LAND TO THE SOUTH OF EYE AIRFIELD

SUFFOLK

DEVELOPMENT BRIEF

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“THE GOVERNMENT ATTACHES GREAT IMPORTANCE TO THE DESIGN OF THE BUILT ENVIRONMENT. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, IS INDIVISIBLE FROM GOOD PLANNING, AND SHOULD CONTRIBUTE POSITIVELY TO MAKING PLACES BETTER FOR PEOPLE.” (PARA. 56 & 57, NPPF 2012).
INTRODUCTION
SITE LOCATION PLAN
INTRODUCTION AND VISION

1.1 This Development Brief has been produced to guide future development on the site north west of Eye that has been identified by Mid Suffolk District Council for residential development. Highlighted within the Mid Suffolk Core Strategy as land able to accommodate a minimum of 200 homes, the site falls within the wider designation known as the Eye Airfield site. A number of documents and studies have been undertaken for the wider site including the Eye Airfield Development Framework, Eye Airfield Planning Position Statement and Baseline Landscape Appraisal.

1.2 To ensure any proposals for development conform to the aspirations of the local community, Eye Town Council and Mid Suffolk District Council, a Development Brief has been produced setting out design parameters. This document will act as a Supplementary Planning Document and as such will be a material consideration in any future planning application.

THE VISION

To create a landscape led residential development that combines sympathetic locally influenced design with sustainable design principles. Legible, verdant streets will be easy to navigate with walking and cycling encouraged as the preferred choice of movement. Building materials and styles will be sensitive to the cherished historic core of Eye, with the development adding positively to the character of the town.

To achieve the desired vision, future development should:

- Create a wide ranging tenure mix from affordable housing to retirement homes;
- Provide new roads that create a clear sense of place;
- Use varied building form and detailing of Suffolk vernacular to avoid repetitious blocks;
- “Design in” sufficient parking in a range of locations so that it does not dominate the streetscape;
- Use landscape design to make better use of retained open spaces;
- Use greenways and tree lined streets to allow trees to be the main feature in some locations;
- Avoid over engineered roads that have no sense of place;
- Design a cleare hierarchy of spaces that promote a sense of security, and
- Provide active frontages to public realm; avoid hidden areas with no natural surveillance.
1.3 The design approach is to respond to and build upon work undertaken within the Eye Airfield Development Framework and the Eye Airfield Planning Position Statement. The Development Brief will seek to shape new land uses in a way that responds to the site and the setting.

1.4 Eye is a unique market town where movement patterns, social interaction and a thriving local community influence place-making as much as physical attributes. The most memorable areas within the town are in and around the historic core. A permeable network of streets with different spatial arrangements allow residents to move around in a sustainable fashion encouraging social interaction and enhancing the sense of community. Key spaces, landmark buildings and nodal junctions create meeting places for local people and help users navigate the space.

1.5 The underlying principles behind the proposals set out in the Development Brief are to build upon Eye’s existing characteristics. Any development should be seen as an extension to both physical and cultural elements within the town, creating a development with strong links to the central core.

1.6 The development layout should contain a highly legible, permeable network of streets with the emphasis placed upon sustainable modes of transport. Dedicated pedestrian and cycle routes into and out of the site will be identified via routes known as ‘greenways’. These ‘greenways’ will be well-proportioned, landscaped routes that provide pleasant links, physically connecting the proposed development with existing routes into and around Eye. These sustainable modes of transport, combined with the pleasant green spaces and tree planting will have positive benefits such as off-setting the carbon footprint of the proposed development.

1.7 It is proposed that the development should provide up to 280 residential dwellings, which responds to Mid Suffolk District Council’s allocation of at least 200 homes in this location and gives consideration to the layout of a development whose density is reflective of the existing settlement of Eye.

1.8 It is intended that the proposed development will provide up to 35% affordable housing (subject to a viability appraisal). The introduction of new residential properties will help to support existing local businesses and services.

1.9 The proposed development should create a variety of spaces that are easily identifiable and highly legible thereby making them memorable. People should be able to say ‘meet me by the building on the corner of the open space’ or ‘meet me at the benches near the ponds’.

1.10 A 60 bed care home is proposed to improve availability to appropriate retirement accommodation within the town of Eye.

1.11 Built form should replicate the unique variation seen within the historic core and some surrounding areas. A variety of materials including brick and coloured render should be used along with variation in roof height and pitch. Design features must relate to Eye. Chimneys should be a widely-used design feature along with header and cill details. Attention should be paid to the distance from eaves to upper window (typically small distances in Eye) and also eaves detailing. The use of porches, dormer windows and bay windows should be used only sparingly, possibly to accentuate landmark buildings.

1.12 The development as a whole should be heavily landscaped. Street tree planting should take formal and informal approaches depending on the character area. Smaller areas of open space should break up the internal street network providing sites for unique landmark buildings so aiding legibility.

1.13 The development should be an attractive, convenient, sustainable and relaxing place to live. The creation of significant areas of open space will provide numerous opportunities for informal recreation, play, walking, cycling and dog walking. Car ownership should not be a prerequisite for homeownership in this development, with direct pedestrian/cycle routes to services and facilities prioritised over more convoluted vehicular routes. Nonetheless, parking should be integrated into the design from the outset to ensure parking within the public realm is kept to a minimum.
1.14 The new development should be flexible enough to respond to future changes in use, lifestyle and demography and not prejudice future developments. This means designing for energy and resource efficiency, creating flexibility in the use of property, public spaces and service infrastructure, and introducing new approaches to transportation, traffic management and parking.

1.15 Where appropriate, sustainable building construction techniques will be used in line with current building regulations. Sustainable construction measures typically comprise a combination of the following:

- Improved energy efficiency through siting, design and orientations;
- Water conservation measures;
- An element of renewable energy production;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.

1.16 Overall the vision is based on four key structuring elements: Environment, Community, Placemaking and Movement, are expanded upon in the design proposals section of this document. These structuring elements respond to the well-recognised ‘Built For Life 12’ criteria and reaffirm an ambition for this to be a high quality development.

1.17 During the Design Evolution of the site [see Section 3] three design options were produced and presented at the public consultation event in December 2014. These options ranged from 240 dwellings to 290 dwellings and the incorporation of employment uses as required by the Eye Airfield Planning Position Statement (2013). Over the course of further public consultation events, local residents also commented that the site should provide a range of homes, from first time buyers through to retirement properties.

1.18 The project team then completed technical studies and taking into consideration the comments made by local residents and the County, District and Town Councils, these studies (that will be submitted with a future planning application) supported the proposal for up to 280 dwellings and a 60 bed residential care home. The density of residential properties reflects the densities found elsewhere in Eye and responds to the existing residential areas (Victoria Hill, Haygate, Gaye Crescent and Millfield) as well as including a use that will provide opportunities for local employment and a variety of accommodation.

1.19 In 2008, Mid Suffolk District Council identified in the Core Strategy that at least 280 homes needed to be delivered in Eye between 2010 and 2025. This was revised through the Core Strategy Focused Review in 2012, where the number of homes needed became at least 230. It was proposed for 30 of these to be on previously developed land and 200 to be provided on Greenfield land. Subsequently, the Eye Airfield Development Framework (2013) and the Eye Airfield Planning Policy Statement (2013) both identified the south east corner of the Airfield as an appropriate location for a minimum of 200 homes. The diagram overleaf highlights the chronology of the site designation.
### Policy Background

**Eye Housing Broad Location**

|---------------------------|-----------------------------------------|------------------------------------------------------|-------------------------------------------------------------|
| • Focuses development/regeneration/conservation measures in the three towns of Mid Suffolk - Stowmarket, Needham Market and Eye  
  • Designates a minimum of 200 homes in the south east corner of Eye Airfield, known as the North West Eye Housing Broad Location  
  | • Re-affirms the above development/regeneration/conservation focus  
  • Need for an integrated approach to plan housing and employment  | • Provides the evidence base essential for integrated planning especially on landscaping, conservation and transport  
  | • Pulls together the evidence in the Framework to ensure an integrated approach and to help the Council determine planning applications  
  • Identified constraints e.g. gas compressor station and earmarks development/landscaping areas on a key diagram  
  • Establishes areas to be considered for the housing broad location (areas 13 -15) that need to be considered in a comprehensive way  
  • Development to abut settlement boundary as far as possible to minimise loss of agricultural land/impact on town setting and maximise access to services [area 13]  
  • Distinct area of mixed use should be included [area 15]  
  • Transport/wider linkages to be considered especially walking and cycling by enhancing existing routes to the centre/to the airfield/into the countryside  
  • Southern section [agricultural land between Castleton Way/Airfield] is particularly sensitive to change  
  • Landscaping/green infrastructure opportunities in/around the development sites including creating northern edge and addressing environmentally degraded areas on the southern edge of the airfield  
  • Need for a Development Brief on the Eye Housing Broad Location to co-ordinate the above |
EYE PARISH PLAN

1.20 Eye Parish Plan was originally published in 2009, with a subsequent Action Plan Update in March 2014. The plan discusses various topics including housing provision, the local economy, education and environment. In 2008, three questionnaires were sent out: One to all residents, one to under 18’s, and a third to all businesses in Eye. These provided the opportunity for those with an interest in the future of Eye to give their views on the needs of the town both now and in the future. The Parish Plan summarises the responses and seeks to propose recommended actions. Three key areas relating specifically to potential development to the north west of Eye are housing, environment and traffic, all of which are discussed below in further detail.

Housing:

1.21 The Parish Plan highlights that nearly 50% of respondents would prefer new homes to be for local people with 2-3 bed properties the most popular size selected. Large family homes (4+ bedrooms) received only a small response with fewer than 10% of people feeling this was a required tenure. The 2014 update states that schemes should include a reasonable proportion of affordable housing, with an agreed action being that the Parish Council should work with Mid Suffolk District Council and developers to ensure that “viability considerations” are weighted in favour of local needs and aspirations.

