

Vision and Delivery Statement

Mount Road, Bury St Edmunds

Ref: 2.02h

(SHELAA Ref: WSo44)

July 2022

Turley



 **Pigeon**
Investment Management

Vision and Key Benefits of the Scheme

Vision: A high quality, landscape led scheme, delivering a significant number of homes in a highly sustainable location to the east of Bury St Edmunds, which would form part of a larger comprehensive extension to the town in this direction.

Economic



Delivery of around 500+ new homes, including affordable, custom/self-build and homes for older people

Housing provision in Bury St Edmunds, the largest town in the Council where growth is highly sustainable

Additional residents to support the vitality of local services and facilities

Environmental



Green Infrastructure throughout the scheme linking into the countryside beyond with the creation of new habitats

Provision of accessible open space including a green corridor along the northern Site boundary with the railway line

Delivery in excess of 10% net gain in biodiversity

Social



Easy access to Bury St Edmunds's services and facilities via existing connections, including the off road cycle path on the southern side of Mount Road

A package of highway improvements for the local area to the benefit of both new and existing residents

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Executive Summary

This Delivery Statement (the ‘Statement’) has been prepared by Turley for Pigeon Investment Management Ltd on behalf of Pigeon Capital Management Limited 2 Ltd (‘Pigeon’) and the Landowners’, who are promoting Land off Mount Road, Bury St Edmunds (SHELAA Ref: WS044) (the ‘Site’) to deliver 500+ new homes including affordable homes together with high quality landscape and public open space.

The proposal will deliver a high-quality scheme to the east of the town, in a location which benefits from a close functional relationship to Suffolk Business Park, Airfield, and the service and facilities found at Moreton Hall.

As the largest town in West Suffolk, Bury St Edmunds is the most sustainable location well suited to providing additional new housing for the District. It functions as a sub-regional centre serving both the town itself and surrounding smaller settlements. The town has a wide range of services and facilities including schools, GP surgeries and a hospital and is linked by rail to Cambridge and Ipswich.

The Concept Plan illustrates how the Site can provide a new high quality, landscape-led scheme to the east of Bury St Edmunds comprising:

- Public Open Space including strategic landscaping which will contribute to biodiversity improvements primarily through the creation of new habitats;
- Around 500+ new homes (including affordable and custom/self-build homes together with homes for older people);
- A package of highway improvements for the local area;
- Connection to the existing off road cycle path on the southern side of Mount Road, with direct access to nearby employment, retail, education and leisure provision in Moreton Hall with onward routes into Bury town centre and the railway station; and

- Green infrastructure throughout the scheme linking into the wider countryside, including a green corridor adjacent to the railway line.

This Delivery Statement confirms that this Site is available, achievable and suitable for development. It has been confirmed that the landowners have entered into a partnership with Pigeon to progress this Site through the planning process

The comprehensive set of technical studies that have been undertaken to date demonstrate that there are no significant constraints to development, including no environmental issues and that in producing a Concept Plan for the scheme, all of the necessary policy requirements have either been accommodated or exceeded in the capacity of the Site. Therefore, this Statement demonstrates that the Site is achievable for approximately 500+ homes and that Pigeon have undertaken their due diligence to ensure that the scheme that they are promoting to the Council is both policy compliant and deliverable as per the definition in the National Planning Policy Framework.

In conclusion, Land North of Mount Road, Bury St Edmunds will be a high-quality, landscape-led scheme, providing much needed new housing for the District, which is best delivered as part of a comprehensive Masterplan to the east of the town.



1.0

Introduction

1.0 Introduction

This Delivery Statement (the 'Statement') has been prepared by Turley for Pigeon Investment Management Ltd on behalf of Pigeon Capital Management Limited 2 Ltd ('Pigeon') and the Landowners', who are promoting Land off Mount Road, Bury St Edmunds (the 'Site') to deliver around 500+ new homes including affordable homes together with areas of Public Open Space, which will provide a high quality scheme for the town.

