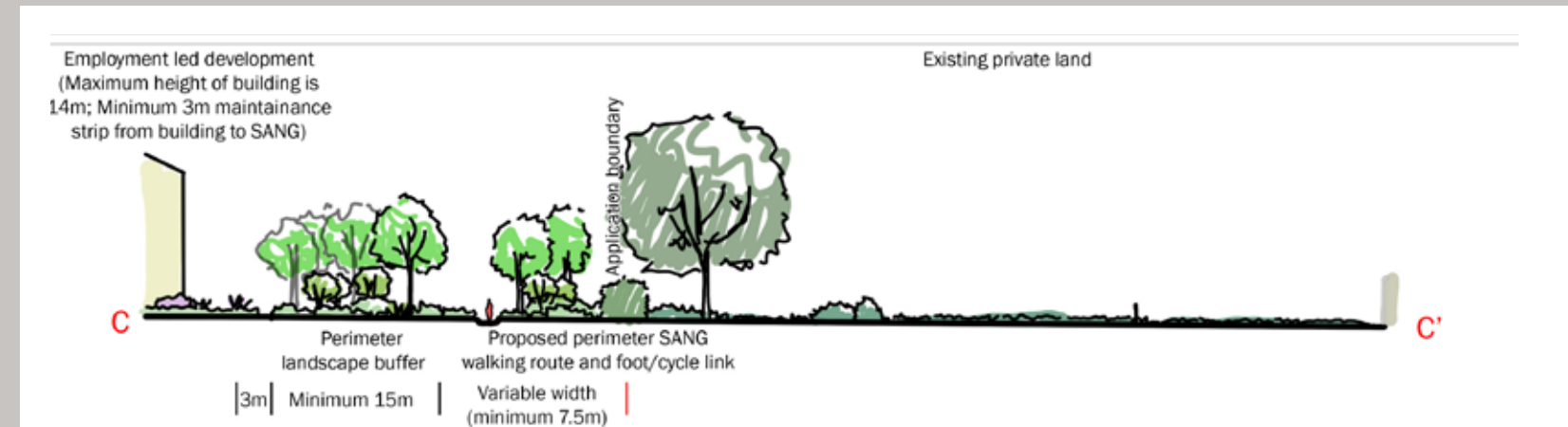
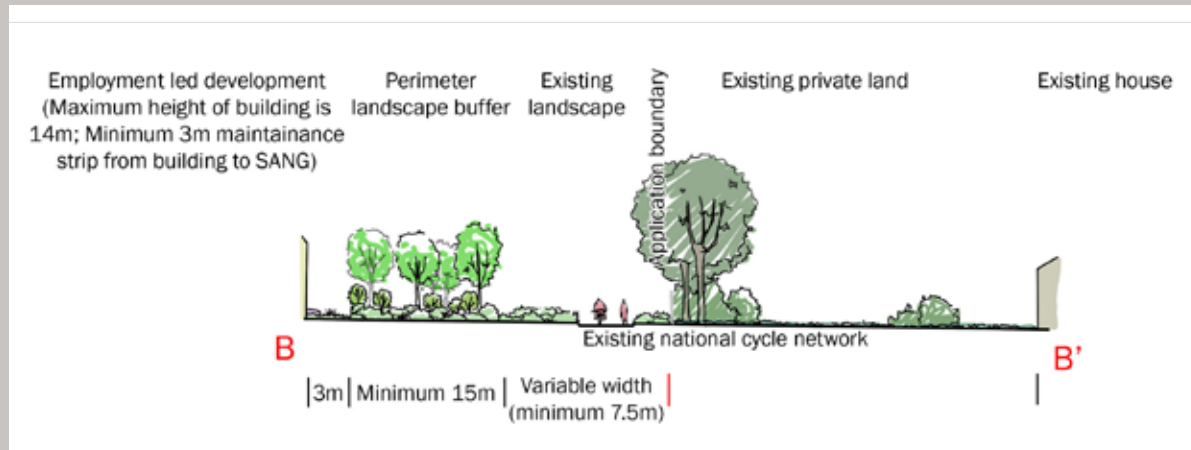
Self-build and/or custom build homes

- 4.28 An area for self-build and/or custom build homes has also been proposed within the residential led portion of the Site as the nature and scale of this use will closely resemble and complement adjacent open-market and affordable homes.

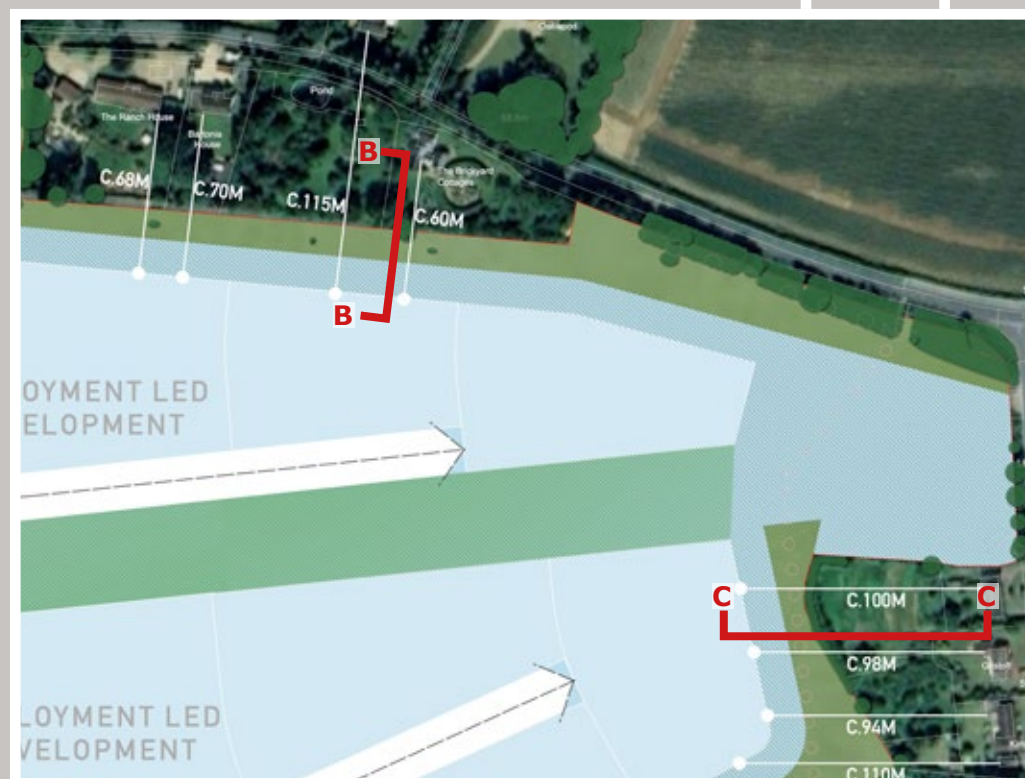
Residential development

- 4.29 An area sufficient for around 500 homes has been proposed within the western portion of the Site. This area connects the other land uses and is the predominant land use of the western portion of the Site. The residential led portion of the proposed development can be grouped into two core areas, land to the north of the east-west runway park and land to the south.
- 4.30 These two areas of residential led development are connected by a main street, which loops through the development, connecting the site's two points of proposed vehicular access from Rougham Tower Avenue. The extent and configuration of each area of residential development has been informed by a detailed understanding of The Site's constraints and opportunities. Areas of proposed residential development are underpinned by rigorous design testing – to ensure that future detailed layout designs can be accommodated within the developable extent defined by the proposed masterplan.

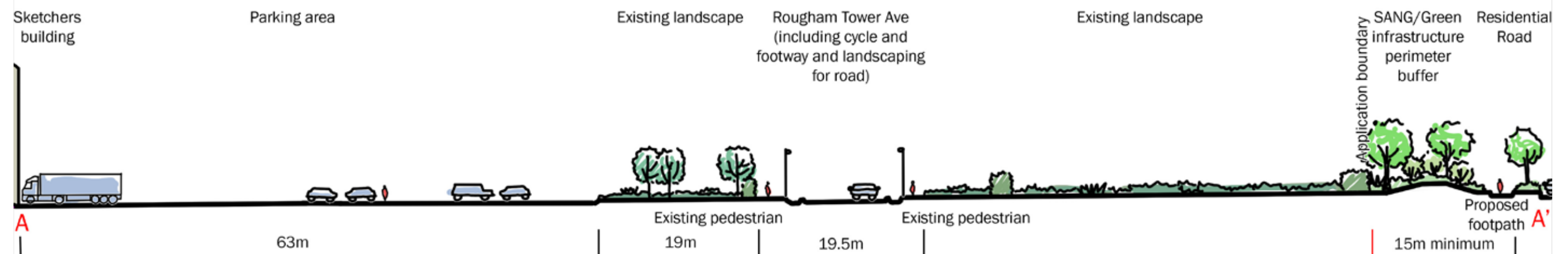




SEPARATION PLAN & SECTION - PROPOSED EMPLOYMENT LED DEVELOPMENT AND EXISTING HOMES



SEPARATION PLAN & SECTION - SKETCHERS BUILDING AND PROPOSED HOMES



Employment led development

- 4.31 Within the eastern portion of the scheme an area of 20 hectares has been proposed as employment led development. As well as comprising a mix of employment uses, this area is also proposed to include areas of green and blue infrastructure. Importantly, a series of key areas of green infrastructure are proposed within the employment led development: the east-west runway park and a 15m green infrastructure buffer around the perimeter of the land area. The proposed green infrastructure buffer has been designed to reinforce additional areas of proposed green infrastructure which encircle the employment led development, helping to further mitigate any negative impacts which the proposed employment led development may have upon existing and proposed development. A single vehicular crossing point of the east-west runway park is proposed in the north-west of this land area. At the gateway of the proposed area of employment led development focal buildings are proposed either side of the vehicular access point to frame the entrance to this portion of the Site.
- 4.32 The relationship between the proposed residential led portion of the scheme within the southwest of the scheme and the adjacent existing 'Sketchers Building' has been investigated as part of the masterplanning process.

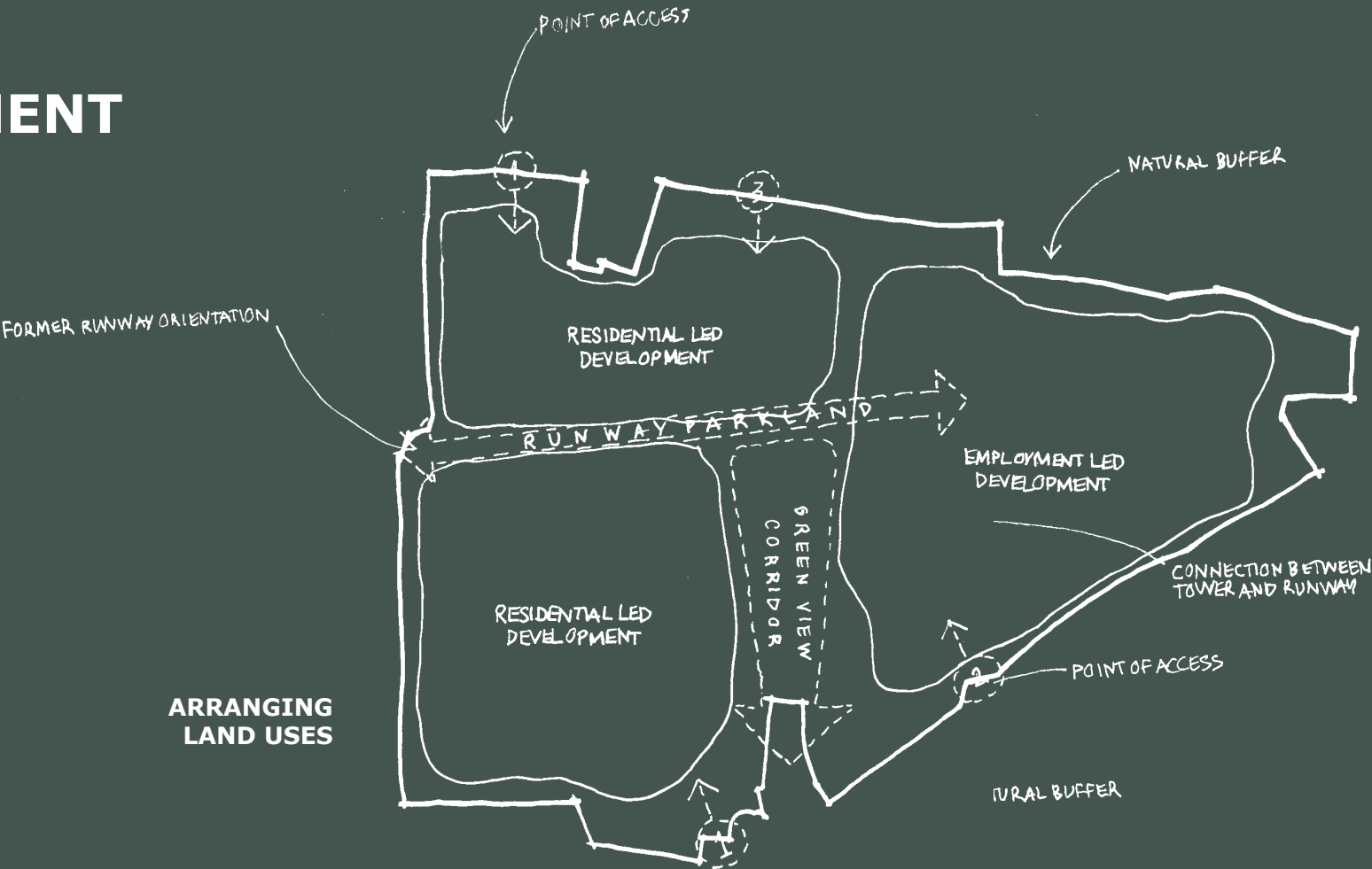
- 4.33 The adjacent masterplan inset plan illustrates the separation distances between the proposed residential development and the existing 'Sketchers Building'.
- 4.34 As can be seen from this plan, at the narrowest point, the separation between these two points is around 150m. Moreover, this distance will likely increase by around 10m (160m total) as future development will likely be set back from the outer extent of the proposed developable area, behind a low-order street and verge space.
- 4.35 It is also envisaged that a landscape buffer shall be instated within The Site to help to further mediate this visual relationship.
- 4.36 Similar investigations have also been undertaken in the north and north-east of the Site, where the proposed employment led portion of the Site interfaces with existing homes.
- 4.37 The adjacent masterplan inset plan illustrates the separation distances between the proposed employment led development and the existing homes.
- 4.38 As can be seen from this plan, the proposed 15m green infrastructure buffer within the employment led development combined with the additional green infrastructure buffer helps to increase the separation of employment led development and existing homes.