1.22 The 2014 update makes direct reference to the proposal to site a minimum of 200 new homes on the north west edge of Eye, stating that it “represents a major development and raises complex issues that should be resolved through involving local people and relevant agencies in a fully consultative planning progress”.

1.23 The update also states that “before any new housing scheme is approved, plans to improve the infrastructure must be put in place”.

Environment:

1.24 Protection and improvement of the local environment was diligently responded to during the initial questionnaire phase in 2008 with “looking after woodland” and “conservation of the historic town centre” highlighted as important factors. Actions included work with local societies to promote preservation of the environment, the creation of a detailed environmental improvement plan, and the promotion of activities and increased education on environmental matters.

1.25 The 2014 update states that “the previously neglected site of the Eye Airfield needs to have a range of environmental improvements, and increased public access”. The recommended action is to “work with MSDC and landowners to improve and extend proposals for landscape enhancements contained in the Eye Airfield Development Framework. Enhancements should connect, reinforce and extend the habitats currently scattered across the airfield.”

Traffic:

1.26 The original Parish Plan stated that 64% of respondents felt speeding traffic is a problem within the town. The 2014 update confirms there is continued concern over speeding traffic through the town. In relation to the proposed development to the north west of Eye, the update states “Proposed new housing and employment on parts of the Eye Airfield site will place a great strain on traffic movements between the new developments and the town, and also within the town, which will need to be carefully managed”.

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LOCAL SETTLEMENT CHARACTER AREAS

2.1 A character assessment has been undertaken to ensure any future development complements the existing environment within Eye.
HISTORIC CORE - Properties in this area generally abut the footway with no defensible space between building frontage and public realm. The dense urban grain means a continuous building frontage provides a strong sense of enclosure. Building heights range from one to three storeys, but two storey built form dominates the area. Eaves heights vary between properties adding to the charm of the historical core. Building materials include brick, coloured render and in places timber framed, creating a rich tapestry. A number of narrow street layouts means planting is limited to private curtilages and in places there are no footways. Key buildings such as the Castle, The Guildhall and St Peter and St Paul’s Church, provide significant landmarks of historical and visual importance.

PREDOMINANTLY LARGE DETACHED PROPERTIES
This area is characterised by properties situated within large plots of land and occasional slightly higher density infill. The tree-and hedge-lined verdant streetscene with properties set back from the footway creates a contrasting character to the historic core.

This sub area maintains the spatial characteristics of Character Area B, however it contains 8 listed buildings and as such is of significant historical importance.

RESIDENTIAL DEVELOPMENT COMPRISING OF DETACHED TWO STOREY PROPERTIES AND BUNGALOWS - This character area is of lower density than Character Area D with properties possessing larger front and rear gardens. The public realm includes grass verges with intermittent tree planting providing a more open feel to complement the rural land to the north of the site. The housing layout is more formal and for the most part a limited palette of materials has been used comprising of brick and painted / treated wood. A mix of colours has been used to finish wood and rendered surfaces creating a patchwork finish to the streetscene. Interspersed between bungalows and standard two storey detached properties are a number of one and a half storey properties with high pitched roofs and bedrooms situated within the loft space.

MIX OF DETACHED, SEMI-DETACHED AND SOME TERRACED PROPERTIES - Suburban-style development of three and four bedroom detached, semi-detached and some terraced properties. The development turns its back on the main road, creating an enclosed sense of place with limited links to surrounding areas. Properties are slightly set back from the footway with small front gardens and an informal building line creating a slightly organic feel. Buildings are constructed from a mix of materials including brick and render finish. Much of the area is shared surface with carriageways constructed from blockwork paving. Landscaping is provided within private front and rear gardens.

EDUCATION - Area characterised by large footprint buildings set back from the carriageway. Buildings are a maximum of two storeys in height with a mixture of flat and pitched roofs. A small amount of vegetation acts as a buffer between the public realm and the character area, with parking situated on the edge of the site.

HEALTH - Area characterised by red brick buildings situated within a large expanse of open green space in a campus-style arrangement. The main building is three storeys in height progressively dropping to two and then one storey at the extremities. Buildings are set back from the street with some tree planting and raised green space to the front of the site.

MIX OF BUNGALOWS AND TWO STOREY TERRACED HOUSING - Terraced housing is situated along the main road, with projecting ground floor and defensible space enclosed using low height fencing to the front of the property line. Bungalows are for the most part hidden from the public realm with access via a private road.

PREDOMINANTLY TWO STOREY SEMI-DETACHED HOUSING - This character area contains residential premises arranged in an informal layout. Considering the level of density the number of active frontages is low due to boundary walls and garages limiting the interaction between built form and public realm. Building material is dominated by brick with a dark brown window finish.

NEW INFILL DEVELOPMENT - Modern new-build development. Building mix comprises two and two and half storey semi-detached and detached properties with a brick and coloured render finish. Brick type and render colour varies throughout the site. There are small areas of defensible space to the front of properties, typically finished with low level shrub and hedge planting. Footway and carriageway surfaces are constructed from asphalt creating a slightly engineered feel to the public realm.

PREDOMINANTLY POST-WAR COUNCIL DEVELOPMENT - This character area comprises two storey semi-detached properties of a similar types with a variety of colour rendered finishes and small number of terraced houses and bungalows. The site is characterised by a large expanse of public open space within the core of the area. Single storey built form links properties creating consistent building with limited visual connection through to spaces beyond. Properties have large private gardens to the rear and hardstanding to the front often used for parking.

BUNGALOWS - Predominantly semi-detached bungalows. Properties face one another limiting interaction with the streetscene as blank facades face the carriageway. Relatively limited palette of building materials.

INDUSTRY - Predominantly a mix of industrial units including some office space. Mix of single and two storey buildings with a brick and concrete finish and pitched roofs. Limited landscaping to the front of the area, but significant tree planting to the north and east softens views into the site. Car parking and asphalt dominate the east of the site.
AREA A - HISTORIC CORE

AREA B - PREDOMINANTLY LARGE DETACHED PROPERTIES

AREA C - RESIDENTIAL DEVELOPMENT COMPRISING OF DETACHED TWO STOREY PROPERTIES AND BUNGALOWS

AREA D - MIX OF DETACHED, SEMI-DETACHED AND SOME TERRACED PROPERTIES

AREA E - EDUCATION

AREA F - HEALTH
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AREA G - MIX OF BUNGALOWS AND TWO STOREY TERRACED HOUSING

AREA H - PREDOMINANTLY TWO STOREY SEMI-DETACHED HOUSING

AREA I - NEW INFIL DEVELOPMENT

AREA J - PREDOMINANTLY POST-WAR COUNCIL DEVELOPMENT

AREA K - BUNGALOWS

AREA L - INDUSTRY
LOCAL DESIGN INFLUENCES

HISTORIC CORE

VARIED MATERIALS CREATE AN ABSORBING STREET SCENE WITH CHIMNEYS PUNCTUATING THE SKYLINE

• Building material and finish includes a significant degree of variation within the historic core. Brick and render colours vary greatly creating a rich visual tapestry.

• Linked to the variation in building material, the historic core also possesses significant variation in building style and height. Whilst two storey properties dominate the streetscene, three storey properties punctuate the roofscape with clear variation in roof pitch adding significant visual variation.

VARIATIONS IN FENESTRATION ADD TO THE AESTHETIC QUALITY OF THE TOWN

• Variations in fenestration include header/cill material and design, window style and size create visual interest within the street scene.

• Dormer windows are a rare feature found within the town.

SUBTLE ANGLE CHANGES CREATE AN ORGANIC FEEL TO THE PUBLIC REALM

• Distance from edge of built form to rear of kerbstone varies significantly throughout the historic core. This informal, organic appearance should be pursued within the development site.

• Formal building lines on some streets are complemented by subtle changes in building orientation and alignment on other streets.
Key buildings create a sense of place and act as legibility markers.

A more formal arrangement of buildings creates a changeable sense of place.

Good use of vertical design elements and variation in material colour.

Symmetrical fenestration as seen in the historic core.

Variations in frontage line and design modulation creates visual interest whilst maintaining traditional character.

RECENT DEVELOPMENT

Good variation in building materials, but widespread use of dormer windows is not a regular feature within the town.
EXISTING ARCHITECTURAL DETAILING IN EYE

WINDOWS

- Single or double hung sash windows are a common theme constructed from a wooden frame.
- As a minimum most windows have one vertical and one horizontal glazing bar.
- Rectilinear 'Eye brow' detailing used in various locations.
- Header details include stone, vertical and splayed brick soldiers and occasional classical stone surrounds.

DOORS

- Variation in colour, although complimentary to building material/colour.
- Door surrounds are a common feature, predominantly white in colour.
- Canopy styles are predominantly flat.
- Four and six panel doors are frequently utilised with glazing sparing used.
**EXISTING ARCHITECTURAL DETAILING IN EYE**

**ROOFSCAPE**

- Ridge lines range from consistent runs along a number of properties to very obvious variation between adjoining properties.
- Pitches vary greatly.
- The majority of buildings are gable ended with limited use of dormer windows. There is also the occasional use of half hipped roofs on properties.
- Some key building have gable fronts such as the primary school and The Guildhall.
- The frequent use of chimneys are used on properties. These range from larger brick stacks with small pots to tall Victorian chimney pots.
- The use of deep eaves on some properties.

**MATERIALS**

- Walls predominantly constructed from red brick or coloured render.
- Render colours range throughout the historic core ranging from whites and pastel colours to deep reds and purple.
- In places grey brick is used alongside red brick to add decorative detail.
- Roofing materials include slate and clay tiles.
HISTORICAL DEVELOPMENT

1805-1874
• Built form focused around the historic core with little development beyond this point
• Langton Green a separate small cluster of dwellings to the north of Eye
• Agricultural land use dominates the Development Brief site.

1897-1904
• Eye branch of the Mellis and Eye railway was opened in 1867. It was used until its closure in 1964
• Development remains focused around the historic core.

1919-1926
• Development Brief site remains dominated by agricultural use
• Small amounts of development seen along Victoria Hill
• The Hartismere Hospital Building (the Poor Law Infirmary) was constructed in 1915-1916.