Bury St Edmunds is the largest town in the Authority. It is the key employment and local service centre for a considerably greater area. The town is identified in the adopted Local Plan as one of the main focuses for large scale growth in the former St Edmundsbury Borough.

The Site, given its size and proximity to the existing built-up area of Bury St Edmunds provides the ideal opportunity to provide an important and deliverable contribution towards the future housing needs of the District in a location that is close to existing services and facilities and employment opportunities such as the Rougham Industrial Estate and Suffolk Business Park.

West Suffolk Council are in the early stages of preparing a Local Plan. This Plan will identify the future housing and employment needs of the District up to 2040. The Council are currently consulting on their Regulation 18 Local Plan Preferred Options.

This Delivery Statement demonstrates that all relevant technical matters can be fully addressed and that there are no known constraints to the early delivery of the Site.



This Statement is accompanied by a Concept Plan to demonstrate how the Site can be brought forward to deliver a high quality, landscape-led scheme comprising:



Public Open Space including strategic landscaping which will contribute to biodiversity improvements primarily through the creation of new habitats;



Around 500+ new homes (including affordable and custom/self-build homes together with homes for older people);



A package of **highway improvements** for the local area;



Connection to the existing **off road cycle path** on the southern side of Mount Road, with direct access to nearby employment, retail, education and leisure provision in Moreton Hall with onward routes into Bury town centre and the railway station; and



Green infrastructure throughout the scheme linking into the wider countryside, including a green corridor adjacent to the railway line.

This Statement describes the Site's characteristics which demonstrates that it is an achievable, available and deliverable Site with no known constraints. It sets out how the Site is capable of delivering a new high quality residential scheme over the course of the future Local Plan period.

A portion of the Site (7.9 ha) is proposed for allocation as site reference 2.02h, in the Preferred Options: Site Allocations documentation, for 120 homes. Pigeon support the proposed allocation of the Site in the emerging Local Plan, and request that the Council consider the allocation of the remainder of the Site outlined in this Statement to logically round off the scheme, which is covered by Strategic Housing and Employment Land Assessment (2020) (SHELAA) ref. WS044. This additional land would bring the capacity of the Site to over 500 new homes, making a significant housing contribution to meet local needs.

In light of this submission and the current draft allocation of the adjoining airfield, it is considered that the Council should give further consideration to the allocation of the entire Site, as outlined in this Statement so that it may be included as part of a wider masterplan for the east of Bury St Edmunds in the future Local Plan. Pigeon is committed to delivering a sustainable development and would welcome the opportunity to work with the Council to bring forward this sustainable Site.





Delivery Table

By way of extensive engagement Pigeon characteristically bring forward high quality landscape and design led schemes throughout the East of England which deliver significantly enhanced packages of community benefits.

Suffolk

Town / Village	Homes	Health / Care	Education	Community	Environmental	Infrastructure / Highways	Employment
Bacton	35% Affordable Homes Bungalows	£	£	 Public open space	 Amenity space	 Road widening of existing constrained HGV route	
Hopton	35% Affordable Homes	£	£	 Village hall extension	 Village green	 Traffic calming	
Thurston	35% Affordable Homes Bungalows	£	 Pre & Primary School	 Public Open Space	 Community woodland	£	
Trimley	33% Affordable Homes	£	 Pre & Primary School		 Public open space	 3m shared foot/cycleway	
Wherstead - Klondyke	35% Affordable Homes	£	£	 Public Open Space	 Community woodland with 2.5km of footpaths	 New Toucan crossing & upgrade to PROW network	
Woolpit	35% Affordable Homes Self build and bungalows	 120 space Health Centre car park	 Land for Primary School extension	 Pedestrian/Cycle Links	 Public open space	 Junction Improvements Improved Pedestrian/Cycle links	

Norfolk

Town / Village	Homes	Health / Care	Education	Community	Environmental	Infrastructure / Highways	Employment
Hunstanton	20% Affordable Homes	 Care home & assisted living			 Public open space		
Snettisham	30% Affordable Homes Bungalows			 Playpark Extension	 Public open space	 Highway improvements	
Thetford	33% Affordable Homes	 Drs Surgery	 3 x Pre & Primary School Extension of Secondary	 Library Provision Community Facility Neighbourhood Hubs	 50ha Public open space	 Primary Substation A11 Improvements	 Neighbourhood Hubs 20ha Employment Land