- 4.39 The minimum separation is around 60m, and this is within the northern portion of the employment led development where it is envisaged that the scale and massing of employment uses shall be reduced, and existing boundary planting retained to mitigate views.

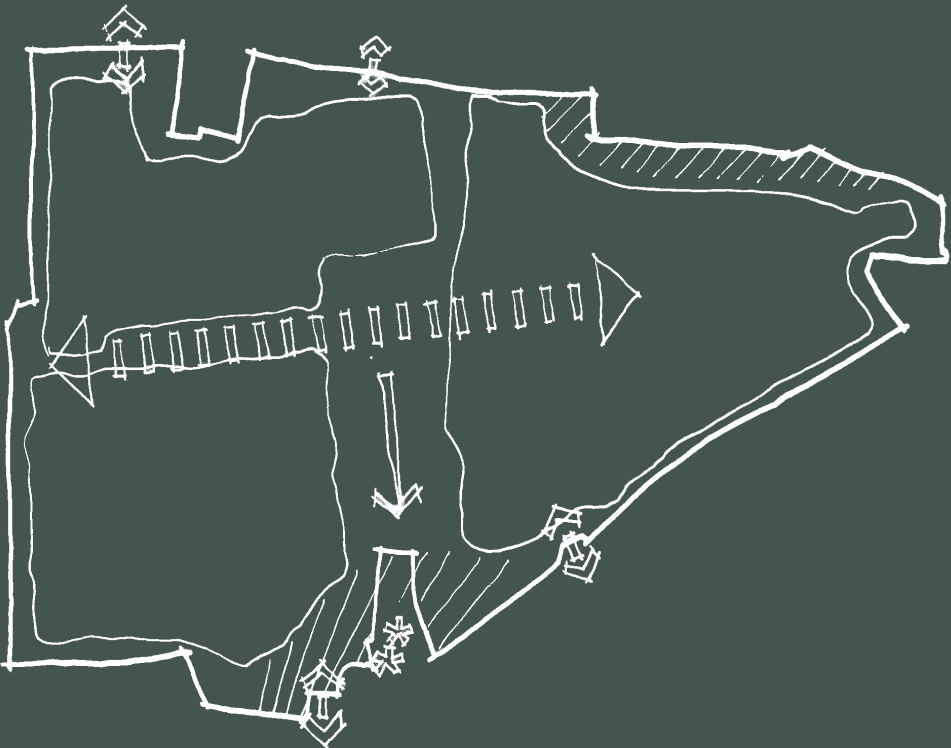


RC TREATT STREET PHOTO

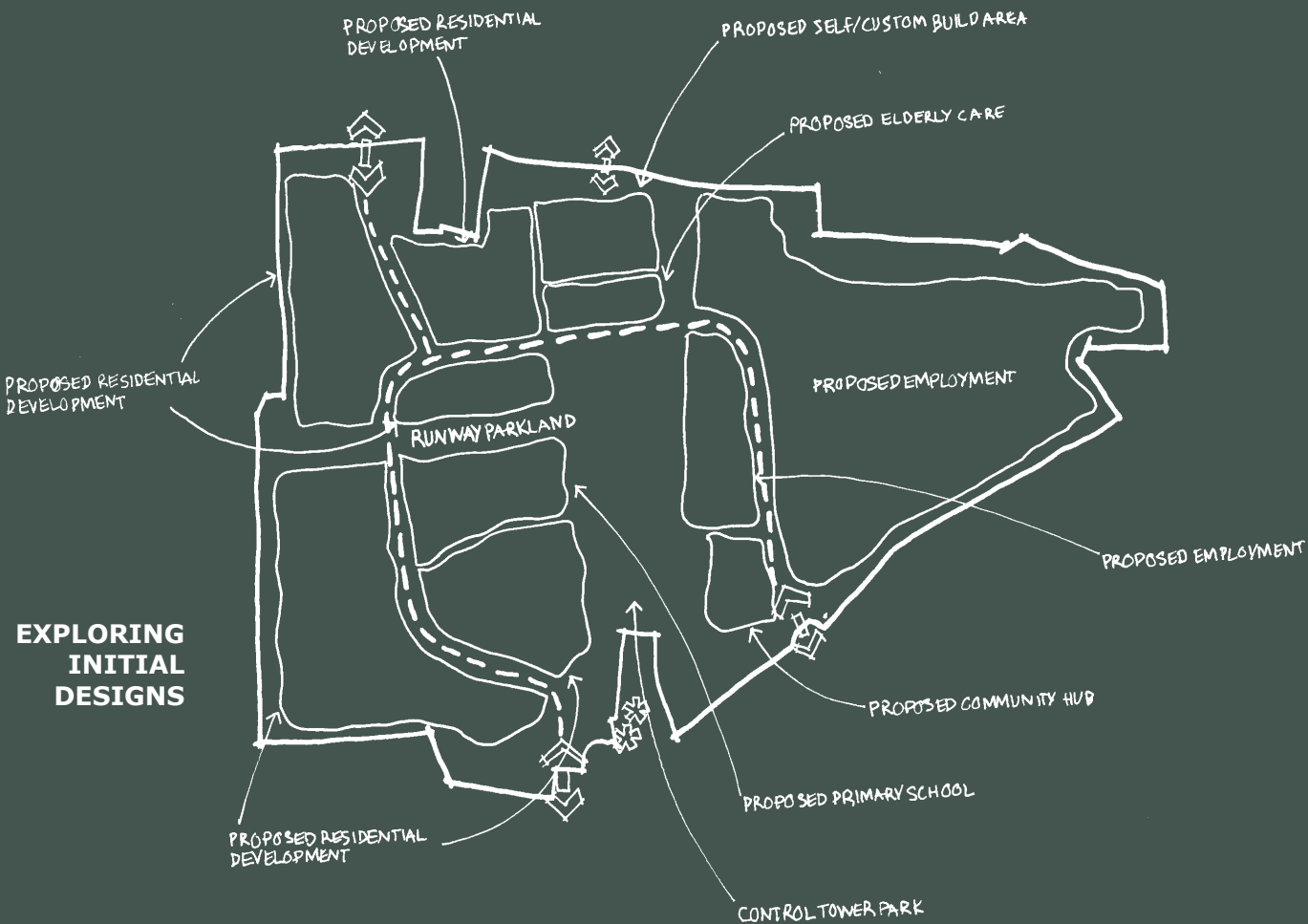
DESIGN DEVELOPMENT ILLUSTRATIONS

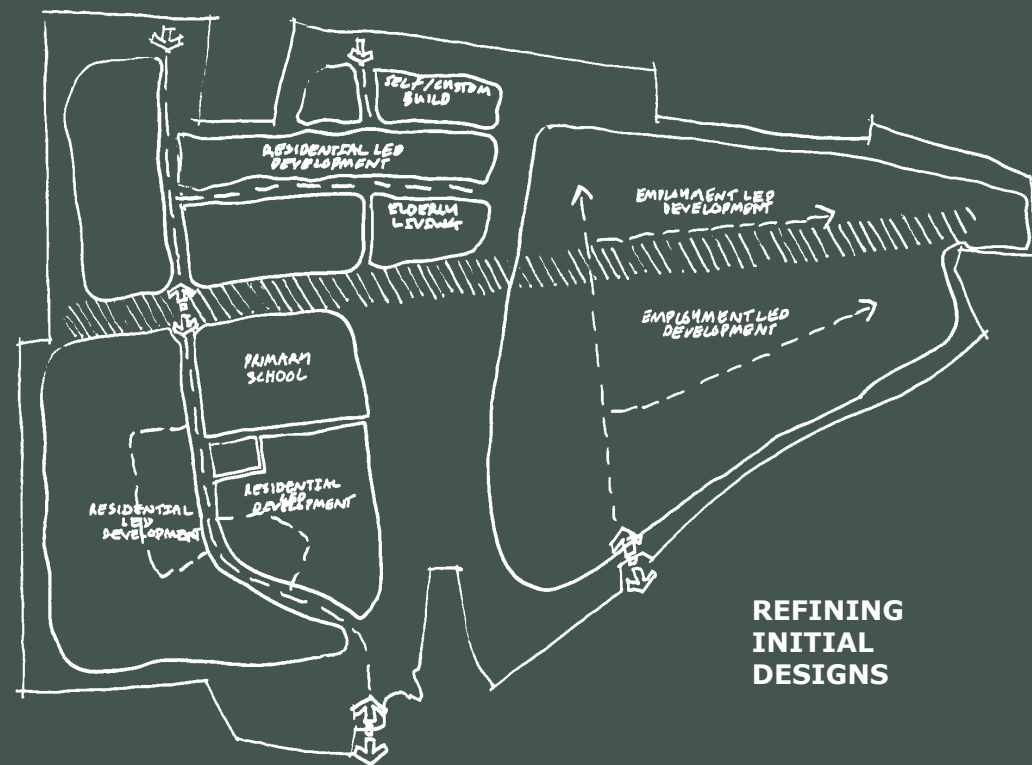


CONSIDERING DEVELOPMENT AREAS

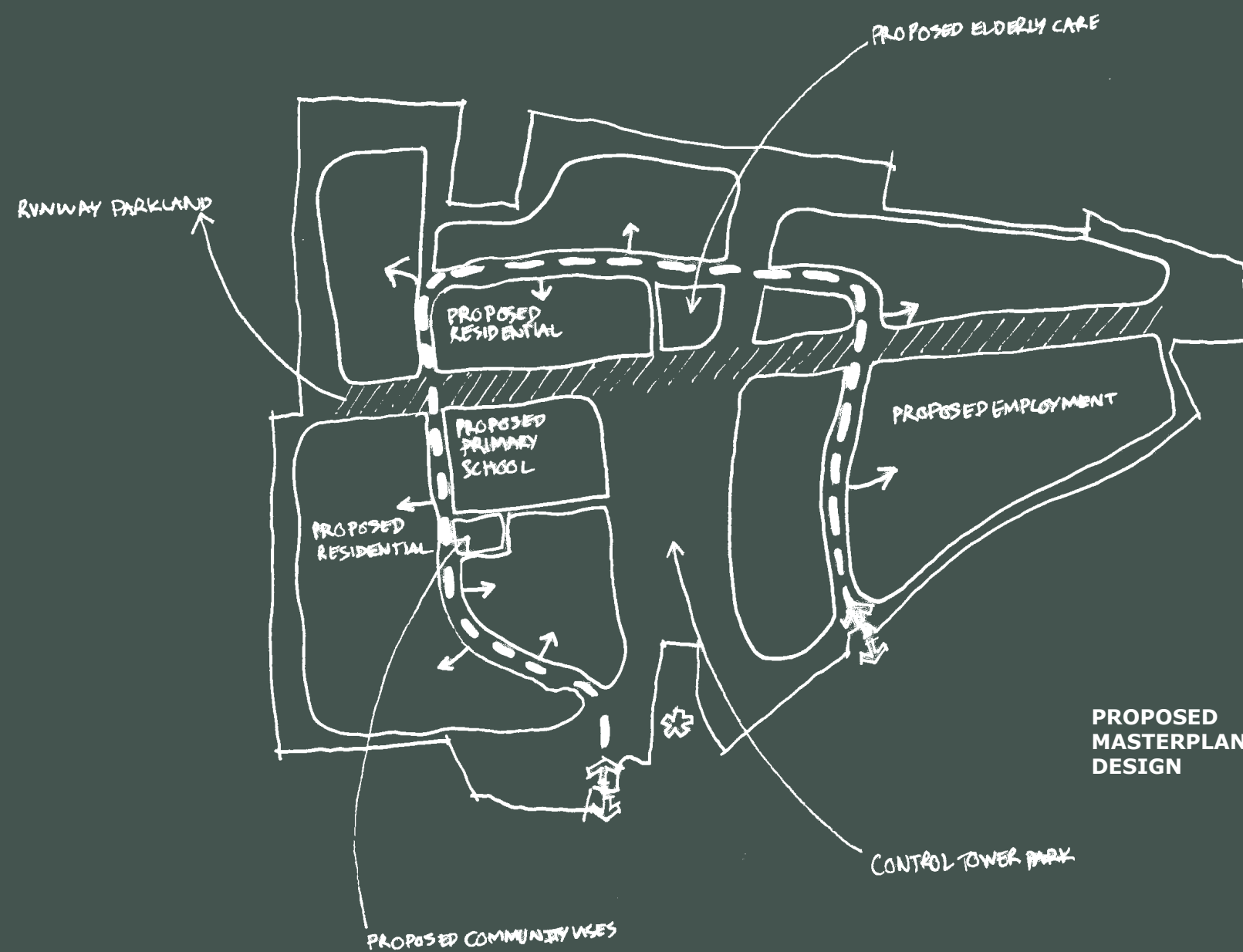


EXPLORING INITIAL DESIGNS

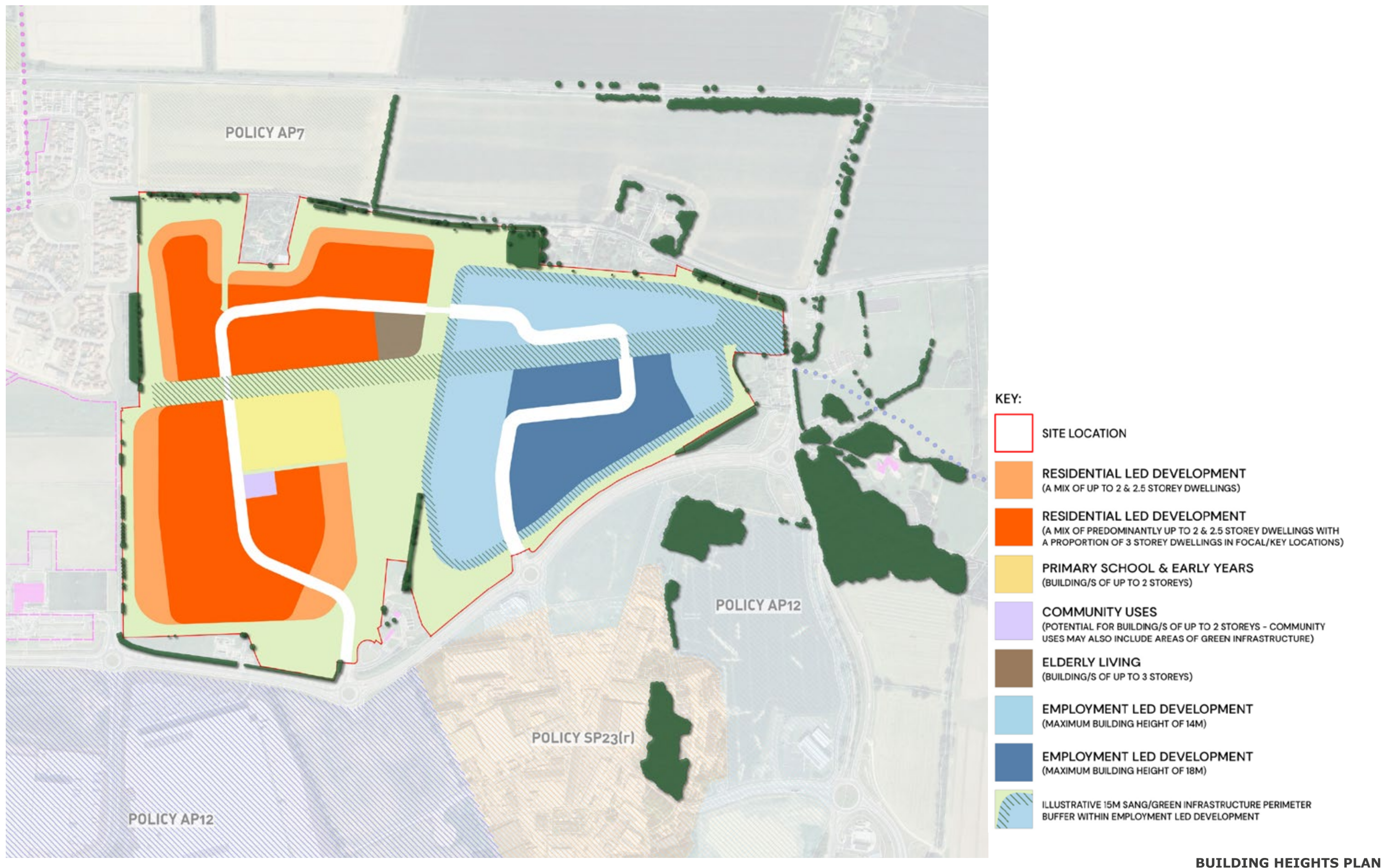




REFINING
INITIAL
DESIGNS



PROPOSED
MASTERPLAN
DESIGN



BUILDING HEIGHTS

- 4.40 Informed by the developable extents which are set out within the proposed masterplan for the site, the adjacent building heights plan illustrates the ways in which the scale of development could be managed within the site. The building heights strategy for the site has been evolved through consultation with the District Council. In particular, the inputs of their conservation and heritage, landscape design and urban design teams have helped to shape the building heights principles set out within this plan.
- 4.41 As a summary, the building heights strategy for the site aims to assimilate the site into its surroundings in a contextual appropriate and character sensitive way. As such, the proposed limits for building heights within the site have been adjusted to respond positively to elements of the site's boundaries which are more constrained or sensitive.

Building heights within Employment led Development

- 4.42 It should be noted that a 15m landscape buffer is proposed around the perimeter of the area proposed for employment led development. This landscape buffer has been designed to bolster the additional landscape buffer which is proposed outside of the employment led development within the site. Collectively, these natural buffers create a landscape offset of around 30m between the site's boundary and future employment uses. It is envisaged that the strength of this natural offset shall be further increased through structural tree planting.

North – The proportion of employment led development which is proposed north of the east-west runway park has been designed to feature reduced building heights – to respond to existing homes which back onto the site's northern boundary.

South – The portion of the employment led development which addresses Rougham Tower Avenue has been designed to feature buildings of up to 18m. As employment led development along Rougham Tower Avenue provides the context for this scale and character of development.

East – The eastern portion of the proposed employment led development features reduced building heights, so that a respectful relationship can be created with the existing homes which back onto the eastern boundary of the site.

West - The building heights of the portion of the proposed employment led development which is located nearest to the heritage assets have been lowered, to help mediate their visual relationship.

Building Heights within Residential led development

New homes - Within the area of the site which is proposed as residential led development building heights have also been modulated to respond to more sensitive elements of the site boundary. Along the western and northern flanks, building heights have therefore been limited to up to 2.5 storeys. Building heights have also been limited within the areas of residential development which are proposed opposite to the heritage assets and the control tower park. It should be noted that this is an 'up to' parameter, and as such, it is envisaged that development within this area shall be predominantly 2 storeys tall as-well as including include single storey bungalows and garages. All other areas proposed for new homes have been limited to 3 storeys, as these areas enjoy a greater offset from the site's boundaries and are therefore more visually screened and enclosed. This too is an 'up to' parameter, and it is therefore envisaged that within this area defined for 'up to 3 storey development' only a proportion of key or focal buildings shall be 3 storeys tall – with the majority of homes being 2-2.5 storeys tall.

Elderly Living – The elderly living area has been configured to act as an area for a landmark building, terminating the north-south control tower park. As such, it is envisaged that a building within this area may be up to 3 storeys tall. An increased building height and mass within this location also helps to transition between the areas of residential led development to those of employment led development.

Primary School and Early Years – It is envisaged that a building/s of up to 2 storeys shall be provided within the area outlined for educational uses. It should be noted that this building/s shall only occupy a portion of the land which has been set aside for educational uses.