1942-1945
• Eye airfield was constructed between 1942 and 1943 by the 829th Battalion with help from the 829th and 859th Battalions. The airfield opened on the 1st May 1944 and was one of the last wartime airfields to be built. The airfield was used by the United States Army Air Forces Eighth Air Force 490th Bombardment Group.

Post War Development:
• Initial town expansion created by linear development seen along Victoria Hill including semi-detached properties to the east of the road
• Eye Airfield remained was transferred to RAF Bomber Command after the war and remained an active station until 1962-63. After it’s sale the airfield has seen a considerable amount of industrial development including a gas compressor station.
• Hartismere School development extends built form west along Castleton Way
• Semi-detached properties with large front and rear gardens developed along Victoria Hill and opposite Hartismere Hospital along Castleton Way. The hipped roof detail and lack of variation in material and fenestration was a departure from architectural styles used within the historic core.
• Post-war council development to the north east of the town developed in a number of phases taking the form of link detached and terraced properties. This development provided a large expanse of open space with strong levels of natural surveillance. To counteract a lack of architectural detailing variation in colour has been used especially on properties surrounding open space.
• Late 20th Century/Early 21st Century cluster developments appear to the north of Castleton Way. The layout of Millfield presents a slightly confusing streetscene whilst Haygate/Gaye Crescent present a more traditional approach of building orientation in relation to the public realm.

• More recent infill development such as Century Road and Orchard Close are architecturally more varied with some limited elements similar to those seen within the historic core. Permeability to surrounding areas is restricted for the most part to the main vehicular route into the development creating a slightly isolated development. Rear garden boundary treatments present a harsh edge to the countryside.

LESSONS LEARNT FROM RECENT DEVELOPMENT THAT NEW DEVELOPMENT CAN ADDRESS:

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<thead>
<tr>
<th>ISSUE</th>
<th>DESIGN RESPONSE</th>
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<tr>
<td>No/limited permeability/connectivity</td>
<td>Create multiple points of connection to surrounding areas</td>
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<tr>
<td>No obvious meeting places</td>
<td>Meeting points to be provided in all housing clusters</td>
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<tr>
<td>Harsh edge to countryside</td>
<td>Develop organic edge with open space/tree belt interface</td>
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<tr>
<td>Limited usable open space</td>
<td>Provide multifunctional open space for passive and active recreation</td>
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<tr>
<td>Anywhere architecture</td>
<td>Development Brief predicates the need for traditionally inspired site specific architecture (this concept can be developed in future planning application stages)</td>
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DEVELOPMENT BRIEF SITE ANALYSIS

TOPOGRAPHY

2.2 The majority of the site sits just below 40m AOD with a moderate rise to the north / north west. It should be noted this is one of the lowest parts of the wider Eye Airfield site.

2.3 The north / south drainage ditch creates a ‘v’ shaped drainage profile with a low point of 34.59 AOD at its southern most point. The highest point on site is approximately 43.5m to the north of the site near to the agricultural pond.
TREES SURVEY

2.4 An arboricultural survey of trees and hedgerows was undertaken in August 2014. The findings of which are summarised below.

2.5 The majority of trees on site are situated along field margins with 83 trees/tree groups/hedges present. Five individual category 'A' trees were recorded within the study area, two situated along Victoria Hill, two situated to the east of the allotments site and one on the western boundary.

2.6 There are 38 individual category 'B' trees, 8 category 'B' tree groups and 7 category 'B' hedges. A large percentage of the category 'B' items are located on boundaries to the site, and so retention in any future scheme should be possible. There is, however, a centrally located area containing 8 trees, 3 groups of trees and 2 hedges all of category 'B' grade which will pose a constraint to design proposals for this area.

2.7 Of the remaining 40 recorded items, 39 trees/tree groups/hedges were graded as 'C' value and one group of dead elms recorded as being of 'U' quality.
ECOLOGY

Phase 1 Habitat Survey – September 2014

2.8 A phase 1 habitat survey was undertaken by JBA Consultancy Services in September 2014. This includes a desk study of designated sites and an on-site habitat survey.

2.9 The only statutory designated site within 2km of the site is the Pennings Nature Reserve. The site also falls within the Impact Risk Zone (IRZ) for two Sites of Special Scientific Interest (SSSI). Habitat types within the area include areas of deciduous woodland (NERC S41 priority habitat), the nearest of which is adjacent to the eastern boundary of the development site.

2.10 The habitat survey noted the presence of field margins at most boundaries, which were dominated by coarse grasses and common ruderal weeds. It is recommended that, where possible, the arable margins and area of abandoned arable/tall ruderal are retained within the development or mitigated for through establishment of disturbed ground habitat elsewhere within the development.
Bats:

2.11 Farm buildings to the north east of the site were mostly modern and well-sealed with low bat roost potential. The oldest of the buildings had roof gaps, broken windows, missing or damaged tiles, a collapsing ceiling at the western end and was poorly sealed with high bat roost potential. Two oak trees and a weeping willow along the site boundaries were considered to provide low to moderate roosting opportunities for bats. Two veteran oaks at the eastern boundary provided high bat roost potential.

2.12 The phase 1 habitat report required a bat emergence/return to roost survey to be undertaken prior to the demolition of any of the buildings. In advance of this, these surveys have been undertaken during Summer 2015 and the findings will form a report that will accompany a future planning application.

Reptiles:

2.13 The majority of the site (arable fields, buildings and hard standing) provided poor quality habitat for reptiles. However, semi-improved grassland and rough grass margins provided suitable foraging habitat for reptiles such as grass snakes and slow worms.

2.14 The phase 1 habitat report required a presence/absence reptile survey to be undertaken prior to the submission of a planning application. This survey was carried out during the appropriate months in 2015 and the findings will form a report that will accompany a future planning application.

Birds:

2.15 Trees and hedgerows surrounding the site provided potential nesting and foraging opportunities for birds. The arable crop provided potential shelter and nesting and foraging opportunities for ground nesting birds such as skylark and grey partridge. The farm buildings provided nesting opportunities for a range of birds.

2.16 The site provided potential habitat for a range of nesting widespread and common species. The phase 1 habitat report required a breeding bird survey to be undertaken prior to the submission of a planning application. This survey was carried out during the appropriate months in 2015 and the findings will form a report that will accompany a future planning application.

Amphibians:

2.17 There were a number of waterbodies within the site boundary. Habitat Suitability Indices showed that the waterbodies (which were wet at the time of survey) ranged from poor to average suitability to support breeding great crested newts.

2.18 Considering the presence of areas of good quality terrestrial foraging habitat, suitable commuting routes connecting ponds in the area and suitable breeding and sheltering habitat for great crested newts within the site boundary. The phase 1 habitat report required a survey to identify the presence/absence of great crested newts to be undertaken prior to the submission of a planning application. This survey was carried out during the appropriate months in 2015 and the findings will form a report that will accompany a future planning application.

Invertebrates:

2.19 The arable fields are not thought to support a large number of invertebrates due to the likely use of insecticides. Due to the abundance of similar habitats within the surrounding area, and the limited structure and diversity of habitats within the site, it was considered unlikely that the local conservation status of invertebrates would be significantly affected by the proposed development.

Hedgehogs, hares and badgers:

2.20 The retention of boundary hedgerows, and retention or replacement of grassland areas, where possible, would help maintain the opportunities for species such as hedgehogs and badgers within the site.
HERITAGE

2.21 Eye has been in existence since the Roman period although finds have been uncovered in the area dating back to the Paleolithic era. The Domesday Book records Eye as being one of numerous holdings of Edric of Laxfield and subsequently Robert Malet. It was he who constructed the Castle between 1066 and 1071 and who also initiated a market that led to the urbanisation of the settlement.

2.22 Whilst hugely influential in the creation of Eye as an urban settlement, after being attacked in the late 12th century and then the Baron's War, the castle never returned to its former glory. By the 14th Century most of the castle buildings had been demolished leaving only ruins on site today.

LISTED BUILDINGS:

2.23 There are ten listed buildings / items to the east of the proposed development site, five of these in close proximity to the site situated between the red line boundary and the B1077. These include:
- 68 & 69 Langton Green (Grade II listed)
- Rose Cottage (Grade II listed)
- Langton Grove (Grade II listed)
- Grotto approximately 30m south of Langton Grove (Grade II listed)
- Grotto approximately 40m south of south / south east of Langton Grove (Grade II listed)

ARCHAEOLOGY

2.25 An archaeological evaluation was carried out on site between the 10th and 27th February 2015. A total of 63 trenches were excavated within the Development Brief area. The earliest recorded features lay to the east of parcel 13A (see design section), and comprise of:
- Six postholes, ascribed to a possible Early Neolithic settlement site;
- A cobbled surface, dispersed pits and postholes of Later Prehistoric, early and middle Iron Age;
- Three graves and a horse burial potentially of Anglo-Saxon date.
- Historical records show an ancient field pattern across this and a much wider area. Specialist studies show that this is not of enough significance to shape the development.
IMPACT UPON HERITAGE ASSETS

2.26 List of assets (designated and undesignated) potentially affected by development:

- Eye Airfield – Undesignated
- 68 & 69 Langton Green – Grade II Listed
- Langton Grove, Langton Green – Grade II Listed
- Grotto Approximately 30m South East of Langton Grove – Grade II Listed
- Grotto Approximately 40m South East of Langton Grove – Grade II Listed
- Rose Cottage, 88 Langton Green – Grade II Listed
- Bromeland Cottage, Langton Green – Grade II Listed
- Oak Cottage, Langton Green – Grade II Listed
- 81 Langton Green – Grade II Listed

2.27 All eight listed buildings are situated on relatively flat topography and are set back from the main road (Victoria Hill). Buildings are only partially visible from the public highway, with hedgerow and tree planting situated within grass verges and within property curtilages.