Essex

Town / Village	Homes	Health / Care	Education	Community	Environmental	Infrastructure / Highways	Employment
Burnham-On-Crouch	xx% Affordable Homes	 Care home & assisted living	 Nursery provision	 Pedestrian/Cycle Links	 Public open space		 3ha of employment land

Hertfordshire

Town / Village	Homes	Health / Care	Education	Community	Environmental	Infrastructure / Highways	Employment
Buntingford	35% Affordable Homes Bungalows		 Playing Field Extension for Secondary school	 Public Transport Infrastructure	 Public open space		
Stevenage	40% Affordable Homes	 Care home & assisted living	 Pre & Primary School	 Community Facility Neighbourhood Hub	 Public open space	 Provision of Cycleway	 Neighbourhood Hubs Local Shops

2.0

**Planning Policy
Considerations**

2.0 Planning Policy Considerations

St Edmundsbury Borough Council and Forest Heath District Council formally joined together on 1 April 2019 to create West Suffolk Council. At present, the two authorities each have their own Development Plan, and share Development Management policies. However, the authority is preparing a Local Plan having undertaken a Call for Sites in December 2018, subsequently published and consulted upon the SHELAA and Local Plan (Regulation 18) Issues and Options. The Council are now consulting on their (Regulation 18) Preferred Options.

The Site was considered as part of the SHELAA with a potential yield of 484 dwellings, with no significant constraints to development, no known legal constraints and delivery within 11-15 years due to multiple Site ownerships. As detailed later in this statement, delivery will be possible earlier in the plan period.

As part of the Preferred Options consultation, a portion of the Site (7.9 ha) is proposed for allocation as site reference 2.02h, for 120 homes. The Site Allocations document sets out that the policy and capacity considerations for the Site are as follows:

- a. Located to the south of the Ipswich to Bury St Edmunds railway line and north of Mount Road and comprises an arable field.
- b. Site lies partially adjacent to the settlement boundary.

- c. Deliver a 25 metre landscape buffer with the railway to the north.
- d. Retain and enhance the existing boundary features with appropriate buffers
- e. An appropriate landscaping buffer to countryside to the east will be a key consideration.
- f. Provide new hedgerows to the western end of the southern boundary.
- g. Ongoing discussions with infrastructure providers will establish and define infrastructure requirements generated by the site.

It is considered that a scheme on the Site could meet all of these considerations, and further details around potential proposals are contained later within this Statement.

The authority has prepared a Sustainability Appraisal of the West Suffolk Local Plan: Interim SA Report (May 2022) which provides a Site Options GIS Analysis of potential sites. This analysis involves examining the spatial relationship between all site options and a range of constraint/push and opportunity/pull features for which data is available in digitally mapped form for the district as a whole. Each metric is coloured either red, amber, light green or dark green.

For the Site, the majority of the metrics are concluded to be dark green. There are however a few metrics that have different colours, and these are summarised below.

It is highlighted that whilst the appraisal references to the SHELAA reference WS044, which covers the entirety of the Site currently promoted by Pigeon, the Site area figure of 8ha given suggests that the appraisal relates only the part of the Site proposed for allocation. However, the metrics are still considered to be relevant to the wider Site.

- Air Quality Management Area (AQMA) – amber – the Site is not within or near to an AQMA. It is understood that the appraisal may be referring to the AQMA in Great Barton, which is a significant distance to the north of the Site and in the opposite direction to the bulk of traffic flows (A14), and therefore this metric should be green.
- Agricultural land – amber – the site comprises an agricultural field classified as Grade 3, which is not the best quality agricultural land. As such, this Site is considered the most appropriate grade of agricultural land for development, and should therefore be green.
- Community hall – red – Moreton Hall Community Centre is located to the west of the Site, and would be accessible by sustainable transport means to residents of the Site. There are also many other community facilities accessible to residents throughout the wider area, including within Bury St Edmunds, with these within walking/cycling distance. As such the red metric is considered to be inaccurate.