POLICY AP7

MOUNT ROAD

RESIDENTIAL LED DEVELOPMENT

RESIDENTIAL LED DEVELOPMENT

EMPLOYMENT LED DEVELOPMENT

RESIDENTIAL LED DEVELOPMENT

ELDERLY LIVING

EMPLOYMENT LED DEVELOPMENT

PRIMARY SCHOOL & EARLY YEARS

COMMUNITY USES

RESIDENTIAL LED DEVELOPMENT

RESIDENTIAL LED DEVELOPMENT

POLICY AP12

POLICY SP23(r)

ROUGHAM TOWER AVENUE

MASTERPLAN STREET HIERARCHY

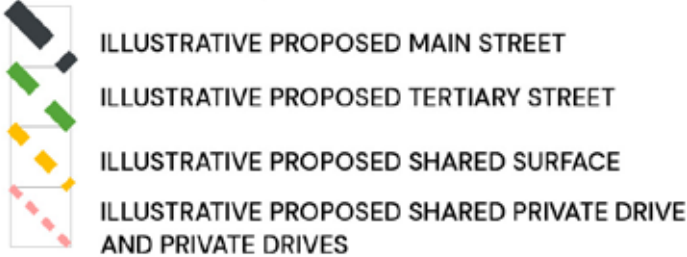
- 4.43 Although this masterplan document has been prepared to guide and inform a future Outline Planning Application, in which Access is a reserved matter, discussions with the County and District Councils have reviewed the illustrative composition and geometry of streets within the masterplan’s design. Whilst the exact position, extent and design of these streets is not therefore definitively prescribed by the proposed masterplan, these discussions have helped to ensure that the masterplan enables future detailed planning applications to meet the technical highways design aspirations of the District and County Councils.
- 4.44 The outcomes of these discussions are set out below, with a series of brief text summaries. It should be noted that a future Design and Access Statement and Design Code for the scheme shall build upon the proposals which are set out within this masterplan document, and help to prescribe the design parameters with which future Detailed Planning Applications must accord. It is therefore envisaged that detailed street sections shall be included within these future documents along with a walking and cycling strategy.

KEY:



VEHICULAR MOVEMENT

SUBJECT TO DETAILED LAYOUT, LANDSCAPE & HIGHWAYS DESIGN



Main Street

- 4.45 The proposed masterplan for the site features a main street which loops through the western portion and eastern portion of the site, connecting the two vehicular access points from Rougham Tower Avenue. This route is envisaged to enable bus circulation within the site, providing future residents and visitors with access to existing public transport networks. The site’s proposed main street is envisaged to benefit from shared foot/cycleways on either side of the carriageway. These routes shall be suitably separated from the main carriageway by areas of landscaping, such as Swales or verges. By providing shared foot/cycleways on either side of the main street, the masterplan aims to promote modes of active travel across the site by reducing the need for crossings of the main street.

Tertiary Street (Residential)

- 4.46 The proposed masterplan features a series of lower order streets within areas of proposed residential led development. It is envisaged that a hierarchy of streets will be created within these areas, with higher order streets providing loops to enable vehicular traffic to circulate within and through development parcels. It is envisaged that tertiary streets shall perform this role within the residential street hierarchy. Tertiary streets are proposed to feature a single verge along one side of the carriageway, to provide opportunities for frequent street tree planting. Footways are also proposed along either side of the carriageway. Where tertiary streets also perform an enhanced role within the proposed active travel network, localised widening of footways may be required to create shared foot/cycleways which connect key active travel routes within the scheme.

Tertiary Street (Employment)

- 4.47 Within the employment led portion of the scheme the proposed masterplan also features a series of lower order streets which stem from the main street. These tertiary streets enable the movement of HGVs and other vehicular traffic within the employment led parcels of development, providing access to individual parcels and yard spaces. As such, it is envisaged that the tertiary streets within the employment led portion of the scheme shall feature a wider carriageway, such as 6.5m - matching the width of the proposed main street carriageway. Added to this, the employment led tertiary street has also been illustratively designed to feature verges on either side of the carriageway, to create a landscape buffer between the footways which flank either side of the carriageway.

Shared Surfaces

- 4.48 Lower order streets are proposed to serve the periphery of the residential led development, where vehicular traffic volumes as-well as pedestrian and cyclist traffic volumes shall be reduced – compared to higher order streets. For this reason, shared surfaces combine these modes of travels into a single shared carriageway. It is envisaged that the lower order nature of shared surfaces shall be singled to users through a change in hard surfacing material (such as block paving) as-well as a reduced carriageway width and greater sense of enclosure.