Eye Airfield

2.28 The plan opposite highlights the historic boundary of the wartime airfield (taken from the Eye Airfield Planning Position Statement). The proposed development site does not encroach into the historic boundary, however historic maps highlight a very small section of airfield use to the north west of the site (subsequently returned to agricultural use). Post war industrial development has partially eroded the eastern runway, with tree planting associated with the gas compressor station situated on one of the old runway strips. The development proposes no built form within the historic boundary of the airfield and by creating sustainable connections will improve pedestrian and cycle access to the undesignated asset. As such the proposed development will have a slight beneficial impact on the historic airfield.
2.29 Two early C18 houses, constructed from a plastered and colourwashed timber frame with a thatched roof covered with corrugated-iron. The building is set back from the highway with new-build properties enclosing its position. Given the developed nature of its surroundings, future development of appropriate scale would have a negligible impact on the setting of the listed building.

**Land to the South of Eye Airfield**

2.30 An early C17th farmhouse, remodelled in the early C19th and C20th. It is an L-shaped property constructed from a plastered and colourwashed timber frame with brick skin. Stepped gable ends and dormer windows enrich the roofscape. The building’s setting is enclosed by vegetation to the east and the modern nursery building to the west. The setback distance from the Victoria Hill and relationship to other listed building to the south and east are important. The enclosed nature of the building means appropriate scale development to the west will have a negligible impact on the setting of the listed building.

**Grotto approximately 30m south east of Langton Grove**

2.31 Early C19th garden house, re-using medieval ecclesiastical material. One storey in height with a central archway on circular columns. The setting of the building is highly enclosed by vegetation with no views from the public highway. Its relationship with Langton Grove and another grotto in close proximity is important. The enclosed nature of the building mean the proposed development will have negligible impact on the listed building.

**Grotto approximately 40m south / south east of Langton Grove**

2.32 Early C19th garden house re-using medieval ecclesiastical material, ashlar, brick and flint enclosed by vegetation. The building’s proximity to Langton Grove and another grotto is key. Recent development to the south east is in close proximity to the building. Within the proposed development Langton Grove Greenway aligns in an east/west direction with the building and its setting. The verdant, open nature of this part of the development means there will be a negligible impact on the listed building.

**Rose Cottage, 88 Langton Green**

2.33 Early C18th house constructed from a plastered and colourwashed timber frame on brick plinth. The property is single storey with a dormer attic. Glimpse views of the property are available from the public highway through heavy vegetation. The set back nature of the building from the highway is important along with its relationship to Langton Grove and listed buildings to the east of the B1077. Views of the building from development site will be partially blocked by recent infill development directly to the west of the listed building. The enclosed nature of the building and the impact of recent development mean the proposed development will have a negligible impact on the setting of the listed building.

**Bromeland Cottage, Langton Green**

2.34 Early C18th house constructed from a plastered and white colourwashed timber frame on brick plinth. Gabled roof with one thatched and gabled dormer and a red brick chimney stack. The building is setback to the east of Victoria Hill by a deep front garden. Glimpse views of the building are available from the public highway, hindered by planting within the curtilage. The property forms and a line of three cottages to the east of Langton Grove, whose relationship is key to the setting of the listed building. The distance of the proposed development and level of existing building between it and the listed building means the development will have a negligible impact on the listed building.

**Oak Cottage**

2.35 Two early C18th house converted to a single house in the late C20th. Constructed from a rendered and colourwashed timber frame on brick plinth. As with Bromelend Cottage, the building is partially hidden from the public highway by verge and curtilage planting, providing only glimpse views of the roofscape and upper floors. The building’s association with the listed building directly to the north and south are key along with Rose Cottage and Langton Grove. The distance of the proposed development and amount of existing building within it and the listed building means the development will have a negligible impact on the listed building.

2.36 A single dwelling house constructed c1730-1740 from plastered and colourwashed timber frame on a brick plinth with gabled, pantiled roof. As with Bromelend Cottage and Oak Cottage, the building is partially hidden from the public highway by verge and curtilage planting, providing only glimpse views of the roofscape and upper floors. The building’s association with the listed building directly to the north and south are key along with Rose Cottage and Langton Grove. The distance of the proposed development and level of existing building between it and the listed building means the development will have a negligible impact on the listed building.

2.37 The assessment of the effect of the proposed development on the heritage assets has been carried out in accordance with guidance contained within Historic England’s Good Practice Advice ‘The Setting of Heritage Assets’ published in March 2015.

2.38 Following this guidance confirms that none of the identified heritage assets will be harmed through the proposed development.
DRAINAGE AND FLOOD RISK

2.39 The site lies in Flood Zone 1 and is therefore not considered to be at risk of flooding from a named watercourse or one with a significant catchment. Environment Agency (EA) maps do show that an area of the centre of the site may experience some surface water flooding and this would be associated with runoff being shed from the areas of higher land to the north.

2.40 The runoff generated from the primarily rural site leaves by one of three main routes:

- A significant proportion of the site drains towards the drainage ditch which runs north to south through the approximate centre of the site. This ditch enters an adopted 600 mm diameter surface water sewer which runs south-eastwards through the gardens of the properties on Haygate. Water from the site eventually discharges to the watercourse which flows eastwards through Eye (approximately halfway between Castleton Way) and which forms a tributary of the River Dove.

- Parts of the east of the site drain to the partly piped ditch which runs alongside Victoria Hill.

- Ground levels dictate that the western section of the site (the area to the west of the existing Haygate development) drains southwards towards Castleton Way and the land beyond.

- Surface water from the proposals will be discharged to either the central spine watercourse, or that on the south-eastern corner of the site, in accordance with the Building Regulations drainage disposal hierarchy.
LANDSCAPE AND VISUAL IMPACT ASSESSMENT (LVIA)

2.41 The LVIA identifies the key constraints and opportunities present in the site and surrounding landscape, and also the nature of the likely impacts that may arise from the proposed development.

2.42 The site has been the subject of a number of planning documents focussed on the wider strategic development of the airfield. The Eye Airfield Development Framework and the Eye Airfield Planning Position Statement have designated the south-eastern and eastern parcels of the site as suitable locations for housing, if given careful and considered landscape proposals. Recommendations of these documents include:

- The reinforcement and retention of existing landscape structure, including ponds;
- The protection and enhancement of the historic setting of Eye;
- The use of green spaces to connect landscape features;
- The improvement of links and access to the wider landscape from Eye settlement;
- The incorporation of historic features associated with the airfield;
- The retention of key views;
- Mitigation planting commensurate with the landscape and visual impacts; and
- Retention of the positive landscape characteristics of the principal routes to and from Eye.

2.43 Physical landscape impacts that will give rise to perceived changes in landscape character are generally limited to the changes to the land use associated with residential-led development. The landscape mitigation strategy [and overall masterplan], aims to retain and enhance many of the characteristic elements and features of the area.

2.44 Overall, the eastern areas of the site are relatively visually contained and the western most parcel is visually prominent, but only from the immediate approach to Eye or from limited areas on higher agricultural land to the south.

2.45 A range of representative visual receptors have been used to inform the LVIA. Overall the selected viewpoints and subsequent analysis demonstrate that the majority of the site and proposed development will be visible from a localised area only. Views from the network of public rights of way on the airfield will be buffered by the proposed green infrastructure associated with the public open space and also the robust woodland belt planted on its edge. Whilst Parcel 13A is visually prominent upon the approach to Eye, the proposed green gateway and adjacent woodland belt offer a softened landscape edge to the western entrance to Eye and form part of the wider strategy of a ‘countryside edge’ to this rural corridor.

2.46 The approach taken to the proposed development recognises the landscape and visual attributes of the site and its context. It has reacted positively to this context and seeks to integrate with its context at all levels of the design process, from site planning through to layout and landscape and urban design.
1. VIEW ALONG CASTLETON WAY

2. VIEW FROM VIEWING PLATFORM AT EYE CASTLE MOUND
LAND TO THE SOUTH OF EYE AIRFIELD | DEVELOPMENT BRIEF


**CONNECTIVITY (HIGHWAYS & ACCESS)**

2.47 The site is situated to the north of Castleton Way and to the west of Victoria Hill (B1077). Both roads provide access to the A140, with Victoria Hill also providing southbound access into the historic core of Eye.

2.48 Four potential points of access into the site have been identified. These include Castleton Way, Haygate, Victoria Hill and Langton Grove. All access points have potential to provide for vehicle and/or pedestrian/cycle access.

2.49 Following a meeting early in the process with Mid Suffolk District Council and Suffolk County Council, a range of potential options for access were discussed and how a strategy for access could be provided for the site. This strategy considered the options in combinations. It was also considered whether or not a “through” route for traffic would be provided. Further work followed this looking at accidents in the area, carrying out traffic surveys to check speeds and work looking at the distribution of vehicle trips from the development. This work was submitted to Mid Suffolk District Council for further review, and informed the options for development presented to the public at the community consultation event and discussed with Mid Suffolk District Council and the Town Council at the place-shaping group meetings.

2.50 Bus stops are situated on both Castleton Way and Victoria Hill. Along Castleton Way two east and west bound bus stops are sited in close proximity to the school and hospital, accommodating bus routes 319 (Syleham to Eye) and 456 (Diss to Stowmarket).

2.51 Bus stops along Victoria Hill are located close to the junctions with Bellands Way and Century Road, providing access to the No.4 (Bedfield to Diss), No.40 (Diss to Norwich), 113 & 114 (Diss to Ipswich), 475 (Eye to Diss) & the No.482 (Diss to Framlingham).

2.52 Train – The nearest train station to the site is Diss train station located approximately 5.5km away.

2.53 Walking Routes – The site is well connected on foot with a number of public rights of way passing through or close to the site. These routes connect to Castleton Way, Victoria Hill and the wider environs of the Eye Airfield.