- Allotments – amber – there are several allotment sites within Bury St Edmunds, but should there be additional demand, Pigeon could look at incorporating provision on Site. As such, this metric should be green.
- Open space - amber – there are areas of open space in proximity of the Site that future residents would be able to access, and the development will add to this provision through the addition of new areas of significant areas of Public Open Space. As such, this metric should be green.
- Index of Multiple Deprivation – red – delivery of housing and employment opportunities will boost the economy within the local area through jobs and an increased consumer base.

- Employment land – red – the metric is unclear on the scale of employment land that this item considers. However, there are significant employment opportunities within the immediate area that can be accessed by sustainable transport, including via the connection to the existing off road cycle path on the southern side of Mount Road, with direct access to nearby employment and onward routes into Bury town centre. As such, this metric should be green.

Within Appendix IV: Settlement Scenarios, Bury St Edmunds is considered in more detail, along with the allocations proposed. With reference to Bury St Edmunds the text states that the settlement is the largest town in the District and is well suited to being a focus for growth, being relatively unconstrained.

In relation to the proposed allocation of WS044, the document states that the Site is 'subject to notably limited constraint, and would be very well contained in landscape terms should Rougham Airfield come forward, given the adjacent railway to the north (also a mature historic hedgerow to the east, which would help to ensure containment / reduce concerns regarding future sprawl)'. It is considered the same can be said for the remainder of Pigeon's Site, with the railway line to the north and East Barton Road to the east providing containment. The assessment goes onto to review omission sites, but does not refer to the remainder of WS044.

Finally, Pigeon would like to make comments with reference to the other proposed allocations to the east of Bury St Edmunds. The proposed allocations in this area (references 2.02a, b, d, i, o, t and x), which are a combination of mixed use and employment sites, all expand growth of Bury St Edmunds in an easterly direction. This will create a clearly defined new eastern edge to the town, and the remainder of the Pigeon Site is illogically excluded from this expansion. Development to the south, particularly 2.02 a, extends to the same point as the remainder of the Pigeon Site. As such the entirety of the Pigeon Site should be allocated for development.

Pigeon advocate for the Council to approach this eastern expansion of Bury St Edmunds via a comprehensive masterplan.



Nearby employment opportunities



3.0

Site and Context

3.0 Site and Context

Physical Context

The Site is approximately 26.83 ha in area and located to the east of Bury St Edmunds, adjacent to the built-up area of the town.

The Site is formed of two arable fields on the northern side of Mount Road, which provides access into the town centre and the railway station to the west. Thurston is to the east, which also benefits from a railway station. To the south of Mount Road is an off-road cycle path which provides pedestrian and cycle access into the town centre. To the north of the Site is the Ipswich to Cambridge rail line. To the west of the Site are the latest residential parcels associated with the wider Moreton

Hall estate. This has extended the built-up area of the town with the final parcels still currently being developed to the south of Mount Road and to the east of Lady Miriam Way.

Opposite the Site on the southern side of Mount Road is Rougham Airfield. The eastern boundary of the Site joins the adjacent road, which links Battlies Green with East Barton.

On the southern side of Mount Road is an off-road cycle path that links Thurston and beyond to Bury St Edmunds. It forms part of the National Cycle Network

and is a high quality route along the length of Mount Road which provides excellent access into the town as well as the wider countryside and villages.

To the south east of the Site and the airfield, the eastern relief road is complete and provides access to Rougham Industrial Estate, Suffolk Business Park and the A14, avoiding the need for traffic to travel through the Town. Skyliner Sports Centre, Abbots Green Academy (Primary School) and Sybil Andrews Academy (Secondary School) are located in the south west corner of the airfield. These facilities are all within easy reach of the Site on foot or by bicycle.



Western Site boundary



Site photographs





Pedestrian and cycle routes and relief road

Topography

The topography of the Site is generally flat and the boundaries are defined by a mixture of hedgerows and trees at a variety of densities.