EXAMPLE ROAD NARROWING ALONG NEARBY SHACKEROO ROAD



**RAISE TABLE TO PRIORITISE PEDESTRIAN & CYCLIST CROSSING -
EXAMPLE FOR ILLUSTRATION ONLY**

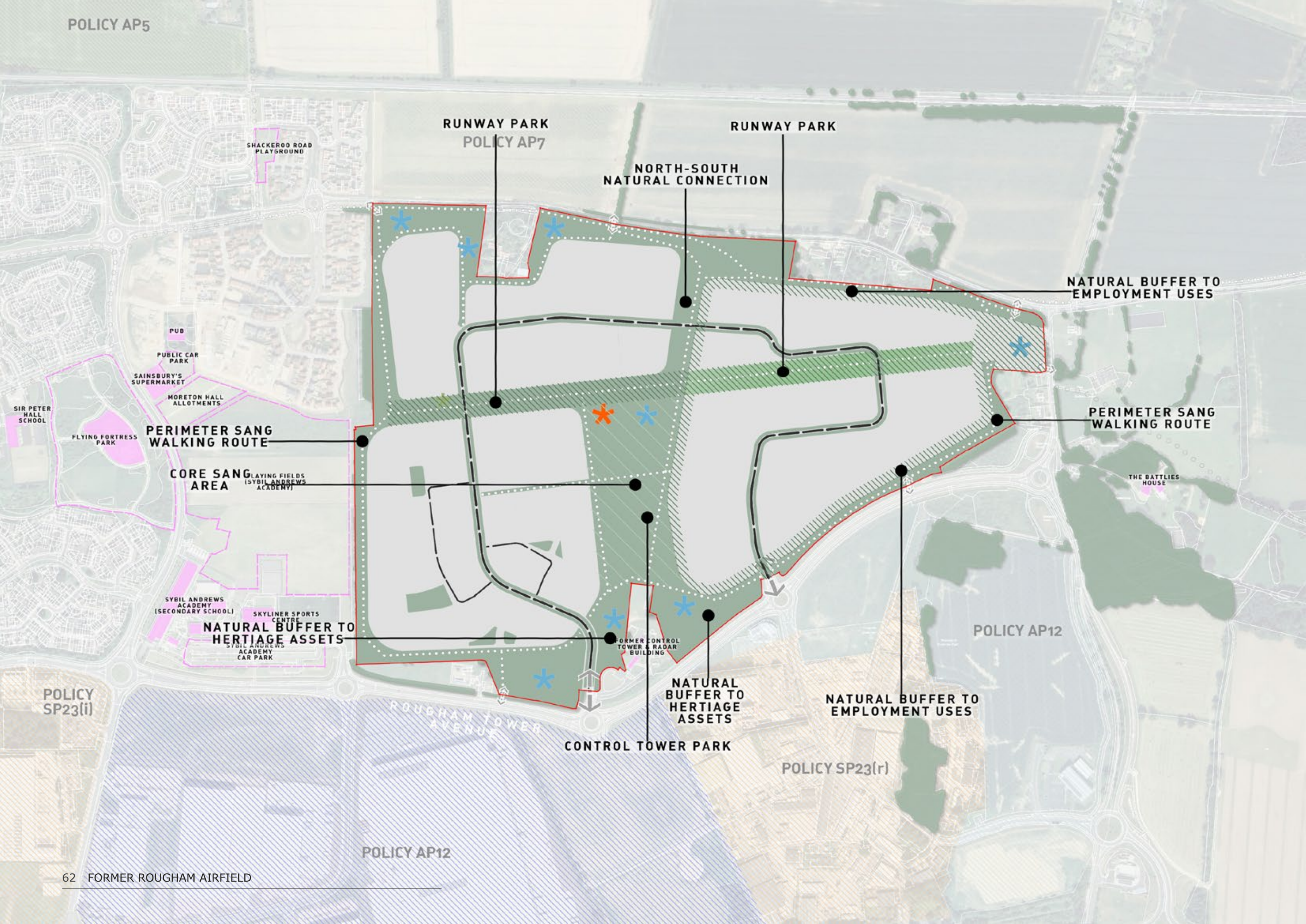


**RAISED TABLE TO PRIORITISE PEDESTRIAN & CYCLIST CROSSING -
EXAMPLE FROM SUFFOLK STREET DESIGN GUIDE**

A masterplan should “ensure vehicular access without compromising pedestrian safety and comfort”

(Para 4.9 Masterplan Protocol West Suffolk District Council)

- 4.49 The Site’s masterplan proposes two points of vehicular access from Rougham Tower Avenue. These two vehicular access points propose to make use of existing roundabouts on Rougham Tower Avenue.
- 4.50 A key consideration within the design of the proposed masterplan has therefore been the management of vehicular traffic emanating from employment led land uses. Specifically, the containment of this traffic within the eastern portion of the scheme – to help to mitigate conflict between larger commercial and heavy goods vehicles and the residential led portion of the scheme.
- 4.51 Where the proposed main street crosses the into the north-western part of the employment led development, it is envisaged that a range of traffic control mechanisms shall be deployed to discourage and/or prevent westwards movement of employment related traffic into the residential portion of the scheme. For example, a Traffic Regulation Order could be used to restrict larger and heavier employment related vehicular traffic from using the residential led aspect of the loop road.
- 4.52 Added to this, it is also envisaged that the main street shall narrow where it crosses open space immediately before the street enters the employment led portion of the scheme. In combination, these measures shall severely discourage the westwards movement of heavy goods vehicles emanating from the employment led development, whilst still enabling the eastwards movement of public transport.
- 4.53 By creating a form of modal filter within this section of the main street, an additional point of connectivity for buses and private vehicles is provided whilst potential conflict with HGVs and non-complementary land uses is avoided. It should also be noted that it would be substantially less direct for employment related vehicular traffic to use the western portion of the loop road to connect within Rougham Tower Avenue, when compared to the far more direct connection which is provided by the eastern portion of the loop road within the employment led portion of the site.
- 4.54 A narrowing is also proposed within the main street where it crosses the east-west runway parkland between the ‘northern’ and ‘southern’ portions of residential led development. This narrowing will help to slow vehicular traffic at this point, therefore creating a safer crossing space for cyclists and pedestrians. Prioritising cyclist and pedestrian crossings is important in this location as the main street cuts across the east-west runway parkland, which is a key natural active travel corridor.
- 4.55 Beyond The Site’s boundary the likely trips and traffic flows relating to each land use have been forecast and modelled. This analysis highlighted that by locating the employment led area to the east of the Site, vehicular traffic stemming from employment uses can be more efficiently channelled towards Junction 45 of the A14. As a result, the Site’s masterplan design can help to reduce the likelihood that vehicular traffic emanating from employment uses will flow westwards towards the town centre and J44 of the A14.
- 4.56 Within the proposed masterplan for the scheme, vehicular access to the residential led portion of the site is provided via Rougham Tower Avenue. Whilst the proposed main street creates a loop road between two roundabouts along Rougham Tower Avenue, it envisaged that the residential led development shall be primarily accessed from the westernmost of these two access points (roundabouts). As trip forecast and traffic modelling has predicted that the majority of residential journeys shall flow westwards from the scheme – towards the town centre, local facilities and J44 of the A14.
- 4.57 The westernmost access point along Rougham Tower Avenue has therefore been designed to enable the future vehicular movement of the residents and visitors, as-well as limiting the number instances in which residential journeys shall have to flow through the employment led portion of the scheme. Notwithstanding this design approach, the main street has been designed to allow the through movement of vehicular traffic which has emanated from the site’s residential led elements. As this vehicular permeability provides an important circulation route for buses and refuse vehicles. It is also envisaged that the residential led portion of the scheme may also benefit from an additional point of emergency vehicular access.
- 4.58 It is anticipated that the internal loop road would be completed before the occupation of the 250th dwelling. However, the precise trigger point for the completion of the internal loop road will be informed by a Transport Assessment that will support a future outline planning application. As such a future planning permission will secure the trigger point for the delivery of the complete internal loop road.



POLICY AP5

RUNWAY PARK
POLICY AP7

RUNWAY PARK

NORTH-SOUTH
NATURAL CONNECTION

NATURAL BUFFER TO
EMPLOYMENT USES

PERIMETER SANG
WALKING ROUTE

PERIMETER SANG
WALKING ROUTE

CORE SANG
AREA

NATURAL BUFFER TO
HERITAGE ASSETS

NATURAL
BUFFER TO
HERITAGE
ASSETS

NATURAL BUFFER TO
EMPLOYMENT USES

POLICY AP12

POLICY
SP23(i)

CONTROL TOWER PARK

POLICY SP23(r)

POLICY AP12

A masterplan should employ a “green infrastructure approach to steer site design, ensuring existing corridors and habitats steer layout. Opportunities for wider connectivity should be demonstrated as part of the design process”

(Para 4.9 Masterplan Protocol West Suffolk District Council)

GREEN AND BLUE INFRASTRUCTURE:

- 4.59 Green infrastructure performs a multifunctional role within the proposed masterplan for The Site, acting as a tool to create character and improve social and environmental sustainability and resilience.
- 4.60 The Site’s green infrastructure strategy and heritage strategy are closely connected. In addition to the substantial green infrastructure buffer which is proposed adjacent to the Grade II listed Control Tower and Radar Building, an area of green infrastructure is also proposed along the alignment of the former east-west military runway. Added to this, a north-south control tower park is proposed to connect the heritage assets with the east-west green runway.
- 4.61 The two core park areas which are proposed within The Site’s masterplan are therefore an integral part of both The Site’s green infrastructure and heritage strategies. In addition, the east-west runway park also acts as an ecological corridor, facilitating the movement of bats and other species within The Site and to the countryside beyond. The arrangement of these green spaces characterises The Site’s masterplan, as it informs the configuration of other uses and imbues The Site with a character which is connected to its heritage.
- 4.62 The Site’s masterplan also uses green infrastructure to buffer the transition between potentially conflicting land uses – such as new homes and employment led development. Green infrastructure therefore serves to separate and define the western and eastern portions of The Scheme. A green infrastructure buffer of a varying width is also provided around the perimeter of The Site. This buffer helps to mediate the relationship between the proposed development and various site constraints as well providing part of the SANG recreational area.
- 4.63 The network of proposed green infrastructure also include areas of blue infrastructure, such as surface water attenuation basins. The areas where these features are proposed have been illustratively depicted on the masterplan by blue asterisks with the exact extent subject to more detailed work in future planning applications.
- 4.64 The specific typologies of public open space which are proposed within The Site’s green infrastructure network have been informed by the standards which are set out within Appendix I of the West Suffolk Local Plan 2024-2041 – as has the amount, and area of each space to be provided.
- 4.65 The Site has been designed to deliver 40% of the residential led area as green infrastructure, in accordance with Policy SP5 of the West Suffolk Local Plan 2024-2041.
- 4.66 In addition to the open space typologies listed within this Appendix I of the West Suffolk Local Plan 2024-2041, the aforementioned West Suffolk Recreational Disturbance Avoidance and Mitigation Report requires large sites such as this to include areas of SANG within the green infrastructure network. A designated area of SANG is therefore proposed with the site’s wider green infrastructure network. This includes a ‘core area’ of SANG within the proposed control tower park and east-west runway park, as well as a peripheral area provided by the c.3km circular perimeter walking route.

POLICY AP7



LEGEND

- Site boundary
- Existing trees and vegetations
- Proposed trees
- Proposed scrubs 2.9ha
- Proposed grassland 16.8ha
- Proposed amenity greenspace
- Proposed hedgerow 2974m
- Proposed structural planting - formal design 1.0ha
- Proposed amenity greenspace 1.0ha
- Proposed NEAP 0.5ha
- Proposed LEAP 1.7ha
- Area excluded from SANG principles

POLICY AP12

ILLUSTRATIVE SANG PLAN

GREEN INFRASTRUCTURE AND SANG

4.67 An area of over 10.5 ha is proposed as SANG within the site's areas of green infrastructure. The quantum of SANG is calculated based on 550 dwellings using the Natural England guidance note August 2021, Thames Basin Heaths. It stipulates 8ha per 1000 people, which equates to 10.5ha for a site with 550 dwellings. This area of SANG has been designed to fulfil a multifunctional role, offering opportunities for different forms of recreation and play as-well as a variety of walking routes. Play provision is therefore included within the SANG, however, it is envisaged that play equipment and areas shall be of a natural finish (rather than bright colours). Whilst it is understood that formal playing fields would not be appropriate within the SANG, the masterplan proposes an informal space for ball games which is considered to be SANG appropriate. A limited number of infiltration basins are also proposed for inclusion within the areas of SANG. In these instances it is envisaged that infiltration basins shall be designed with shallower edges to promote their recreational use when they are not being used to attenuate surface water.

4.68 Within the site, a core area of SANG is proposed within the centre of the control tower park – which lies within the heart of the site. This area is envisaged to be home to a variety of picnic spaces, open spaces for ball games as-well as several dog walking and family walking routes. In addition to this area, a perimeter SANG walking route of around 3.3km is also proposed around the site's perimeter. This route provides residents and visitors with an opportunity for a longer walk and/or cycle within the site boundary. It is envisaged that this route shall benefit from stock proof fencing to support 'off-lead' dog walking. These details shall be borne out within future Design and Access Statements and Design Codes for the site.

4.69 It should also be noted that the site benefits from an extensive array of active travel routes within the wider green infrastructure network, which although not explicitly defined as 'SANG routes' shall help to connect areas of SANG and offer additional active travel opportunities. Finally, an area of vehicular parking to support the use of SANG by visitors is also proposed within the site.



**EXAMPLE SANG ROUTES - FOR ILLUSTRATION ONLY
(REFERENCE: BRACKNELL FOREST COUNCIL)**

The masterplan for the Site should “ reflect the local settlement pattern, architectural style, materials, and cultural elements in the design”

(Para 4.9 Masterplan Protocol West Suffolk District Council)

CONTEXT AND CHARACTER

- 4.70 It should be noted that a subsequent Design and Access Statement shall accompany an Outline Planning Application for The Scheme, and this document will include explanation of how the character of the area will be reflected in the more detailed architectural and urban design approach at that stage.

4.71 In both cases, the extent to which detailed elements of character can be prescribed or expressed by a masterplan or masterplan document is limited. As the appearance and layout of individual buildings are reserved matters for consideration within future Detailed Planning Applications.
- 4.72 Importantly, it is envisaged that after Outline Planning Permission has been granted for the Site, a Design Code shall be produced. This Design Code will build upon the character study set out within this masterplan document and could form part a Design and Access Statement accompanying an application. Specifically, it will establish a series of more detailed design parameters which future Detailed Planning Applications would be required to accord with. This is the case for both the residential and employment led portions of the scheme.
- 4.73 As part of the high-level character study which has been undertaken to support the masterplanning process, a series of residential and employment character study areas have been selected for exploration within Bury St Edmunds. The following pages illustrate this two-staged character study.