2.54 Cycling – Castleton Way, forming the southern boundary of the Eye Airfield site, is identified by Sustrans as the ‘Regional Route 30’ cycle route.
LAND TO THE SOUTH OF EYE AIRFIELD

DEVELOPMENT BRIEF

COMBINED SERVICES PLAN

KEY:
- SITE AREA
- UKPN LV UG CABLES
- UKPN HV UG CABLES
- ANGLIAN WATER FOUL WATER SEWER WITH 6m EASEMENT AS SHOWN
- ANGLIAN WATER SURFACE WATER SEWER WITH 6m EASEMENT AS SHOWN
- ESSEX AND SUFFOLK WATER POTABLE WATER MAIN
- NATIONAL GRID LP MAINS
- NATIONAL GRID MP MAINS
- NATIONAL GRID NHP MAINS
- BT OH CABLES
- BT UG CABLES
2.55 There are very few service or non-visible constraints associated with the site. There are foul and surface water sewers in the north-east of the site which have easements of 6m (3m either side). These need to be taken into consideration. The proposed development falls outside the HSE consultation zone for the Gas Station. A very small section of the site falls within the Outer Zone of the 5 feeder gas main. Based on HSE’s land use planning methodology (PADHI), development in this area is sensitivity ‘Level 3’ which allows for housing within the outer zone.
LAND TO THE SOUTH OF EYE AIRFIELD DEVELOPMENT BRIEF
EVALUATION & DESIGN EVOLUTION
3.1 The opportunities and constraints presented by the site are utilised to inform and structure the development proposals. These are outlined adjacent and illustrated where appropriate on the Opportunities and Constraints Plan.

<table>
<thead>
<tr>
<th>STRENGTH</th>
<th>WEAKNESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Ability for the site to accommodate housing has been emphasised in a number of Council documents including the Core Strategy, the Eye Airfield Planning Position Statement and the Development Framework.</td>
<td>• Existing dwellings to the south and east will require a sensitive design response.</td>
</tr>
<tr>
<td>• Multiple potential access points.</td>
<td>• Open views from public rights of way, including views towards new development, will require mitigation.</td>
</tr>
<tr>
<td>• Few landscape features situated in locations other than field margins.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>OPPORTUNITIES</th>
<th>CONSTRAINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Provision of large open spaces with easy access for new and existing residents.</td>
<td>• Existing ecology</td>
</tr>
<tr>
<td>• Enhance field margins to act as features within the public realm.</td>
<td>• To ensure the setting of Listed Buildings is not affected by the proposed development</td>
</tr>
<tr>
<td>• Enhance ecological habitat.</td>
<td>• Health and safety zones associated with gas compressor station</td>
</tr>
<tr>
<td>• Existing trees and hedgerows to be retained creating openings where gaps or poor trees exist.</td>
<td>• Adjoining residential amenity</td>
</tr>
<tr>
<td>• Maintain and enhance existing public rights of way through the site.</td>
<td></td>
</tr>
<tr>
<td>• To introduce 200+ high quality dwellings in accordance with the core strategy, development framework, planning position statement and Eye Parish Plan.</td>
<td></td>
</tr>
<tr>
<td>• The historic character of Eye and proximity of the site to the conservation area means all elements of the design must sit comfortably within the wider context of the town.</td>
<td></td>
</tr>
<tr>
<td>• To retain and enhance landscaping through sensitive design which responds to the natural environment.</td>
<td></td>
</tr>
<tr>
<td>• To provide significant new green infrastructure which will serve both new and existing residents</td>
<td></td>
</tr>
<tr>
<td>• To set a high standard of delivery and design for the development</td>
<td></td>
</tr>
<tr>
<td>• To strengthen walking routes through the site creating safe and attractive sustainable movement corridors</td>
<td></td>
</tr>
<tr>
<td>• To introduce play space for use by both new and existing residents</td>
<td></td>
</tr>
<tr>
<td>• To develop affordable housing which responds to the needs of the local community</td>
<td></td>
</tr>
<tr>
<td>• Increased population will help support local services and businesses</td>
<td></td>
</tr>
<tr>
<td>• Site access and alternatives available</td>
<td></td>
</tr>
</tbody>
</table>
DESIGN APPROACH

BROAD DESIGN PRINCIPLES

3.2 The design approach has followed the principles raised within documents such as ‘Built for Life’, ‘Manual for Streets’ and design policy requirements. These include but are not restricted to:

- Connections
- Public transport
- Creating well-defined streets and spaces
- Easy to find your way around

A successful development requires the creation of a well-defined network of streets that provide a legible, safe and permeable environment. The proposals have been designed to create a village street primary route connecting through the centre of the development whilst at the same time allowing strong links to surrounding existing built form. By creating streets that are well enclosed and provide a strong level of natural surveillance will create a welcoming environment, encouraging sustainable forms of movement such as walking and cycling. Linking into the existing network of streets provides direct access to public transport provision within surrounding area.

MOVEMENT - A MEANDERING PRIMARY ROUTE PASSING THROUGH SPACES.
Creating a sense of place like that evident in the older parts of Eye is vital to the success of a new development. The character and distinctiveness of the surrounding areas should be harnessed to create a sense of place that is both complementary to the existing environment but creates its own special character. Existing features within Eye such as the variations in built form within the historic core (eaves, material, colour), the strong sense of enclosure in these streets, the role of the public realm and planting in shaping the character can be taken into consideration in future versions of the masterplan. As the design progresses these details will be built upon with features such as frontage treatments, street widths, fenestration details and parking arrangements to create a development that will have a beneficial impact on the character of Eye as a whole.

The creation of character areas and easily identifiable street typologies (see later in the document) will create highly legible routes through the development. Landmark buildings should be located at key nodal junctions, where key views terminate and at strategic locations to ensure the scheme is memorable and easy to navigate.
A successful development is one that harnesses the existing environment of the site and surrounding area. Utilising changes in height, existing tree planting, existing drainage channels and historic features in a positive way grounds the development within its surroundings and aids the character of the development. The current masterplan utilises key features such as existing tree and hedge planting, views to historic buildings, existing drainage channels to shape the overall form of the development.

Environment
• Working with the site and its context
Creating a sense of community involves designing an environment that responds to local needs, provides opportunity for social interaction, creates new meeting places and amalgamates new and existing populations. This has been achieved through the creation of direct links to the existing facilities and transport infrastructure. In addition, the new site will contain significant amounts of public open space, including a children’s play area with contributions to improvements to the local education facilities, pre-school provision, transport improvements and libraries.
3.3 Three design options were originally tabled to the place-shaping team and local community (see opposite). Option A excludes Parcel 13A (and thus excludes potential access from Castleton Way); Option B which includes Parcel 13A and is fully developed for residential use; and Option C, which mirrors Option B but with Parcel 15 acting as a mixed use parcel including employment use.

3.4 Following extensive consultation, Option B was highlighted as the preferred option by local people, with very few comments in favour of the inclusion of employment use within the site.

3.5 As the Development Brief has progressed new elements have been incorporated, including attenuation basins located at strategic points within the site. The basins will be able to accommodate surface water runoff from the proposed development and should also reduce runoff rates from the site by restricting the larger storms to the lower greenfield rate.
OPTION B
- Access primarily off Castleton Way
- Lower density with significant green infrastructure opportunities
- Greater place-making qualities

OPTION C
- Access off Castleton Way in addition to other access points
- Employment provision
APPROACH TO PLACE-SHAPING
‘Place-shaping’ is now widely understood to describe the ways in which local players collectively use their influence, powers, creativity and abilities to create attractive, prosperous and safe communities, places where people want to live, work and do business.

www.futurecommunities.net

4.1 Mid Suffolk District Council has actively pursued the engagement of not only key stakeholders but also the wider community from the outset of this project. Understanding that local knowledge and aspirations are vital to the success of any Development Brief has driven the Council to undertake regular place-shaping events and two community consultation events prior to finalising the Development Brief.

4.2 Attendees at the place-shaping / engagement events included:
- Mid Suffolk Council members
- County Council members
- Town Council members
- Transport and drainage consultants (Cannon Consulting)
- Design and planning consultants (Pegasus Group)
- Residents
- Local businesses
- District and County officers
4.3 The emphasis at the place-shaping events was to ensure all represented groups and individuals were given the opportunity to voice their opinion on all aspects of the proposed development. Topics discussed included:

- The broad location of development
- Access / connectivity
- Density of development / site capacity
- Drainage
- Place-making
- Aesthetics
- Employment uses
- Historical context
- Conservation Area
- Character areas
- Tenure and mix
- Ecology

4.4 Two community consultation events took place on Wednesday 10th December 2014 and on Thursday 12th March 2015. In addition to these two community consultation events, a number of place-shaping meetings have also been undertaken. These included the attendance of councillors from Eye Town Council and Mid Suffolk District Council.

4.5 At the consultation in December, three design options (see Design Evolution, Section 3) were tabled, with local people asked which of the three options they preferred. As highlighted in the pie chart below, Options A (240 dwellings) and Option B (290 dwellings) were preferred in equal measure. 10% expressed a preference for Option C (240 dwellings and employment uses) and a further 3% preferred Options B or C. The inclusion of employment uses was generally not supported by residents, while those in favour of Options B and C considered a vehicle access onto Castleton Way to be a pragmatic way to access the site.

4.6 Local residents were given the opportunity to identify matters that they considered needed to be addressed or responded to through the Development Brief and future planning application process. 111 responses identified a number of different matters and some responses listed multiple matters. As the table shows, traffic and highway matters were most frequently raised, closely followed by education and healthcare capacity.

4.7 Following the consultation event, responses and suggested amendments were reviewed leading to further technical work in areas such as transport, drainage and archaeology. This has resulted in spatial design changes to the Masterplan. These changes also formed the basis for a second public consultation event.

<table>
<thead>
<tr>
<th>Matter</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic &amp; Highways</td>
<td>79</td>
</tr>
<tr>
<td>Education</td>
<td>50</td>
</tr>
<tr>
<td>Healthcare</td>
<td>46</td>
</tr>
<tr>
<td>Design</td>
<td>30</td>
</tr>
<tr>
<td>Housing Provision</td>
<td>27</td>
</tr>
<tr>
<td>Sewerage &amp; drainage</td>
<td>23</td>
</tr>
<tr>
<td>Services</td>
<td>16</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>14</td>
</tr>
<tr>
<td>Sense of community</td>
<td>12</td>
</tr>
<tr>
<td>Local character</td>
<td>9</td>
</tr>
<tr>
<td>Agriculture</td>
<td>7</td>
</tr>
<tr>
<td>Transport &amp; wildlife</td>
<td>6</td>
</tr>
<tr>
<td>Employment</td>
<td>4</td>
</tr>
</tbody>
</table>
4.8 In order to respond to local residents’ requests for more information, further technical studies have been undertaken and a preferred masterplan prepared from the three that were presented in the earlier consultation for further design progression. Given the earlier views of residents that further employment uses would not be taken up and that an access onto Castleton Way would be pragmatic, Option B for 290 dwellings was progressed for the second consultation event.