Historic Environment

The Site is not within, or in close proximity to, any Conservation Area and the concentration of listed buildings are to the west, beyond Moreton Hall estate, close to the centre of Bury St Edmunds. The nearest listed building is beyond the rail line to the north of the Site on the approach into East Barton, approximately 250m away. The building is in a row of detached properties that line the road and given the separation of the property from the Site by the rail line, it is considered that the proposed scheme would not impact on the setting of the listed building.

The Concept Plan identifies that on the eastern side of the Site would be an area of low density custom/self-build plots. It is envisaged these will be set out as detached properties in a row, replicating the row on the northern side of the rail line in the location of the listed building. As such, it is considered that the proposed scheme is unlikely to lead to any adverse harm to the setting of the heritage asset.

An Archaeological Desk-Based Assessment confirms that there are no recorded archaeological features within

the Site and that a geophysical survey of the Site has not identified any potential archaeological interest. As such, the Site is assessed as having a low potential for archaeological remains for significant, non-agricultural remains from all periods.

Natural Environment

A Preliminary Ecological Survey has confirmed that the Site is not subject to any statutory nature conservation designations with the arable cropland of very low ecological value. Barton Shrub, a county Wildlife Site is located approximately 550 m to the north of the Site, beyond the rail line. The development of the Site would not impact on this Wildlife Site by virtue of distance and lack of direct public access.

The survey has identified that there are no species present which could pose a constraint to development. Given that the Site is in use as an arable field, it is of low ecological value with any biodiversity value limited to the trees and hedgerows along the field boundaries which would be protected and incorporated into the proposed scheme. The other habitats present on the Site are focused along the field margins and include scrub, deciduous plantation, improved grass swards and hedgerows. These features would be retained and enhanced as part of any scheme.

The Sites low ecological value offers the opportunity to provide significant enhancement to its biodiversity interest through the creation of new habitats which would support a range of locally relevant species e.g. meadowland, grassland and tree planting as shown on the Concept Plan. In this regard, opportunities such as strengthening the corridor alongside the railway line through new scrub and tree planting has the potential to deliver a notable net biodiversity gain.

Connectivity

The Site directly fronts onto Mount Road for the length of the southern boundary. This provides opportunities to locate points of access to adoptable highway standards with suitable visibility. Initial discussions have taken place with Suffolk County Council in their capacity as the Local Highway Authority and West Suffolk Council and they are supportive of this access strategy.

Pedestrian access into the Site could be provided by a pedestrian and cycle path to either side of the principal access into the Site. New pedestrian routes could link around all areas of open space and connect to existing footways and development to the east, south and west of the Site.

The Site is served by an existing footpath and off-road cycle path on the southern side of Mount Road, which runs the length of the southern boundary. At its

western end, this connects into an onward route of off-road paths, either into Bury St Edmunds along Mount Road or along Lady Miriam Way to reach services and facilities within Moreton Hall or on the southern side of the airfield, such as the sports centre, Suffolk Business Park and Rougham Industrial Estate.

As part of the proposed scheme, connections to the existing network will be provided to support journeys by foot and cycle either towards the existing services and facilities in Moreton Hall and Bury St Edmunds or eastwards towards Thurston and the surrounding villages.

With its easy access to the existing services and facilities within the Morton Hall Estate and employment opportunities at the Suffolk Business Park and Rougham Industrial Estate, the Site presents the opportunity to internalise associated movements within the local area rather than having to travel further afield.

Such facilities include destinations such as the Abbots Green Academy (Primary School), Sybil Andrews Academy (Secondary School) and Skyliner Sports Centre which are no more than a 15 minute walk.

The closest bus stops are on Mount Road which are within a short walk of the Site. These bus stops are served by three services (377, 384 & 385) which provide a service which can be utilised for a standard 9-5 working day into Bury St Edmunds town centre.



Footpaths from Taylor Wimpey site



Additional the M33 service which stops in Bradbrook Close, 400 m west of the Site, provides a regular service to Bury Town Centre.