RESIDENTIAL CHARACTER AREAS PLAN



EMPLOYMENT CHARACTER AREAS PLAN

HISTORIC CORE

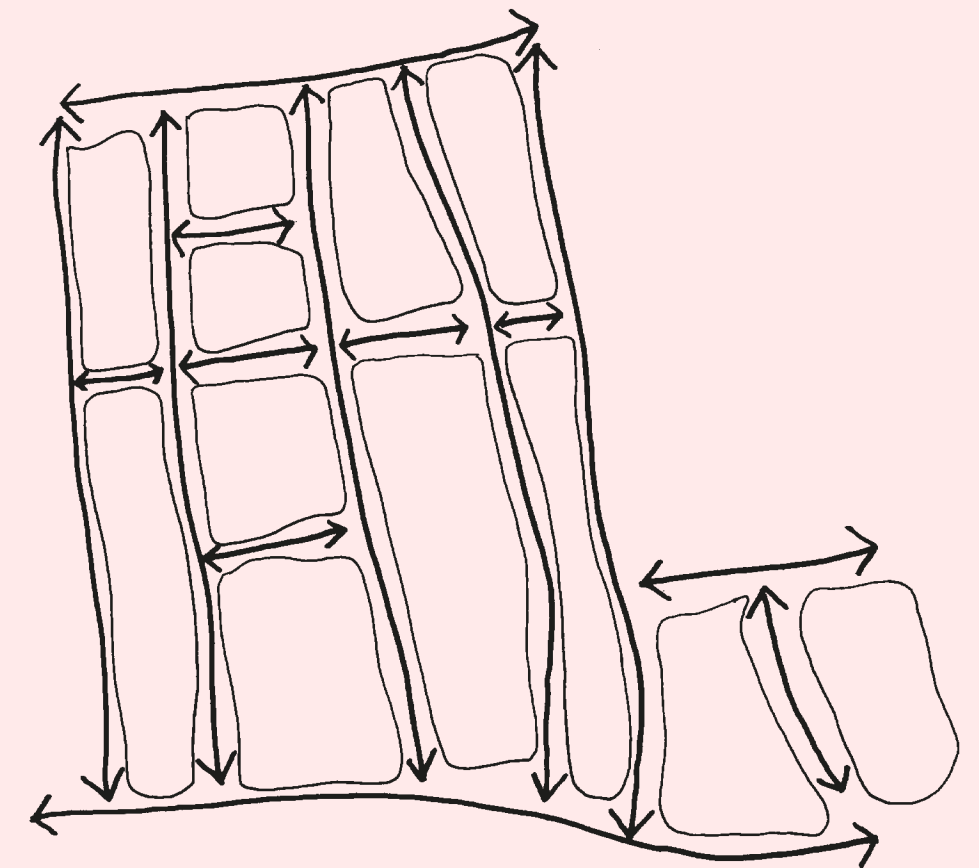
TOWN CENTRE

CHARACTER STUDY AREA OVERVIEW

4.74 The historic core of the town is characterised by the heritage of the built environment. In particular, the presence of St Edmundsbury Cathedral, The Abbey Gate, Abbey Gardens and St Marys church, which create a series of landmark buildings and spaces within the town centre. In several instances streets have been orientated to deliver framed views of these heritage assets – such as Churchgate street.



AREA PHOTOGRAPHS (FOR ILLUSTRATION ONLY)



BLOCK SKETCH

URBAN DESIGN PRINCIPLES

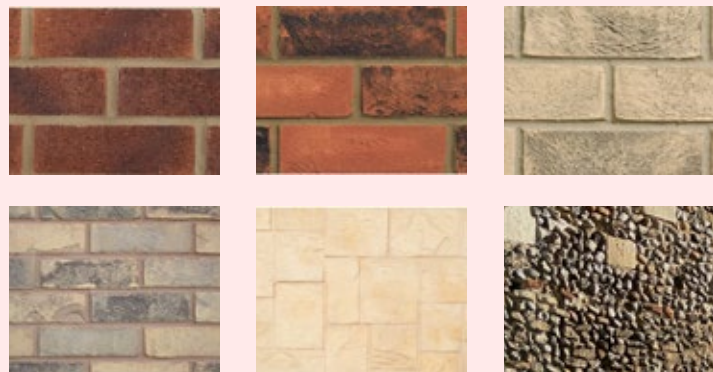
Massing: Along several key streets, 3 storey buildings are arranged to create a continuous building line of terraced town-house style buildings. Moreover, this building line is set close to the back edge of the carriageway and footway. As a result, the impression of mass is increased, as there are infrequent breaks between built form and buildings are only set-back a small distance from the carriageway.

Scale: The scale of buildings varies along different aspects of the area’s street hierarchy. As along key streets buildings are often generously proportioned creating a 3 storey town house typology. Whereas along lower order streets, smaller coach house tye buildings are more popular and are typically 2 storeys tall.

Movement: At a high level, the urban form of the area is defined by a loose grid structure, which is created by a network of ‘mews’ or ‘lane’ style back streets and higher order primary streets and shared surfaces. The areas road structure therefore imbues a rectilinearity into the urban grain of the area.

Layout: Development blocks are often irregular urban style blocks, which feature rear parking courts and streets to access infill development and the rear of properties. This characteristic adds complexity and functional depth to the character of the town centre.

Landscaping: Generally, street tree planting and vegetation is limited within this area. Greenspace is therefore largely reserved for key larger public green spaces.



ILLUSTRATIVE MATERIALS PALETTE

ARCHITECTURAL PRINCIPLES

- An emphasis is placed upon symmetry, creating a consistent ratio between windows and wall space.
- Buildings within this area feature architectural detailing typical of the dominant Georgian style.
- A large number of sash style windows, which are often of a multiplane design and set within a white projecting window frame/case
- Contrasting lintels and headers, which are often white or a contrasting colour of brick/stone to the dominant wall material.
- Parapet eaves, large chimney stacks and dormer windows are amongst other common architectural features.
- The areas key building materials include red brick of varying tones and partial or complete building render (mostly white).
- Lighter tones of buff brick are also common within the area and often paired with white fenestrations and stone detailing.

MORETON HALL

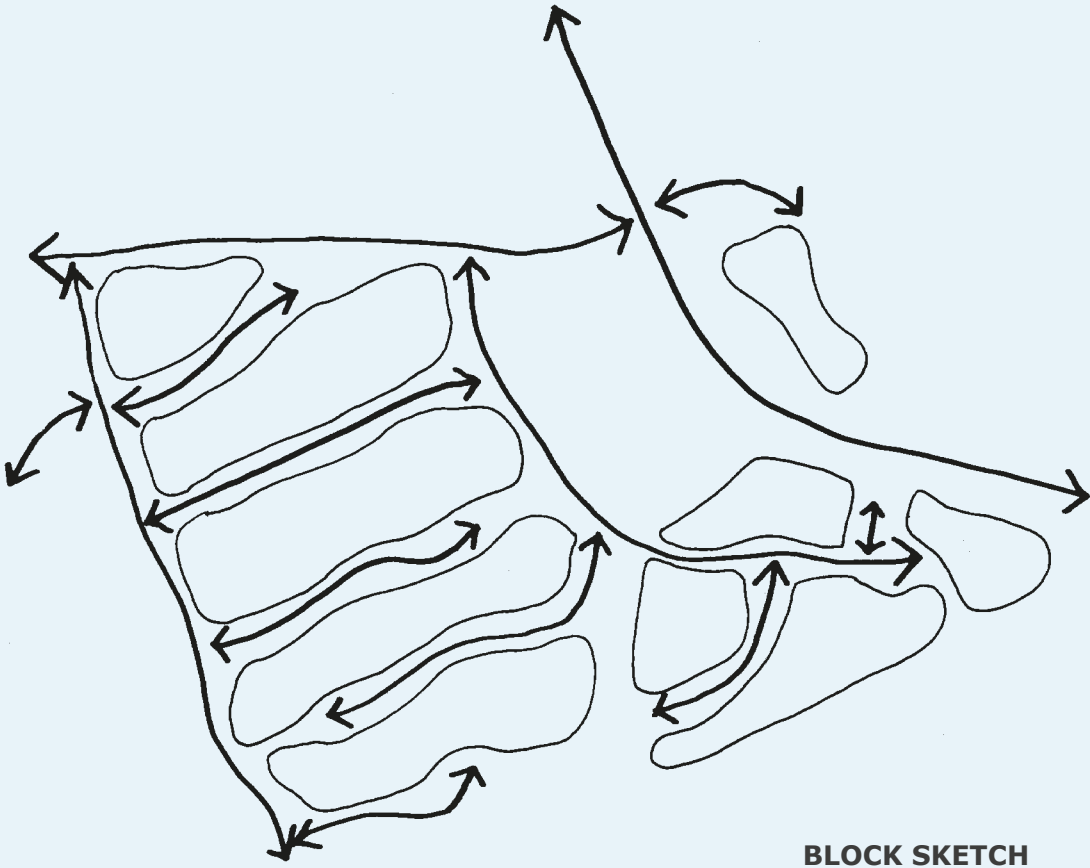
EAST OF CENTRE

CHARACTER STUDY AREA OVERVIEW:

4.75 This character area is located east of the A14 and is within an area of the town that has grown more rapidly over the last 50-60 years. This character area encompasses a range of residential neighbourhoods which have been designed and developed according to more 'modern' urban design and architectural principles when compared to the historic town centre.



AREA PHOTOGRAPHS (FOR ILLUSTRATION ONLY)



URBAN DESIGN PRINCIPLES:

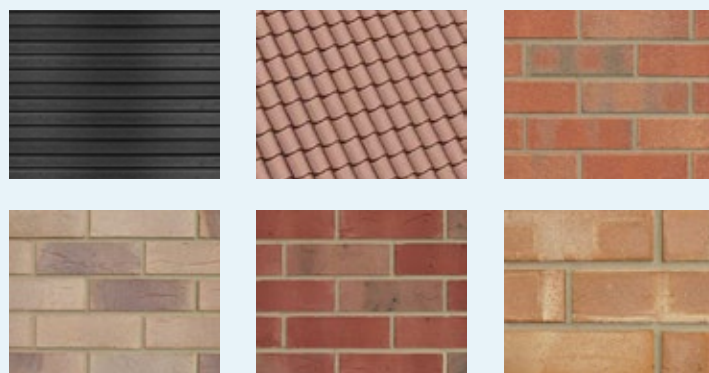
Massing: The building line within this area is less continuous than within the town centre and is often broken-up by side-parking spaces for vehicles. This configuration of homes and allocated parking spaces creates a building rhythm which characterises this area. Buildings are often more generously set-back from the carriageway edge when compared to the town centre. These factors generally contribute to a reducing impression of building mass along streets.

Scale: The building typologies within this area are primarily 2-3 storey semi-detached and detached homes. Areas of terraced housing and larger apartment blocks can also be found. This dominant building typology creates a lower development density, and a more spacious feeling.

Movement: The structure of this character areas' urban form is less geometric, with streets meandering more loosely between houses to create a less formal grid structure. Within this structure a clear hierarchy of street types can be seen, tailoring the form of streets to their functional requirements.

Layout: Built form is largely arranged within perimeter blocks, which serve to separate the public and private spatial extents. In general, these perimeter blocks enclose the spaces to the rear of buildings to a greater degree the urban blocks found within the town centre. However, there are instances where perimeter blocks are incomplete and this spatial delineation is therefore less clear.

Landscaping: This character area has a more complex network of landscaping and open space. Green infrastructure is used to break-up the spaces between development blocks and add verdant focal points, varying in scale from less formal 'pocket parks' to more formal park areas. More mature vegetation also helps to characterise this area, as it creates a number of natural boundaries which in-turn define a series of high level 'parcels' or sub-neighbourhoods within the area.



ILLUSTRATIVE MATERIALS PALETTE

ARCHITECTURAL PRINCIPLES:

- Dwellings feature a range of gable-ended and hipped roofs, with chimneys occasionally bookending the ridge end.
- Larger dwellings also benefit from exposed chimney stacks which protrude from the gable end wall
- Street scenes within this character area are also defined by the presence of single storey garages
- The character area features a range of wall materials. Whilst red brick is the dominant wall material, a high proportion of buff brick can also be found.
- The architectural detailing of buildings is generally of a more reserved nature, with contrasting brick headers and sills featuring widely.
- Brick bonding patterns and tones are also varied to provide contrast within the elevation of dwellings and accentuate key openings.
- A limited number of render homes can also be seen within this character area.
- The fenestrations of buildings are predominately white within this area
- Windows are mostly of a casement style, with window bars separating the pane and providing a multi-pane effect.
- Sash windows are less prominent, but also evident
- Roof materials within the area typically include brown and red clay style roof tiles, with occasional slate style roof tiles.