4.9 Further technical studies relating to archaeology have informed the position of housing parcels and open space; additional drainage studies have identified the required size of surface water features, landscaping and tree surveys have also demonstrated the sensitive areas of the site and their relationship to access points.

4.10 113 people attended the second event at Eye Town Hall on Thursday 12th March and a total of 81 responses were received. Traffic and highways, education and healthcare capacity remain important matters for the local residents. These are matters where continual work is being undertaken as part of the Development Brief and future planning application. Housing provision has become an important matter, covering comments such as the amount, mix of housing and provision of affordable housing.

4.11 At the consultation, residents provided many pieces of interesting and constructive local information which have been given further consideration in conjunction with the written comments. As can be seen from the timeline below, considerable consultation has been undertaken over the past year and this will continue with the relevant stakeholders listed at the beginning of this section. A development website (www.eyehousing-yourviews.co.uk) has been set up since 11th March 2015 and this will be used as a means of keeping residents informed of additional work and key milestones that have been achieved.
PLACE SHAPING MEETING NO.3 – 21ST NOVEMBER 2014
• Content of Public Exhibition and ability to engage the local community
• Drainage discussions
• SUDS and Open Space Maintenance
• Provision of Cycleway
• Town Council to meet with Headteachers of schools

MEETING WITH TOWN COUNCIL – 29TH JANUARY 2015
• Presentation of the outcomes from the public consultation and proposals to progress the development brief
• Suggestion that another exhibition held to demonstrate the technical work that has been undertaken following the consultation to inform a preferred option
• As part of the next exhibition, Mid Suffolk District Council present the evolution of the site allocation and relationship to planning policy
• Explanation of the structure of the development brief
• Technical update following further assessments and studies

PUBLIC EXHIBITION NO.1 – 10TH DECEMBER 2014
• Background to the project and context of planning policy
• Character Area Appraisal
• Design Approach/Evolution
• 3 Design Options presented as A, B & C
• 4 possible Access Options presented and opinions sought (Castleton Way, Victoria Hill, Langton Grove & Haygate)
• Drainage Design to address concerns of residents.

PUBLIC EXHIBITION NO.2 – 12TH MARCH 2015
• Feedback from previous consultation event / Design progression
• Presentation of preferred option known as Option D
• Presentation of the Landscape Strategy and drainage design
• Following the previous exhibition, proposal for 2 Vehicular Access points (Castleton Way and Langton Grovel and 2 pedestrian/ cycle points from Haygate and Victoria Hill as means of access to the site
• Discussions around how local facilities such as education and healthcare will cope with additional housing in Eye

JUNE
Development Brief was submitted.

MAY – SEPTEMBER
Ongoing discussions with Mid Suffolk and Town Council.
LAYOUT

Design Concept

5.1 The layout is heavily landscape-led with on-site constraints shaping the design proposals by responding to the existing landscape in a sensitive manner. Major hedgerows and trees have all been retained with urban blocks arranged around them.

5.2 The site is essentially divided up into five distinct parcels, each separated from the next by a significant area of open space. Parcel locations have not only been heavily influenced by the existing landscape, but also potential access points into the site. Four locations were identified as potential access points into the site as shown in the site analysis and context section of the brief.

5.3 The access strategy for the site will comprise a combination of pedestrian/cycle access points and vehicular access points. Not all identified points of access will be vehicular, and following the public consultation and further discussions with Mid Suffolk District Council and the Town Council a likely preference for Castleton Way as a primary access with further vehicle access from Langton Grove to a small parcel of development was expressed. Other access points would be retained for pedestrian, cycle and access in the event of an emergency (possibly enforced through the use of a telescopic bollard). In summary, the proposed access includes:
   • Castleton Way - Primary vehicular and pedestrian/cycle access
   • Haygate - Pedestrian/cyclist and emergency access only
   • Victoria Hill - Pedestrian/cyclist and emergency access only
   • Langton Grove - Limited vehicular access plus pedestrian/cyclist and emergency access

5.4 An organic route will meander its way through the site, taking the form of a village street. Changes in direction of this route along with its physical form will encourage low traffic speeds, so creating pedestrian-and cycle-friendly streets.
A LANDSCAPE DOMINATED DEVELOPMENT

5.5 Centrally located to the development is a newly proposed large expanse of open space. A number of routes will radiate out from the open space providing linkages to the surrounding built form. The open space will be a focal point within the development acting as a site for not only physical recreation, but also a site for social interaction. Built form will create a strong edge to the open space aiding natural surveillance and enlivening the streetscene.

5.6 Possible features within the open space could include an informal Local Landscape Areas of Play (LLAP), a trim trail, and central area of mown grass to enable active and passive recreation.

5.7 Open space within parcel 13A could take the form of a wildflower meadow with meandering paths and seating provisions. This will be a reflective space.

5.8 Where current built form backs onto the site, it is proposed that future development will mirror the current form, creating a back-to-back layout. To reduce the impact on existing residents, a buffer will be placed along these edges ensuring at least 18m between existing and proposed properties.
STREETS AND SPACES

5.9 Central to the scheme design is the creation of successful streets and spaces. Streets should not be through routes for fast-moving traffic, nor should they be lined by parked cars within the public realm. Streets within the development will be places for social interaction, incorporating sustainable forms of movement. Aesthetically they will create a legible streetscape providing users with a distinct understanding that they are within a certain character area.

5.10 The density of development will be low. This should provide adequate space for residential parking to be accommodated within the curtilage of the property in most character areas. This will mean only visitor parking will be accommodated on street and should be located within dedicated parking bays with appropriate material detailing and soft landscaping.

5.11 Defining features for each of the street types should be as follows:

Village Streets
- Regular tree planting potentially on an opposite arrangement
- Grass verges occasionally on one side of the street to accommodate tree planting
- Shared foot/cycleway along one side in part or whole of the length of the street
- Raised carriageway at nodal junctions and change of material where key routes dissect the village street
- Occasional pinch point as a traffic calming feature including a change of material to denote pedestrian dominance
- Varied street width to replicate traditional street form
Frontages to Green Spaces
- Tree planting only when located alongside open space or greenway
- No dedicated cycle path
- No centre line markings
- Carriageway width varies but generally narrower than other typologies

Shared Surfaces
- Constructed from block paving
- Shared space style treatment
- Carriageway raised
- Narrower frontage to frontage distance creating a strong sense of enclosure

Key Spaces
5.12 In addition to streets, there are four distinct spaces within the proposed development:
- Large open space – This space should encompass open views across the centre of the site, include natural play space for children, provide direct routes to surrounding areas and possess an organic unstructured feel on its transitional edge to the airfield site.
- Greenways – These routes should be a minimum of 10m in width to ensure open space is the dominant feature. Tree planting should be less formal than on the village street with tree groups and individual trees sporadically arranged in a parkland style arrangement.
- SUDS spaces – Planting mix should encourage wildlife habitats in these locations. These spaces should mimic the organic style used in greenways, with tree planting in an unstructured layout.
- Internal Development Spaces ‘Pocket’ parks – These areas of open space are meeting spaces within the urban form. To create an alternative character to other open spaces within the development it is proposed that tree planting should be formal in structure to mirror the formal layout of the village street.
CAR PARKING PROVISION

5.13 The incorporation of parking provision into the future detailed layout of the proposed development will be undertaken in accordance with local guidance at the time of determining future planning application(s). In order to minimise the impact of car parking on the streetscene, it is proposed that where possible parking will be provided on-plot, either to the front or side of the dwelling it serves.

5.14 In considering the indicative layout of the proposed site and an appropriate density of development, consideration has been given to the current guidance for car parking standards, produced by Suffolk County Council. Within this guidance it is advised that:

‘Where housing densities are lower, space for car parking can be provided ‘on-plot’ within the curtilage of the dwelling, such as in the form of a garage, car port, parking bay or private drive. Parking or garaging within the private curtilage of the dwelling has the advantage of being accessible, secure and easy to supervise. Given accessibility requirements, preference should be for access from the front of the dwelling/premises.’