The bus service to Bury St Edmunds takes approximately 15 minutes and offers a direct link to the railway station. Future residents could also catch the bus to Thurston railway station, which takes approximately 9 minutes. From either station, Greater Anglia provides a service to Cambridge and onwards to London Kings Cross and other destinations nationally.



As such, there a range of alternative modes of transport which will provide future residents with a feasible range of transport options so that they are not heavily dependent on the private motor car. This would be consistent with the thrust of national planning policy, which requires significant development to be in locations that are or can be made accessible.



Mount Road Bus Stop, Nearby retail park, Local leisure facilities

Landscape

The Site is identified in the Council's Landscape Assessment (2015) as being located within the Plateau Estate Farmlands. The wider area is described as a flat landscape with large scale rectilinear field pattern and a network of tree belts and woods. The character of the Site is typical of arable fields with clearly defined tree and hedge planting to all boundaries. The Site is contained along most of the southern boundary

with Mount Road by mature hedgerows and trees. On the western boundary there are some breaks in the vegetation, whilst to the north, the Site is well enclosed by the rail line and associated embankment. The eastern edge of the Site is heavily influenced by recent modern development on the eastern edge of Bury St Edmunds.

The Site is broadly flat and the boundaries to the south east are clearly defined by established tree and hedge planting, which lend the land to a more enclosed character and views are more contained within this part of the Site. Boundary planting is less frequent to the south west of the Site, but in this location the Site is influenced by the construction of the residential schemes on the adjacent land to the west and southern side of Mount Road.

To minimise potential effects on the wider landscape, the Concept Plan proposes new areas of open space on the eastern side of the Site. This will permanently maintain a gap between Bury St Edmunds and Thurston. Furthermore, a sensitively designed landscaping scheme, including new tree and hedge planting along all boundaries will help integrate the development into the local landscape. The Concept Plan shows the opportunities for creating a green corridor adjacent to the railway line with links through to Mount Road, which will provide opportunities for recreation and wildlife.

The Concept Plan proposes new areas of open space on the eastern edge of the Site. This offers an opportunity to provide an appropriate transition between the town and the countryside in this location.

The Concept Plan has been developed with a design approach, with the result that a strong landscape structure will be integral to the design. A variety of green infrastructure including landscaping, public open space and a meadow will all be provided.

Flood & Surface Water drainage

The Site is located in Flood Risk Zone 1; the lowest probability flood zone with a less than 0.1% annual probability of flooding, and the risk from other sources of flooding are low.

Surface water will be dealt with through infiltration (top of the SuDS hierarchy), with testing already undertaken confirming that the underlying soil type is compatible with using such techniques.

Discussions have been held with Suffolk County Council as Lead Local Flood Authority who are supportive of this strategy. As such, the scheme will be designed to manage the greenfield runoff-rate and to not increase flood risk off-site.

Anglian Water has been consulted via their formal Pre-Development Enquiry process. Foul water will be connected to the Anglian Water sewer located in Lady Miriam Way which has capacity. As such, the capacity of the foul water network does not present a constraint to delivery.

Utilities & Services

The Site is within close proximity to all of the requisite services required for a scheme of this size.

A Utilities Assessment has been undertaken for the Site, which included enquiries relating to electric, gas, potable water and fibre. This assessment identifies that there is capacity in the networks or that additional capacity could be made available.

A medium pressure gas main runs along the southern boundary of the Site. This gas main extends to the west of the Site, along the southern boundary of adjacent residential schemes. The relevant build off distances would be accommodated within any future scheme and has been taken into consideration when considering the capacity of the Site.

The Site will be served by fibre for all new homes and businesses in the scheme. The benefit of this is that all uses will be provided with ultra-high speed broadband which is essential for homes and businesses.

Noise

A Noise and Vibration Constraints Assessment has confirmed that the existing levels of noise across the Site are associated with the adjacent noise sources which are the Cambridge to Ipswich rail line to the north of the Site and Mount Road to the south and that these do not pose a constraint subject to good acoustic design as per the adjacent housing estate..