LARK GRANGE

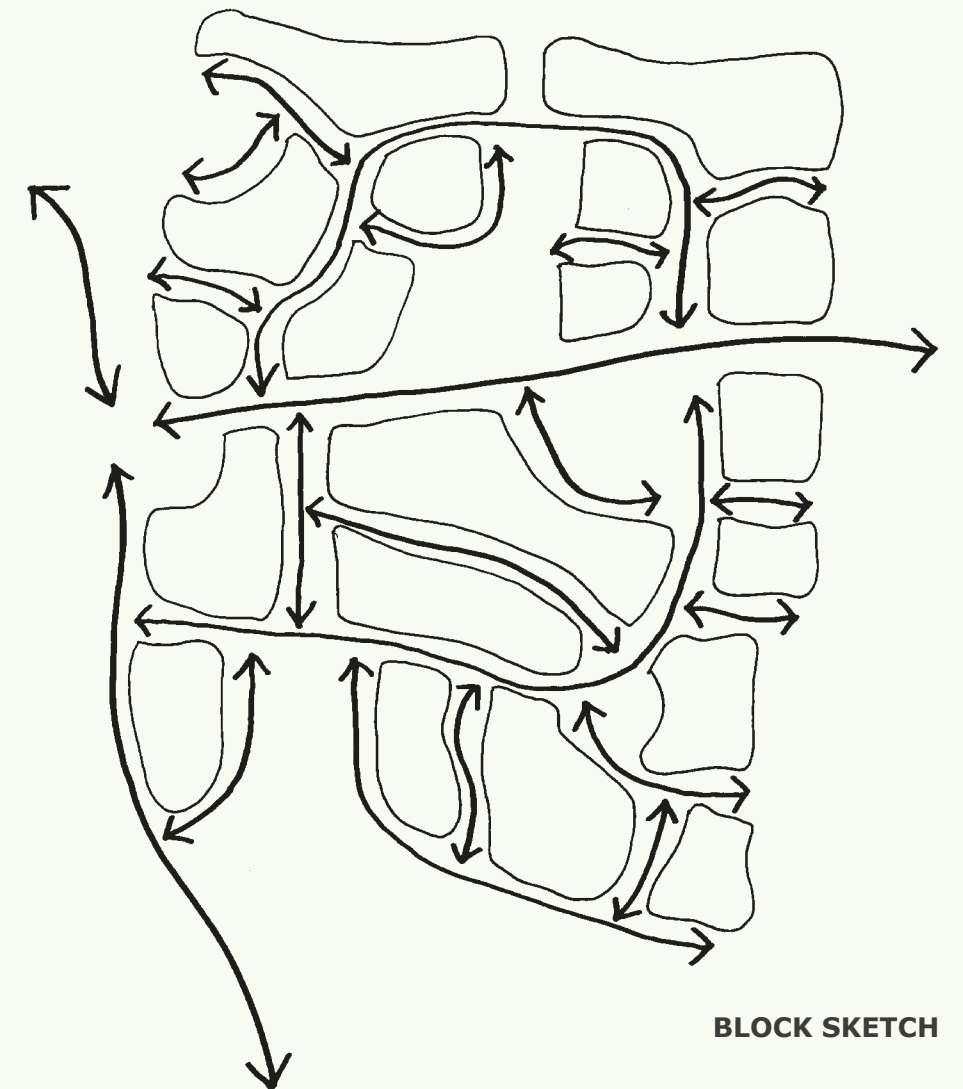
ADJACENT TO SITE

CHARACTER STUDY AREA OVERVIEW:

4.76 The recent Lark Grange development is situated immediately to the northwest of the Site. In addition to the other sample character areas from across the town, Lark Grange forms the immediate character context within which The Site will be understood and experienced. The character area shares elements of the urban form characteristics of the Moreton Hall character area. It too is therefore of a lower development density than the town centre.



AREA PHOTOGRAPHS (FOR ILLUSTRATION ONLY)



BLOCK SKETCH

URBAN DESIGN PRINCIPLES:

Massing: A high number of homes within this character area are semi-detached or detached. Not only does this create breaks in the building line, it also reduced the visual impression of the mass of built form. However, larger and taller apartment blocks feature a greater mass and help to define key extents of the development.

Scale: The geometric composition of streets alters the ways in which buildings relate to them. As higher order streets are more separated from homes which are set-back a greater distance from the road edge, whereas lower order 'lane style' streets are more intimately addressed by homes.

Movement: As in the Moreton Hall character area, a clear street hierarchy can be identified, with higher order streets downgrading into narrower lower order streets within development parcels. The street hierarchy which this practice creates, helps to improve connectivity and the legibility of movement networks within this area.

Layout: The structure of the area is of an overall less formal character than the town centre. However, elements of formality exist within the areas structure, as in certain instances perimeter blocks are of a more rectilinear configuration. At a high level, the urban grain of this character area resembles that of Moreton Hall. As streets generally meander loosely between smaller perimeter blocks and irregular development blocks.

Landscaping: Development blocks are frequently broken up by natural space, which in turn creates a reduced feeling of development intensity and a more semi-rural character. Added to this, there is significant space for street tree planting and verges. The front gardens of homes also regularly feature hedge planting.



ILLUSTRATIVE MATERIALS PALETTE

ARCHITECTURAL PRINCIPLES:

- Where perimeter blocks are formed by development within this area, corner turner units have been employed to provide a dual-aspect elevation
- This feature often helps to animate both 'sides' of block corners – avoiding blank gable ends projecting onto public spaces
- The dominant wall material within this area is red brick
- Houses which are finished in red brick often also feature red clay style roof tiles
- In a more limited number of instances, building materials also include black timber/ weather boarding and coloured render.
- Grey slate style roof tiles and brown clay style roof tiles can also be found paired with any mixture of these wall materials.
- Window styles are of a restrained character and often finished in white
- buildings feature an a high level of brick detailing, with contrasting banding being widely employed.
- Contrasting brick is also utilised to create quoining around the windows and corner walls of feature buildings
- Mock Tudor gable projections and gable ends are also interspersed within the character area.

AME BUILDINGS

ADVANCED MANUFACTURING & ENGINEERING INCUBATOR SPACES

CHARACTER STUDY AREA OVERVIEW:

4.77 This area is situated immediately south of the Site (c.50m), on the eastern edge of Bury St Edmunds. This area forms part of the Suffolk Business Park Extension, and abuts the southern side of Rougham Tower Avenue directly. In September 2025 a hybrid planning application for this area was approved. This approval permitted a single Advanced manufacturing and Engineering center in full Detail, and a second Advanced manufacturing and Engineering center in Outline. The Approved proposals for this area therefore provide valuable urban design inspiration and visual context for the Site (Land North of Rougham Tower Avenue).



BLOCK PLAN



INDICATIVE ELEVATION

URBAN DESIGN PRINCIPLES:

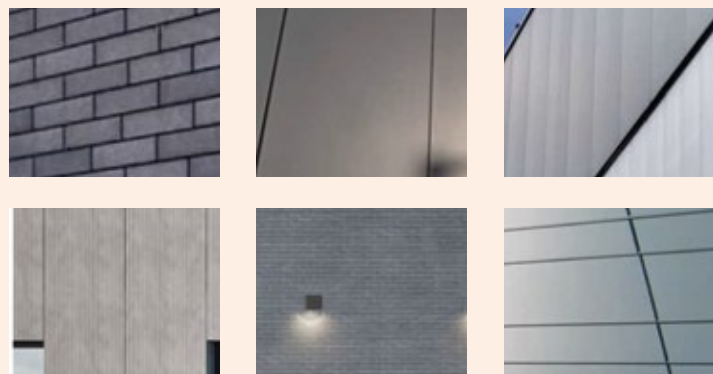
Massing: there is a single horizontally proportioned building, with a total area of around 3,300 sqm.

Scale: Built form is between 9m and 10m tall. Built form is surrounded by larger areas of yard space and ground level vehicular parking to the front and rear.

Movement: Built form is arranged to address the key view onto Rougham Tower Avenue. The site draws vehicular access from two points, enabling efficient operational access to units within the front and rear of the building.

Layout: A single element of built form has been arranged to address the adjacent street and relate positively to existing commercial development. The single building houses several smaller units

Landscaping: The visual impression of the built form is softened by proposed landscaping and tree planting, with areas of more robust structural planting and areas of more incidental tree planting.



ILLUSTRATIVE MATERIALS PALETTE

ARCHITECTURAL PRINCIPLES:

- Single linear building frontage
- Architectural and material animation to central hub
- Projections in elevation at central hub
- Symmetry and repetitions in openings (windows and loading bays)
- Material variation to focal aspects of building (change in material colour)
- Single pane rectangular windows rotated to create a vertical emphasis
- Occasional rectangular windows rotated to create a horizontal emphasis (detailed as box windows)
- Variation in Material texture to create visual intrigue and detail
- Primarily metal and glazed finishing
- Entrance signalled via change in design language (rectilinearity broken by diagonal roof pitch)
- Flat roof with parapet walls

ZONE 1

SUFFOLK BUSINESS PARK

CHARACTER STUDY AREA OVERVIEW:

4.78 This area is situated around 250m southeast of the site. This area also forms part of the wider Suffolk Business Park extension, and seeks to create a range of flexible spaces for the 'mid-tech' sector. A planning application was submitted in August 2025, seeking to gain approval for 7 mid-tech commercial buildings comprising B8 with ancillary offices, research and development and/or manufacturing. Whilst these proposals have not yet been approved, they provide useful context and visual illustrations of employment uses which are similar to those proposed within the site (Land North of Rougham Tower Avenue).



BLOCK PLAN



INDICATIVE ELEVATION

URBAN DESIGN PRINCIPLES:

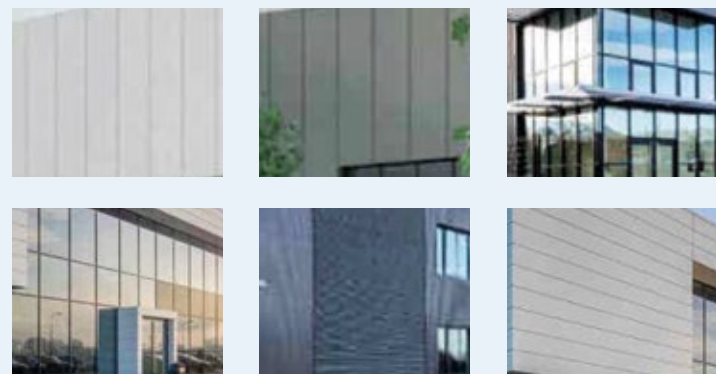
Massing: there is variation in the massing of buildings, with smaller units of less than 10,000sqm and larger units of nearly to 20,000 sqm.

Scale: Built form is between 14m and 17m tall. Built form is surrounded by larger areas of yard space and ground level vehicular parking.

Movement: Built form is arranged around a central street, which it addresses and draws vehicular access from.

Layout: Built form has been broken up by landscaping and streets, with buildings evenly distributed either side of the main street

Landscaping: existing landscaping has been strengthened by proposed landscaping, which seeks to bolster the visual enclosure of buildings.



ILLUSTRATIVE MATERIALS PALETTE

ARCHITECTURAL PRINCIPLES:

- Buildings feature parapet walls which are signalled via a change in the material colour (compared to main building walls)
- Parapet walls feature a lighter material colour which eases their visual impression
- Skylights added within modestly pitched/flat roof
- Symmetrical window designs within ancillary and office spaces
- Openings are grouped and distributed symmetrically within elevations
- Office and ancillary area entrances signalled via taller glazed extents (larger vertically emphasised single pane windows)
- Entrances also marked via projections within the façade, creating a box framing
- Primarily metal and glazed finishing
- Signage applied to extended parapet walls
- Metal wall materials textured to create a repetitive vertical emphasis

SUFFOLK BUSINESS PARK

4.79 This area is situated around 150m Southwest of the site and forms part of the wider Suffolk Business Park extension. Approval was granted for a new brewery (use class B2) and associated infrastructure in April 2025.



URBAN DESIGN PRINCIPLES:

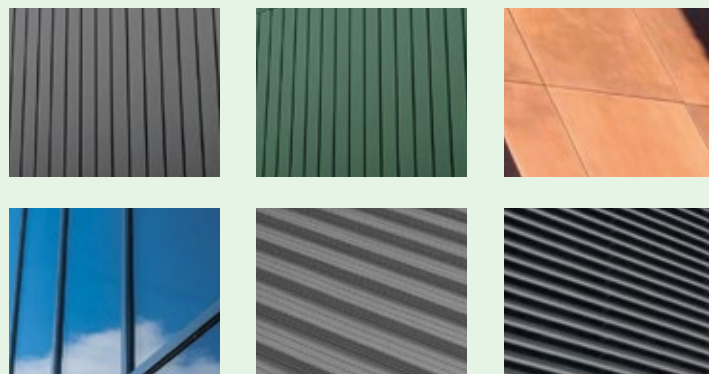
Massing: there is a single building of around 5,500 sqm. The building is horizontally proportioned

Scale: Built form is between 14m and 16m tall. Built form is surrounded by larger areas of yard space and 75 ground level vehicular parking spaces.

Movement: Built form has been arranged to address Rougham Tower Avenue, drawing vehicular access from Fortress Way.