5.15 To provide an indication of how different types of car parking could be incorporated into the future detailed layout of the site, which will be a matter for future application(s), the table on the opposite page provides some possible suggestions.
## Development Brief

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Allocated?</th>
<th>Description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Parking square</td>
<td>Off-plot</td>
<td>Optional</td>
<td>Group(s) of parking bays located adjoining the main carriageway providing convenient access to dwellings</td>
<td>Convenient access to parking. Good surveillance from neighbouring properties.</td>
</tr>
<tr>
<td>2. Parking court</td>
<td>Off-plot</td>
<td>Optional</td>
<td>Group(s) of parking bays and/or garages located within a shared courtyard.</td>
<td>Generally limited to up to 8 dwellings</td>
</tr>
<tr>
<td>5. Attached/Integral garage</td>
<td>On-plot</td>
<td>Yes</td>
<td>Private garage adjoining the dwelling, often allowing access directly to house.</td>
<td>To be set back from public domain to allow parking in front. Convenient access to dwelling. Could be attached to neighbouring property and allows for room above.</td>
</tr>
<tr>
<td>6. Drive through</td>
<td>On-plot</td>
<td>Yes</td>
<td>Parking bay and/or garage access through a covered arch on the street.</td>
<td>Helps avoid car dominated street scene whilst providing secure on-plot parking</td>
</tr>
<tr>
<td>7. Hard standing</td>
<td>On-plot</td>
<td>Yes</td>
<td>Parking bay located next to dwelling.</td>
<td>Can be located against the back edge of public domain or set back to allow additional parking in front. Can be joined to neighbouring parking bay.</td>
</tr>
<tr>
<td>8. Detached garage</td>
<td>On-plot</td>
<td>Yes</td>
<td>Private garage often located next to dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.</td>
<td>Must be set back to allow parking in front. Can be joined to neighbouring garage.</td>
</tr>
</tbody>
</table>
LAND TO THE SOUTH OF EYE AIRFIELD | DEVELOPMENT BRIEF

POTENTIAL AREA FOR RE-LOCATED FARM BUILDINGS

KEY
- SITEBOUNDARY
- RESIDENTIAL
- POTENTIAL HOUSE LOCATION
- POTENTIAL PEDESTRIAN/CYCLE LINKS
- EXISTING PUBLIC PATHWAYS
- POTENTIAL DIVERSION OF PUBLIC PATHWAY
- POTENTIAL CHILDREN'S PLAY AREA
- OPEN SPACE (SUGGESTED REQUIREMENTS FOR DESIGN, PROVISION OF GREEN AND PLAY AREAS)
- PROPOSED WOODLAND BUFFER PLANTING
- EXISTING TREES AND HEDGEROWS RETAINED
- BUFFER TO EXISTING PROPERTIES - MINIMUM 3M TO CURTAIN EDGE
- POTENTIAL APARTMENT PADS
- PITCH PADS (SUGGESTED CURRENT MARTING PADS)

DRAINAGE FEATURES - CASE STUDY IMAGES

INDICATIVE GREEN INFRASTRUCTURE PLAN
GREEN INFRASTRUCTURE FRAMEWORK

5.16 Green Infrastructure should be a key driver in shaping the form of any future development on site. As noted in the analysis section, the provision of accessible open space is a desire of the local community highlighted through the Parish Plan. As such, it is proposed generous greenways will provide access into and out of the site with all routes converging on a focal central area of open space.

5.17 Greenways could be situated in three locations:
- Langton Grove Greenway
- Victoria Hill Greenway
- Haygate Greenway

5.18 It is proposed that the Victoria Hill and Haygate Greenways will only be accessible to pedestrians and cyclists. These routes will encompass SUDS, tree and shrub planting, and the retention of key natural features currently on site.

5.19 Existing hedgerows are retained and reinforced, with removal confined to very limited sections where openings are required and/or where gaps and poor trees exist to provide access or to enhance permeability. Greenways should interlink with the larger open space, Village Street and Western Lane to create a permeable network of routes for walking, cycling and recreation. Such a principle should be central to the design ethos fulfilling the idea of streets for people. Existing field boundary lines are broadly reinforced with additional planting of native hedging mixes and occasional native hedgerow trees.

5.20 Attenuation basins, whilst technically classed as blue infrastructure, are unlikely to have a permanent water presence and should also have a strong role in both the creation and aesthetics of green infrastructure. Planting within and in close proximity to the attenuation basins will include moisture-tolerant shrub species and seed mixtures, which should encourage wildlife to settle and breed in the area. Barrier planting or planting which obstructs views into and out of the basins should be avoided.

5.21 Away from the Greenways, street tree planting and frontage planting should continue the permeable green-link network, creating a softened streetscape.

5.22 The centrally-located area of open space will act as focal space for the development, but should convey an organic appearance. Structural planting defines the edges of the central open space, with sweeping arcs of distinctive trees (such as lime or whitebeam). Other tree plantings comprise individual parkland trees in open spaces (such as oak or sweet gum) and groupings of flowering trees (amelanchier and cherry) or native species (rowan and birch). Informal areas of wildflower plantings and spring bulbs add to the diversity and provide a visually pleasing environment for users. Play space should be allocated but with equipment taking a natural form.

5.23 Tree planting along the northern and western edge of the development should be dense in form, taking a woodland and/or tree belt appearance. This will comprise native tree species, along with understorey shrub planting in the wider areas of the tree belt. An element of this section could be developed as a community woodland.

5.24 Underpinning the design of the green infrastructure will be an adherence to implementation of best practice; the use of indigenous planting species to encourage and develop ecological strategies across the site; consideration of natural surveillance; and the need for legibility and way-finding.

OPEN SPACE

5.25 The updated SHMA (2012) shows that average household size in Mid Suffolk is continuing to reduce with a 2011 average of 2.36 compared to that of 2.65 in 1981.

5.26 Based on the above, when calculating open space provision an average household figure of 2.5 people per dwelling is a fair reflection on the current situation and future demand.

5.27 The Mid Suffolk District Council Open Space SPD (2006) states that on-site provision of Informal Recreation Space and Children’s Play would normally be sought for developments of between 200 and 599 dwellings. As an example, a development with 280 dwellings with an average household size of 2.5 people and a 60 bed care home would require 0.46 ha of informal recreation space and 0.15 ha of children’s play space. The indicative masterplan is flexible and provides a variety of spaces that presently exceed the above requirements. A future planning application will need to be in accordance with the relevant planning policy on open space standards at the time of its determination.

5.28 Unlike more urban locations, the edge of settlement position of this site means a more fluid approach must be taken to open space provision, tenure mix and density. Open space provision is above the minimum required in response to both the site setting and aspirations set within the Parish Plan.
5.29 The Supplementary Planning Document for Social Infrastructure including Open Space, Sport and Recreation states:

The provision of community facilities, open space and facilities for sport and recreation helps underpin people’s quality of life. Mid Suffolk District Council (the Council) regards such provision as important to residents’ health and well-being, and to the achievement of sustainable communities. Where new development occurs it is important that sufficient social infrastructure including sport, recreation and open space provision is made to make the proposals acceptable in land use planning terms.

5.30 The table below is taken from the SPD and sets out required provision based on development size.

A development of approximately 280 dwellings and a 60 bed care home would be required to provide children’s play facilities and informal recreation space.

<table>
<thead>
<tr>
<th>Scale of New Development and On-Site/Off-Site Provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Provision</td>
</tr>
<tr>
<td>Outdoor sport</td>
</tr>
<tr>
<td>Children’s play</td>
</tr>
<tr>
<td>Village halls &amp; community centres</td>
</tr>
<tr>
<td>Swimming pool</td>
</tr>
<tr>
<td>Sports Halls</td>
</tr>
<tr>
<td>Informal recreation space</td>
</tr>
</tbody>
</table>

✓ On site provision normally sought
5.32 A series of character areas are proposed:

- Village street
- Greenways
- Open space/SUDS frontage
- Internal streets
- Edge of settlement
5.33 The Village Street will act as the main vehicular link throughout the site. The meandering tree-lined route will provide a safe environment for all users including pedestrians and cyclists. The spatial qualities of the street will reinforce its function as a place and aid legibility.

5.34 Dwellings fronting this route will be accessed directly and will have a consistent building line.
Greenways

5.35 Greenways provide another opportunity to create strong legible routes throughout the site. Their unique appearance provides strong green links to the core of the site from existing development.

5.36 The verdant nature of these routes should be replicated in the layout and spatial arrangement. Small variations in building line and orientation (as seen in the analysis section), will create a sympathetic frontage with visual interest.

5.37 Where possible dwellings along Greenways should be accessed via private drives with properties fronting onto open space.
Open Space / SUDS Frontage

5.38 Properties within these character areas have a greater propensity to be detached and occasionally semi-detached dwellings. A consistent frontage detail should be used throughout this character area (ideally low level hedge).
Internal Streets

5.39 The internal network of streets are denser in numbers and with a level of variation in style and size.

5.40 Building line to building line distances can be smaller than elsewhere within the development, creating a strong sense of enclosure within these streets. In these locations on-street parking may be acceptable.
Edge of settlement

5.41 The edge of settlement character area aims to replicate a similar aesthetic to that as seen on the western side of Victoria Hill. Large detached properties situated with considerable curtilage space interspersed with large amounts of landscaping.

5.42 Unlike the more dense network of internal streets, built form within this character area can possess a greater number of projecting structures. Eaves height and roof pitch need not have the level of variation seen within other character areas.
BUILT FORM GUIDANCE – STREETSCENE OVERVIEW

5.43 Architectural elements within each building must relate to the requirements of the overall streetscape. In particular, all parts of buildings visible from the public realm must be considered as complete architectural compositions, where they collectively form the streetscape and impact on the public realm. Guidance includes:

- Create obvious main frontages - street frontages are required to be active and in residential areas, activeness equates to movement at building entrances and visibility through fenestration. Blank façades to any street frontage undermines this principle.
- Treat visible end elevations as part of the street scene. Windows should be provided to principal elevations and amended to suit an end/side condition as necessary.
- Dwellings should be orientated to ensure that living space fronts onto street, there should be no bathrooms or ancillary rooms dominating the street frontage/public realm.

BUILDING DETAIL

5.44 The materials and details will vary in different areas of the site. The proposal is for a relatively varied palette of materials according to the character area and condition. It should also be noted that the Council would support innovative construction approaches that further a sustainable approach to the development.

5.45 Details considered include:
- Building detail (window arrangement and proportions, balconies)
- Building materials for roof and main building fabric.
- Scale and proportion and the buildings and its fenestration (for both urban form and detail).

BUILT FORM - ARCHITECTURAL DESIGN

5.46 The strategy in Eye is to reflect the existing historic core of the Town. Some standard house-type elevations often lack the interesting details, colours and materials seen within the historic core. The development proposals will include decorative features together with modulation of the built form.

5.47 The design approach encourages details including:
- Design eaves deep enough to allow shading and modelling on walls – well-projected eaves can provide both strong definition of the structures with light and shadow on the façade providing visual interest (rather than arbitrary decoration).
- Use simple projections of structure such as window bays to achieve modulation and shading. Similarly, ground floor and/or double height bays can provide visual interest.
- Use deeper door and window reveals (minimum 65mm) to give a sense of depth to openings in the elevation, emphasising the relationship of solid and void.
- Avoid repetition of dwelling types – mix of types along each street scene.
- Use chimneys as a regular design feature.