Away from these boundaries, the assessment confirms that the Site is at low risk of noise disturbance during the day and night time and as such is appropriate for residential development. This is confirmed through the development of the adjacent parcels of land to the west, which have laid out their scheme to take account of good acoustic design principles in addressing the same noise sources. As such, it is feasible for a residential scheme to be accommodated on this Site without any harm to future residential amenity from adjacent noise sources. As such, the Site is not constrained from development by reason of noise.

Air Quality

The site is not within an Air Quality Management Area and residents of the scheme are not therefore expected to be impacted by any air quality issues. Furthermore, the development proposed would not be detrimental to the air quality of the area.



Constraints Plan

4.0

Social, Environmental and Economic Enhancements

4.0 Social, Environmental and Economic Enhancements

The Landowners have entered into a partnership with Pigeon to progress the Site through the planning process, which demonstrates that there are no legal, ownership or other known impediments to early delivery.

This Statement demonstrates, as required by the NPPF, that the Site is available, achievable and suitable for the quantity of development proposed. As such the Site can be considered to be 'available' as defined by the National Planning Policy Framework.

Pigeon has been selected by the landowners for their knowledge of Suffolk and their expertise in bringing together teams of leading designers and specialist advisors to deliver high quality mixed-use sustainable communities. Pigeon is a private company operated by six directors and a team of professionals from the built environment sector whom each bring considerable experience of delivering high quality schemes within the East of England.

Pigeon is working with a number of landowners across Suffolk and the East of England to deliver high quality schemes ranging from larger sustainable urban extensions, such as Kingsfleet in Thetford (which will deliver 5,000 homes, 20 hectares of employment land, Primary School provision, community facilities and public open space) through to smaller sustainable developments, such as land at Thurston, Suffolk where Pigeon has been working with

Linden Homes to deliver a scheme of 200 new homes and land to deliver land for a new 2 Form Entry primary school with a pre-school.

Pigeon's considerable delivery experience demonstrates that it has a proven track record of planning and delivering sustainable mixed-use schemes, such as the Site proposed at Land to the North of Mount Road, Bury St Edmunds.

Given the above it is clear that the Site is available and in line with planning practice guidance in that it is owned and controlled by a landowner/developer partnership formed with the express intention of developing the site. As such there are no legal or ownership impediments to development and the site is 'available'.

In developing the Concept Plan for the Site, consideration has been given to the current planning policy requirements and these have either been accommodated or allowed for in the conceptual layout of the scheme. The technical assessments have identified that there are no abnormal site conditions and that where new infrastructure is proposed, this has been taken into consideration within the financial calculations.

Timescale	Number of Homes
1 – 5 years	250
6 – 10 years	250
11 – 15 years	-

5.0

Design Considerations

5.0 Design Considerations

The Concept Plan that accompanies this Statement is based upon an assessment of the Site's opportunities and constraints and illustrates how the Site can provide a new high quality residential scheme to the east of Bury St Edmunds.