Layout: Built form has been designed to actively front onto Rougham Tower Avenue and Fortress Way. The building has therefore been designed with an active frontage on two sides, allowing it to 'turn the corner' of these two streets

Landscaping: A 10m landscape buffer has been created along the boundaries with Rougham Tower Avenue and Fortress Way – helper to filter views and screen the development



ILLUSTRATIVE MATERIALS PALETTE

ARCHITECTURAL PRINCIPLES:

- Two combined long 'barn-style' buildings
- Both buildings feature gabled ended roofs, creating a 'm-shaped' roof form
- Asymmetrical gable ends
- Ridgeline is offset from the centreline of the building
- This creates an asymmetrical appearance (the building appears to 'rise' from the back to the front)
- Boxed eaves and gable ends
- Openings are arranged in a non-symmetrical way within elevations
- Openings are grouped within the buildings most active frontages
- Grouped openings are symmetrically spaced (horizontally and vertically)
- The buildings most active frontage are glazed
- Glazing has a clear vertical emphasis
- Windows are of a single pane design
- Skylights within the 'public facing' aspect of the roof
- Openings are enclosed by box projections
- Projections and eaves are accentuated via material colour change (copper coloured aluminium)
- Aluminium cladding with vertical detailing creates a vertical emphasis

RC TREATT

SUFFOLK BUSINESS PARK

CHARACTER STUDY AREA OVERVIEW:

- 4.80 This area is situated around 500m Southwest of the site and forms part of the wider Suffolk Business Park extension. In April 2019, the development of a new headquarters and manufacturing facility for RC Treatt and Co Ltd was approved – the area therefore comprises offices, laboratories, warehousing, manufacturing facilities and associated infrastructure (eg. yard spaces, landscaping and parking).



PHOTO



INDICATIVE ELEVATION

URBAN DESIGN PRINCIPLES:

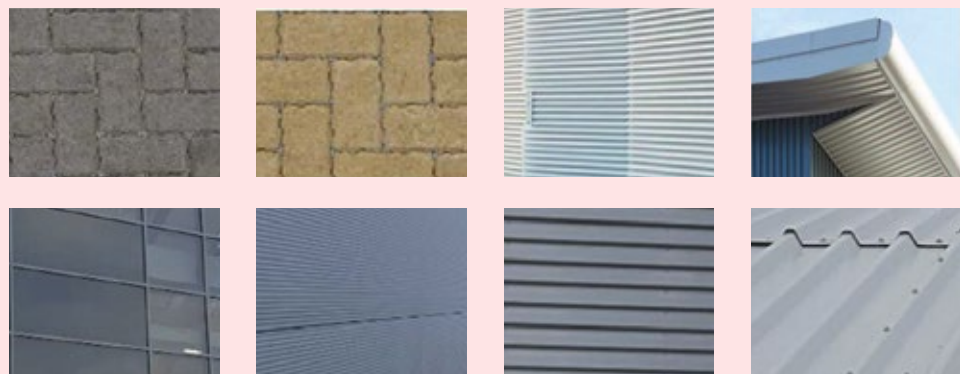
Massing: the core building is made up of 4 main sections, with around; 800 sqm of lab space, 2500 sqm of manufacturing space, 1000sqm of logistics space and 2000sqm of warehousing. The massing and scale of the building is adjusted to the use of each space, rising from the front lab space to warehousing at the rear of the building.

Scale: building heights are of up to 16m, with lab spaces and manufacturing spaces being of a reducing overall height. The roofline therefore 'steps up' along the building.

Movement: Vehicular access is separated, with access to vehicular parking being located to the front of the buildings and HGV access to loading areas and warehousing to the rear of the buildings.

Layout: The building has been arranged to mirror the alignment of Lady Miriam Way and Fortress Way. The buildings principal elevation looks northwards, to address Lady Mirriam Way and Rougham Tower Avenue.

Landscaping: The areas perimeter is well defined by new tree and hedge planting, which combined with the creation of landscape bunds helps to reduce the visual impression of the buildings from the surrounding streets. In particular, landscaping has been used to frame and enclose the area of vehicular access and the building entrance.



ILLUSTRATIVE MATERIALS PALETTE

ARCHITECTURAL PRINCIPLES:

- Buildings feature a variety of roof types, ranging from curved roofs to flat roofs.
- Curved roofs are used within taller aspects of the building, softening the overall height of the building
- A flat roof is used at the northmost aspect of the building
- This key elevation also features an extended flat canopy, which creates a external entrance space for the building
- The varied roofscape with stepped heights helps to break-up the buildings mass
- Curved roofs feature large boxed eaves
- Glazing is limited to the northmost aspect of the building, where office spaces and laboratories are located.
- Where glazing is employed, it has been designed in continuous horizontal lengths.
- Despite the buildings height, its length creates a clear horizontal visual impression
- The main building walls are finished in a flat metal panels (grey)
- This primary wall material is broken up with sections of textured profiled metal panels and metal which is coloured teal blue.
- The buildings fenestrations are finished in a similarly neutral anthracite grey colour
- Signage is located on the third storey of end walls

DESIGN LESSONS LEARNT – RESIDENTIAL

URBAN DESIGN PRINCIPLES:

Massing: The visual impression of buildings can be varied by altering their scale but also their proximity to the edge of streets and spaces (the distance at which they are interpreted). Taller buildings and terraced buildings create a greater impression of mass, which can help to frame key spaces such as courtyards and wider streets. A more rural and informal character is created when buildings of a smaller ‘mass’ are arranged more loosely, with separation between buildings and variation in building heights.

Scale: Building heights relate to street types and can be modulated to create a greater or lesser sense of enclosure. Nodal spaces or key frontages within developments can benefit from increased building heights, as this helps with wayfinding and creating a sense of arrival.

Movement: the street hierarchy which is created by an area’s road structure informs the spaces which are available for built form and the relationship which is created between buildings and streets. Higher order streets tend to benefit from a greater degree of separation from built form, whereas lower order ‘mews style’ streets and shared surfaces benefit from a more intimate relationship between built form and streets.

Layout: Built form is largely arranged to create outward facing perimeter blocks. Whilst the shape, scale and completeness of these blocks varies, this principle generally allows the main elevations of buildings to actively front onto key spaces and streets. This creates an attractive street scene, and supports the creation of a safe and secure layout which benefits from active and passive surveillance.

Landscaping: Green infrastructure can be introduced at various scales within areas of residential development, from smaller street tree planting to larger areas of structural or parkland planting. Landscaping can therefore be used as a placemaking tool to create recreational spaces as well as more functional tool to mediate visual relationships.



ILLUSTRATIVE MATERIAL
SAMPLE PALETTE

DESIGN LESSONS LEARNT – EMPLOYMENT

URBAN DESIGN PRINCIPLES:

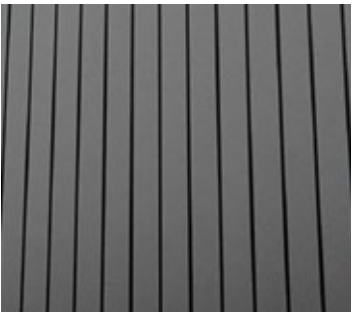
Massing: Where a site contains several buildings, the footprints and orientation of buildings should be adjusted throughout the site to reduce the visual impression of the development along more sensitive boundaries. The architectural and material detailing of buildings can also help to break-up the elevations of built form, easing their visual impression.

Scale: Building heights should respond to the context of a particular site, within more visually shielded areas taller buildings can be introduced. Within a site there will therefore be a need for a variety of building heights, with smaller buildings located along more sensitive boundaries. Whilst scale should therefore be adjusted between buildings, building heights can also be adjusted within individual buildings – to signal focal aspects of buildings such as entrance spaces.

Movement: the layout of employment buildings has implications for their functional operation, as buildings typically require large areas of vehicular parking and yard space. It is therefore important that built form is not arranged in a way that prevents efficient vehicular access to loading docks/bays, and sufficient space must be allowed for these larger vehicles to manoeuvre.

Layout: Buildings should be configured to address key aspects of their surroundings, such as streets or spaces. The more animated portions of buildings elevations should therefore be designed to address these key frontages. The architectural and material treatment of larger employment buildings should therefore be designed to differentiate and frame office or ancillary spaces.

Landscaping: Landscaping plays a key role in assimilating larger employment buildings into their surroundings. As such, it is important that the key views into and out of the site are assessed, so that structural planting can be employed as a means to filter views and mediate the relationship of buildings within their surroundings. Landscaping should also be used to break up the visual impression of large areas of hard standing – such as vehicular parking areas.



ILLUSTRATIVE MATERIAL
SAMPLE PALETTE

The masterplan for the Site should include “design principles and measures to be taken to minimise climate change risks”

(Para 4.9 Masterplan Protocol West Suffolk District Council)

SUSTAINABILITY, RESILIENCE AND CLIMATE CHANGE

- 4.81 Sustainability can be considered at many different scales, from the scale of an individual building up to the scale of an overall masterplan. The masterplan for the Site and the design rationale which has been set out so far within this document aim to facilitate building level sustainability. However, the final building level sustainability is the remit to future Detailed Planning Applications.
- 4.82 This document has regard to the higher-level sustainability principles which inform the design of the Site’s masterplan. These principles interconnect with several other elements of the masterplan’s design. They can be summarised as follows:

Maximise efficiency

- To reduce embodied carbon levels the Site aims to limit the extent of hard surfaces such as roads and parking areas. The configuration of land uses and streets have therefore been rigorously scrutinised against the objective of material efficiency from the outset of the masterplan’s design. By maximising the material efficiency of the masterplan, the Site’s design helps to mitigate the effects of climate change by reduced associated embodied carbon levels. Added to this, the Site’s masterplan also aims to make efficient use of the land, to ensure that the spatial extent of development is limited whilst the Site’s policy objectives are still achieved.

Value nature

- The principles of material and land-use efficiency in the masterplan aims to value and protect nature. By valuing natural capital (the services provided by nature), the Site’s design aims to help mitigate climate change and be more able to adapt to its effects. Specifically, the Site’s masterplan has been designed to safeguard existing vegetation and biodiversity where possible. Added to this, areas of new tree planting, parkland and grassland are proposed as part of the masterplan’s design and biodiversity net gain strategy. These areas will add to the Site’s existing stock of natural capital.

Promote sustainable transport

- Key to mitigating the effects of climate change is the sustainable transition away from internal combustion vehicles, and promoting non-motorised transport modes such as walking or cycling. The Site’s masterplan therefore aims to seize this opportunity, by providing a range of both efficient and recreational active travel connections to existing facilities nearby - thereby promoting this modal-shift. The Site also aims to provide a number of facilities and services within its boundaries which can be accessed via active travel, such as a new primary school and a range of community uses. The provision of these assets within the Site reduces the need for external vehicular travel.

Maximise resilience

- As well as attempting to combat climate change where possible, it is also necessary for the Site’s masterplan to consider how the future development can adapt to the effects of climate change. Specifically, the masterplan aims to address resilience within its design and plan for changes in surface water flooding and increased temperatures. The masterplan therefore aims to incorporate Sustainable Urban Drainage Systems (SUDS) within the masterplan design, to help manage surface water runoff from areas of hard standing such as roads. It is envisaged that SUDS could include swales alongside key streets, or rain gardens within public spaces. The masterplan also aims to integrate new trees along streets and within areas of internal open space. By integrating blue and green infrastructure within the development parcels as well as within larger areas of open space, a diverse and interconnected network of natural resilience is created.

Foster social cohesion

- As well as encompassing clear environmental dimensions, sustainable placemaking also concerns social dimensions of sustainability. To that end, the Site's masterplan has been designed to foster social cohesion through the creation of new community uses. Community uses have therefore been configured within the masterplan to promote activity and synergy between spaces. For example, the primary school and early years setting have been located adjacent to both of the Site's proposed parks – the east-west runway park and the north-south control tower park. This configuration allows the primary school to serve as a focal point for community interaction. As these areas of green infrastructure are home to proposed community uses such as informal football field and play areas. Moreover, they are also home to areas of SANG and the community allotments. By co-locating these uses it is envisaged that opportunities for community interactions are increased.

4.83 The masterplan will incorporate the following sustainability measures:

4.84 Energy & Carbon Reduction

- Adoption of a fabric-first approach with high-performance insulation
- Homes designed to meet or exceed Building Regulations where viable
- No gas infrastructure, with an all-electric development approach
- Installation of Air Source Heat Pumps (ASHPs) for low-carbon heating
- Integration of roof-mounted solar PV panels where feasible
- Layout and orientation to optimise solar gain and energy efficiency

4.85 Future Homes Standard (FHS) Readiness

- Designed to be compliant with the Future Homes Standard
- Measures to minimise overheating through passive design and orientation
- Ventilation strategies to support indoor air quality and health
- Commitment to low-carbon, cost-efficient energy systems
- Ongoing review of emerging regulations to ensure compliance

4.86 Water Efficiency & Management

- Use of water-efficient fixtures and fittings
- Targeting 110 litres/person/day water consumption (or better)
- Implementation of integrated water management strategy
- Provision for rainwater reuse, including water butts where practicable
- Delivery of a Sustainable Drainage System (SuDS) to:
 - » Manage surface water runoff
 - » Reduce flood risk
 - » Improve water quality
 - » Support biodiversity and amenity