INDICATIVE HIERARCHY OF BUILT TYPOLOGIES
**BUILT FORM GUIDANCE - FENESTRATION**

5.48 Within each building or group, the main architectural elements form a “hierarchy” of parts, which should reflect the relative importance of their functions. This applies particularly to the composition of windows and doors within an elevation and makes a link between the internal functions of the building and its external environment, including:

- **Emphasise entrances** - the entrance is the most important part of the front elevation and requires more than just a door to express its significance. Set backs, recesses, canopies and steps in the façade can all modulate the elevation to emphasise and provide shelter to the entrance.
- **Express windows in principal rooms** - e.g. lounges and main bedrooms, warrant larger or more prominent windows than other functions like kitchens and bathrooms.
- **Arrange windows for comfortable surveillance** - this is particularly important at entrances so that occupants have views over entrance paths and doors and can be achieved through distinctive details such as corner windows and projecting bays.
- **The scale and proportion of windows should be considered in relation to the façade composition. The way this is done will depend on the window type and their vertical and horizontal orientation.**

**BUILT FORM - MATERIALS**

5.49 Preference should be given to a varied palette of materials. The range of facing materials used in existing buildings within Eye should be the basis for the selection of finishes in new development. In general:

- Materials should not only be deployed for the reasons of variety, but also used to express the geometry of the building design – e.g. projecting elements at breaks in the elevation.
- Where buildings are intended as a focus or marker in the masterplan their main architectural elements (i.e. entrances, projecting elements) should be emphasised to create a feature.

**PROPOSED ARCHITECTURAL DETAILING**

5.50 To ensure any proposed built form compliments the local character of Eye, design elements shown overleaf should, where possible, be utilised to create the appearance of development that has evolved over time, reminiscent of the older parts of Eye’s built fabric.

5.51 Roof pitch and ridge line should vary throughout the site, with the exception of the edge of settlement character area. Roofing material and colour should reflect that seen in the historic core, ensuring a blanket covering of one colour or style is avoided. Chimneys should be a common feature within the development.

5.52 Where possible doors on prominent frontages should not be identical with variety in colour or door type. Doors should be panelled in appearance with glazing restricted to smaller upper panels.

5.53 Ideally, no more than 2 adjoining properties should be finished in the same material or colour. Materials used should include red and grey brick along with coloured render. Landmark buildings should incorporate ‘eye-brow’ detailing, window footer detailing and projecting door surrounds.

5.54 A greater degree of articulation should be encouraged on buildings situated along greenways and overlooking public open space.
PROPOSED ARCHITECTURAL DETAILING IN EYE

WINDOWS

- Windows should contain a minimum of one glazing bar in both directions.
- Consider the use of decorative 'eye brow' detailing on landmark buildings.

DOORS

- Majority of doors should contain four or six panels, some with small glazing elements to the upper panels.
- Canopies used should be predominantly flat.
- White door surrounds should be used on key buildings.
- Variation in colour throughout the development.
ROOFSCAPE

- Ridge line to vary, although internal streets may benefit from a consistent height in places.
- Distance from ridge line to top of window should vary but in general smaller distances preferred.
- Deep eaves should be included on some properties.
- Chimney's of different heights should be used on the majority of properties.

MATERIALS

- Walls should be constructed red or grey brick or coloured render.
- Windows should be white in colour.
- On some red brick buildings consider the use of alternative colour brick quoins and window surrounds.
- Render colours to vary throughout the site, often white or pastel in colour.
1. SYMMETRICAL FENESTRATION

2. VARIED EAVES HEIGHTS AND ROOF PITCHES, EAVES COMMONLY CLOSE TO TOP OF WINDOW

3. STRONG VERTICAL DETAILING

INDICATIVE ELEVATION
4. **Variation in Material Detailing and Colour**

5. **Stone and Brick Headers**

6. **Occasional Use of Bay Windows**
5.60 Policy CS9 of Mid Suffolk District Council’s Core Strategy (2012) identifies that new housing development should provide a mix of housing types, sizes and affordability. Through this Development Brief, an explanation has been provided of the design process to date, although the sizes and final appearance of properties will be subject to future planning applications.

5.61 Policy CS9 also requires new housing developments to consider the provision of affordable housing. Mid Suffolk District Council has a Local Plan which includes Policy H4 (2008) which states the following:

5.62 The District Planning Authority will seek to negotiate an element of affordable housing of up to 35% (subject to viability) of the total provision of housing on appropriate sites. Negotiations with developers will take account of the identified local needs, the economics and viability of development, and the availability of local service.

5.63 To address the density required within policy CS9, the final density of the development will be subject to future design work. At this stage, density is envisaged to be in the range of 17-35 dph allowing for variations to create different character areas. Generally, higher densities will be focused around key spaces within the ‘Hamlets’ and lower densities joining the wider landscape (see plan opposite). The average density will not exceed 30dph.

Core Strategy [Development Plan Document] CS9 states the following:

Density and Mix

New housing development should provide a mix of house types, sizes and affordability to cater for different accommodation needs.

Housing developments should make best use of land by achieving average densities of at least 30 dwellings per hectare, unless there are special local circumstances that require a different treatment.

Lower densities may be justified in villages to take account of the character and appearance of the existing built environment.

Higher densities of at least 40 dwellings per hectare may be achieved in more sustainable locations in towns, close to a good range of services and facilities.
INDICATIVE DENSITY PLAN

KEY
- HIGHER DENSITY
- LOWER DENSITY
- POSSIBLE LOCATION OF LANDMARK BUILDINGS

LAND TO THE SOUTH OF EYE AIRFIELD | DEVELOPMENT BRIEF
SUSTAINABILITY

Sustainable Movement

5.64 From the outset of the design process, creating sustainable movement patterns has driven the spatial design. Creating direct and attractive routes to key spaces and facilities will encourage sustainable forms of movement such as walking and cycling. The permeable network of well-lit streets and open spaces will provide strong levels of natural surveillance creating a safe environment for exercise and movement. Not only will this reduce the carbon footprint for short journeys in the area, but will also have health and wellbeing benefits.

5.65 The provision of a significant area of open space in close proximity to the centre of Eye with dedicated natural play equipment will provide walkable facilities for not only new residents but also existing residents, so reducing the carbon footprint created by journeys to alternative facilities.

Health and Wellbeing

5.66 The low-density nature of the development with generous garden sizes will ensure opportunities to produce food sustainably are catered for. For households who need further capacity, allotments are situated in between parcels 13A and 13B. The provision of gardens and garages provides adequate cycle storage facilities in close proximity to the dwelling. The use of water butts will be explored for each dwelling, along with composting bins.

Fabric-first Sustainability

5.67 Optimising the performance of the fabric first limits the need to add micro generation technology. Indeed by taking a fabric-first approach, developers essentially future-proof their designs.

The fabric-first approach typically includes the following:

Walls
Enhanced U-values by increasing the size of the cavity wall construction and increasing the insulation.

Roof
Enhanced U-values by increasing the thickness of insulation.

Floors
High performance insulated ground floors provide enhanced U-values performance.

Windows and Doors
High performance glazing should be provided to provide improved U-values.

Thermal Bridging
Thermal bridging heat losses are reduced by detailing and constructing enhanced construction detail.

Air Tightness
Building Regulations AD L1A 2006 requires a maximum air leakage rate of 10m³/m²/h 50 Pa. The levels to be achieved follow passive home principles by improving the performance to approximately 3m³/m²/h at 50 Pa.

Ventilation
With the foregoing excellent air tightness performance, appropriate ventilation will be provided in accordance with Building Regulations. Mechanical Ventilation and Heat Reducing (MVHR) is a method of providing this ventilation.

5.68 Subject to planning and Building Regulation requirements, any future application should aspire to include the following concepts to aid sustainability and future-proof development for a changing environment:

- Maximise the use of appropriate devices and features to maintain green infrastructure including ponds, SuDS measures and other water features. Maximising these roles will also contribute to benefits relating to public health, recreation and biodiversity;
- Seek to minimise overheating by using light coloured materials to increase the surface reflectivity of large surface areas such as roads, car parks and paving;
- Consider the use of thermal storage or mass to absorb heat during hot periods so that it can dissipate in cooler periods;
- Selection of plant species that are resilient to the higher summer temperatures expected to occur as a result of climate change;
- Explore the use of water efficient measures including dual-flush toilets; water butts and water-saving taps and showers; and
- Provision of accessible bin stores that will incorporate waste recycling facilities.
Sustainable Energy Production

5.70 Whilst a fabric-first approach to sustainability has been taken, the layout has also taken a future-proofing approach to micro-generation technology. As can be seen on the plan below, a high percentage of proposed streets are within 30 degree of direct south. This means they could accommodate solar panels at a later date if deemed appropriate. All roofs within 30 degrees of direct south will be designed and of sufficient strength to accommodate solar panel. Care should be taken to limit visually-intrusive solar panels on prominent elevations.
6.1 A detailed analysis of the development site and wider context of Eye has informed a range of design principles that underpin this Development Brief. It is important that future development has a positive influence on not only the character of the town but also the community, binding new and existing residents, supporting businesses and creating opportunities for social interaction.

6.2 The unique character of Eye must be built upon to create a development that is both in keeping with the historic core and also harnesses modern design principles and sustainable building methods. Development should be future-proofed to ensure it is adaptable to changing needs and will be as desirable in 50 years’ time as it is in five years.

6.3 Where possible, existing site features such as trees and hedges should be retained within any future development and built upon to create a landscape-led development. The spatial design should be respectful of surrounding built form whilst taking every opportunity to make direct, safe, permeable links to the existing street network.

6.4 The use of character areas, street types, open space, building design and landmark features should create a development that is recognisable, legible, easy to navigate and accessible for all users.

6.5 A consultation and place-shaping process has involved a wide spectrum of interested parties including local residents, Town and District councillors, local business owners and District Council Officers.

6.6 The Development Brief has utilised the four elements of ‘Built For Life 12’ to create a structure for development that will respond to the context of Eye so ensuring lasting success.