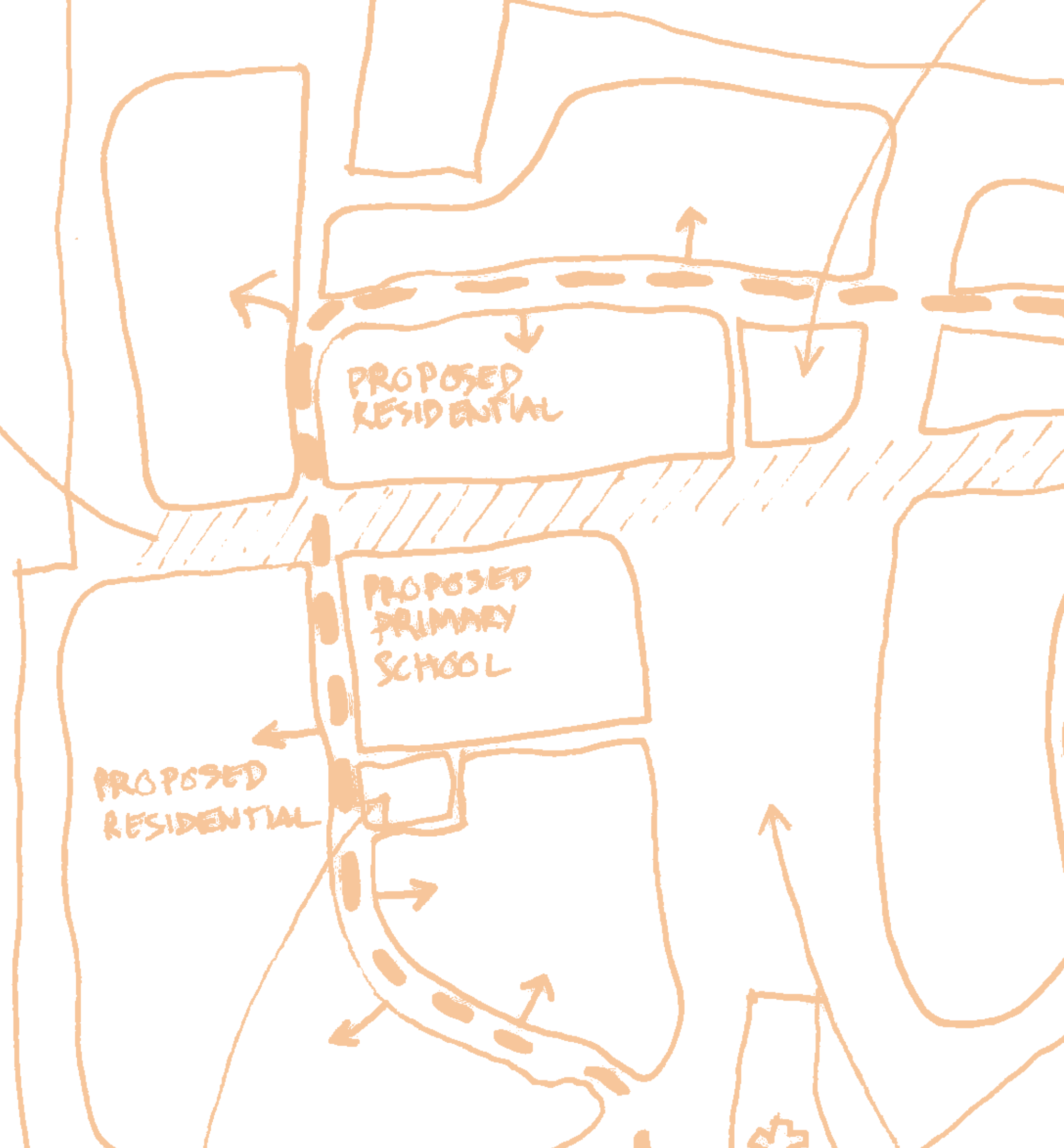
4.87 Sustainable Transport

- Provision of EV charging infrastructure for all homes
- Inclusion of EV charging in non-residential areas
- Infrastructure designed to be future-proofed for increased demand

4.88 Overall Approach

- Holistic sustainability strategy integrating energy, water, and transport
- Focus on low carbon, resource efficiency, and climate resilience
- Alignment with local policy and national climate objectives

RUNWAY PARKLAND

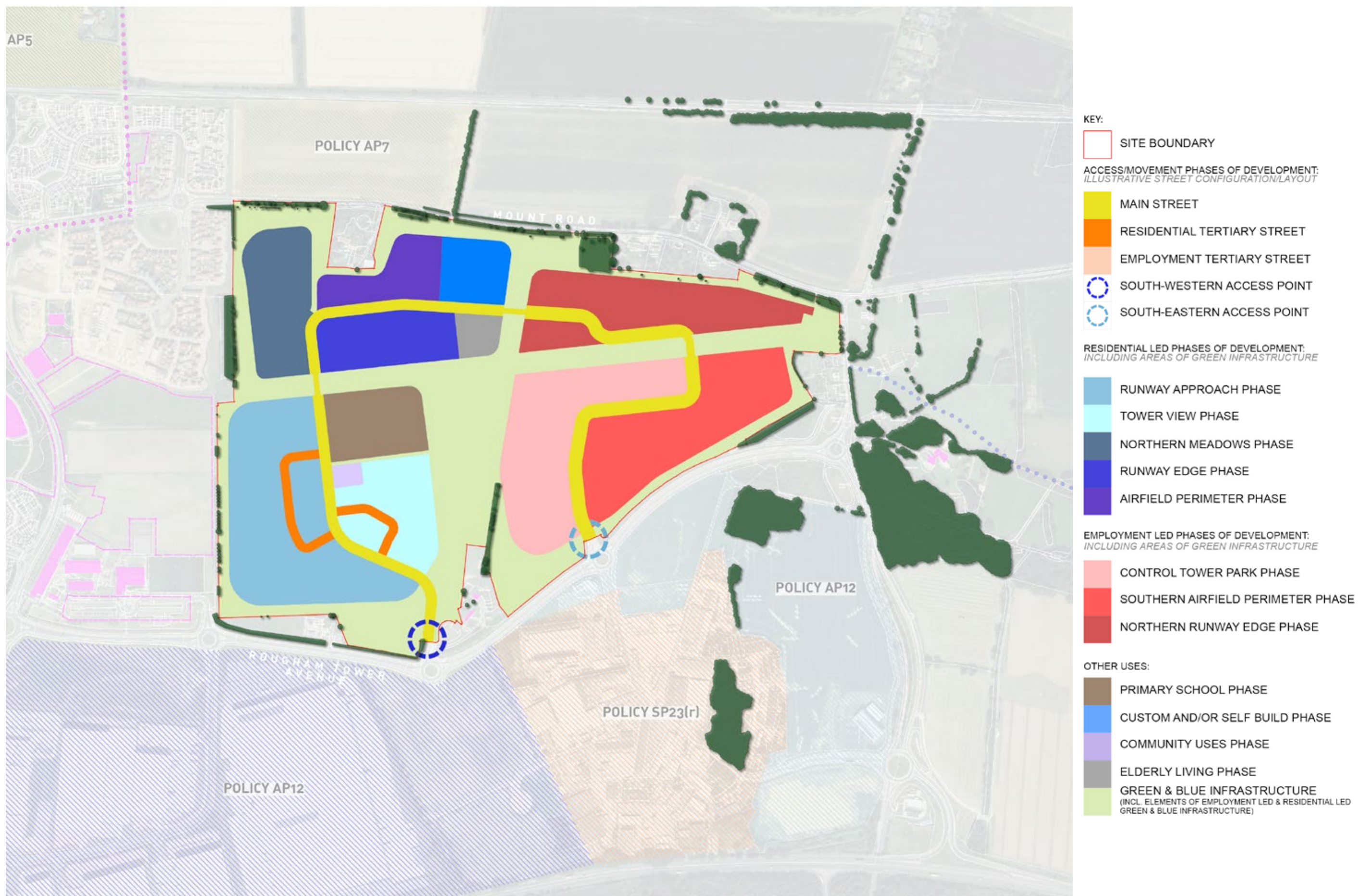


The masterplan for the Site should include “adequate provision for essential facilities such as schools, healthcare, and community centres to be considered as part of the local need and policy requirements”

(Para 4.9 Masterplan Protocol West Suffolk District Council)

INFRASTRUCTURE AND FACILITIES

- 4.89 The Site’s allocation – Policy AP3 – defines what uses should be included with The Site’s Masterplan. The Site’s ‘facilities’ therefore include ‘land sufficient for a primary school and early years setting’, provision for ‘older persons accommodation’ and ‘community uses’.
- 4.90 Policy AP3 clearly defined that a masterplan for the Site should include ‘land sufficient for a primary school and early years setting’. It advised that the masterplanning process should be used to determine whether ‘older persons accommodation’ takes the form of housing with care or a care home – or a combination of the two.
- 4.91 However, Policy AP3 was less explicit in relation the ‘community uses’ which are to be delivered within the Site. As was set out within the preceding ‘Land use and Layout’ section of this document, the community uses which are proposed within the Site have been tailored to meet local demand and needs. Collaborative discussion with both the District and County council has therefore helped to add clarity and specificity to Policy AP3.
- 4.92 The proposed masterplan for the Site therefore includes land sufficient for a primary school and early years setting, land for housing with care and/or a care home and a range of community uses.
- 4.93 The masterplan for the Site should be based upon **“clear planning for utilities, including water, electricity, fibreoptic, and water management” (Para 4.9 Masterplan Protocol West Suffolk District Council)**
- 4.94 The masterplan has been informed by clear and coordinated planning for utilities. Provision has been made for water supply, electricity, and fibre-optic digital infrastructure to ensure the Site is fully serviced, capable of supporting its intended uses, and compliant with all relevant regulatory requirements.
- 4.95 Particular attention has been given to this point from the outset of the masterplanning process due to the range of uses and the extent of employment led development which is to be proposed within The Site.
- 4.96 In addition, the illustrative masterplan for the Site will ensure that the waste collection and storage requirements which are set out within the Simpler Recycling Policy and by West Suffolk Council are facilitated and can be realised within subsequent Detailed Planning Applications.
- 4.97 At this stage of the design process this means that the illustrative street hierarchy which the masterplan proposes will have the capability to accommodate the preferred refuse operative and resident collection/drag distance standards for residential and non-residential uses as defined by West Suffolk District Council.
- 4.98 The illustrative masterplan for The Scheme will also enable subsequent detailed layout designs for residential and non-residential uses which provide suitably sized areas of hardstanding for the presentation and collection of bins, as-well as adequate space for their storage.



PHASING PLAN

The masterplan for the Site should be accompanied by “plans to provide a clear phasing proposal for development taking into consideration landownership and built out rates”

(Para 4.9 Masterplan Protocol West Suffolk District Council)

PHASING AND IMPLEMENTATION

- 4.99 The adjacent Phasing Plan visually depicts the phasing proposals for The Scheme. This plan helps to separate The Site into its key ‘parts’, disaggregating the residential led and employment led portions of the Site into illustrative parcels. It also identifies The Site’s key infrastructure and access points.

4.100 The phasing plan seeks to outline the Phasing Arrangements as required by Policy AP3. It seeks to strike a balance, demonstrating to the Local Planning Authority, consultees and communities what infrastructure will be delivered to support the phases on the Site. It is likely that development will commence in the south and progress northwards. However the phasing plan purposely seeks to retain flexibility. This allows for changes in market conditions to be accommodated, more detailed information to emerge and be responded to through the detailed design process, potential for development to be accelerated and land to be traded if market conditions support this outcome.
- 4.101 National planning policy sets out the policies to deliver the ambition to provide new homes and a clear ambition to speed up and avoid unnecessary delays in the planning system.

4.102 It is anticipated that the internal loop road would be completed before the occupation of the 250th dwelling. However, the precise trigger point for the completion of the internal loop road will be informed by a Transport Assessment that will support a future outline planning application. As such a future planning permission will secure the trigger point for the delivery of the complete internal loop road.

POLICY AP5

POLICY AP7

MOUNT ROAD

SHACKERD ROAD
PLAYGROUND

PUB

PUBLIC CAR
PARK

SAINSBURY'S
SUPERMARKET

MORETON HALL
ALLOTMENTS

SIR PETER
HALL
SCHOOL

FLYING FORTRESS
PARK

PLAYING FIELDS
(SYBIL ANDREWS
ACADEMY)

SYBIL ANDREWS
ACADEMY
(SECONDARY SCHOOL)

SKYLINER SPORTS
CENTRE

SYBIL ANDREWS
ACADEMY
CAR PARK

POLICY
SP23(i)

ROUGHAM TOWER
AVENUE

POLICY AP12

POLICY SP23(r)

POLICY AP12

THE BATTLE'S
HOUSE

FORMER CONTROL
TOWER & RADAR
BUILDING

05. SUMMARY.

In summary, the purpose of this Masterplan Document has been to set out the design rationale that has shaped the proposed masterplan for the Site. In particular, this document has aimed to demonstrate how the masterplan’s design is grounded in an understanding of the Site’s context, opportunities and constraints.

- 5.1

It establishes the ‘instruction book’ for the proposed masterplan, illustrating how and why the proposed masterplan is an appropriate interpretation of the aspirations of Policy AP3 - The Site’s Allocation Policy.
- 5.2

Rather than defining the detailed design of the Site which will be the remit of future Detailed Planning Applications, this document has sought to define the nature and scale of the proposed scheme. Future Design Code’s and Reserved Matters Planning Applications shall define the detailed design of the scheme. It should also be noted that future Design Code’s shall be subject to a Design Review Panel.
- 5.3

This document has used the 9 key headings provided by the Council’s Masterplan Protocol as a template to illustrate the design proposals for The Site.
- 5.4

The proposed masterplan for The Site represents the culmination of several topic-based workshops with West Suffolk District Council and Suffolk County Council.
- 5.5

Added to this, the design of the masterplan has also been shaped by the input of stakeholders and members of the public who have been engaged at several points throughout the design process.
- 5.6

The proposed masterplan has therefore been incrementally refined to best ensure that it accounts for and represents a wide range of interests.
- 5.7

The reuse of the former Rougham Airfield will create an attractive and sustainable new place. Providing much needed new homes and associated facilities, set within significant areas of multifunctional green space. It will contribute positively to the area, and respond respectfully to the Site’s heritage.

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