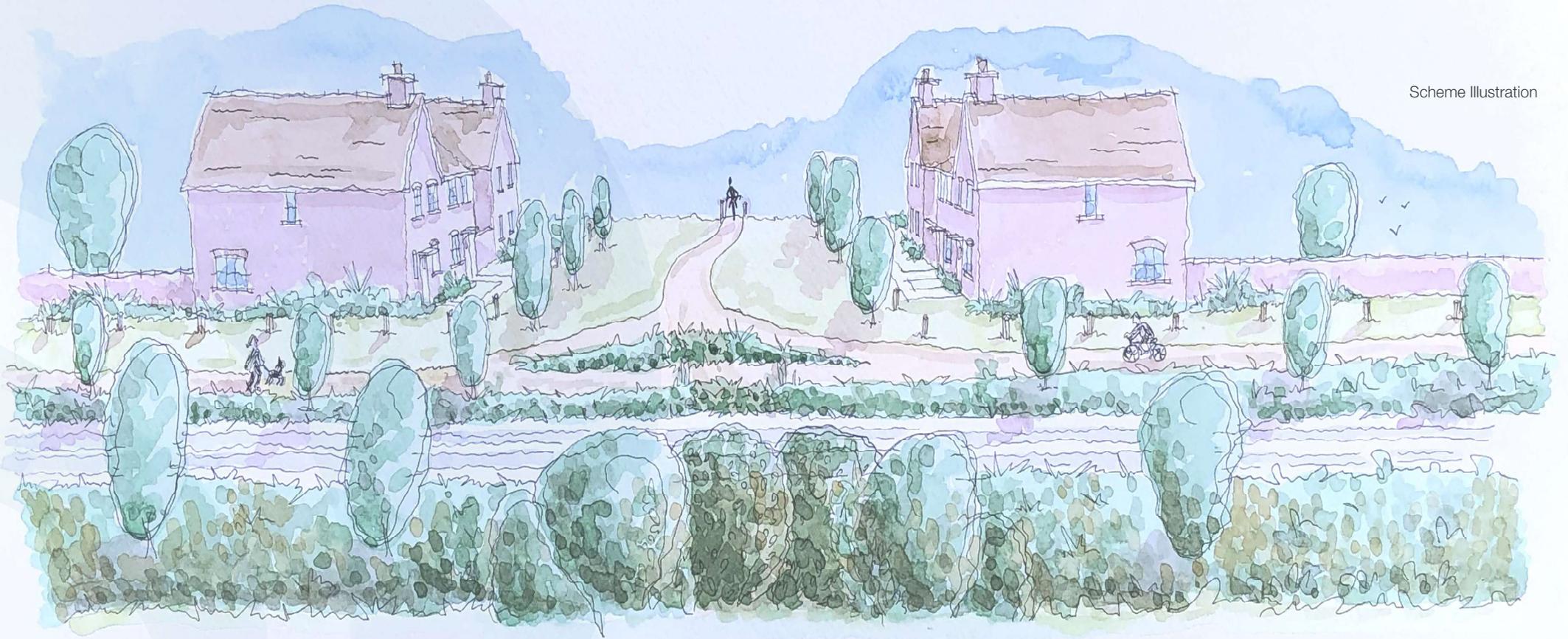
The Site is within walking and cycling distance of services and facilities within Bury St Edmunds and Moreton Hall, including education, retail, leisure and employment provision. This makes the Site a highly sustainable scheme and well placed to encourage active modes of travel (cycling and walking) and use of public transport, which encourages trips to remain local to the Morton Hall Estate. The key objectives that have informed the preparation of the Concept Plan can be summarised as follows:

- To provide an attractive high-quality scheme that retains and enhances the Site's existing landscape features;
- To provide a range of new homes to meet the District's housing requirements, including the provision of bungalows and custom/self-build housing;
- To encourage sustainable travel patterns and encourage cycling and walking through design and the provision of links to existing cycle way and footpaths;



Concept plan

Scheme Illustration



- To provide a sustainable drainage strategy, to ensure that surface water is managed appropriately;
- To integrate informal recreational space within the proposed layout, utilising the existing landscape features, whilst providing opportunities for play and biodiversity enhancement; and
- To be in keeping with the wider development context of the Taylor Wimpey Moreton Hall scheme, eastern Relief Road and Suffolk Business Park.

A mix of housing types and tenures will be provided on the Site reflecting its close proximity to services and facilities and the wider development within the area.

The proposed scheme will deliver a range of homes varying in size. These will include homes for those looking to start on the property ladder through to family homes recognising the position of the Site as part of the new community of Moreton Hall. The Concept Plan also includes homes for older people and the provision for custom/self-build plots for those seeking to design and build their own homes. The scheme will provide affordable housing in accordance with policy, making a significant contribution towards meeting affordable housing needs locally and within the District.



Nearby residential development



Nearby residential development



The Concept Plan identifies that the scheme presents the opportunity to include a package of highway improvements including a roundabout at the junction of Sow Lane and Mount Road. Such features will particularly benefit the future and existing communities of Bury St Edmunds and Thurston.

The proposals have a design emphasis on accommodating the scheme in a manner which would not impact on the wider countryside.

Whilst the proposal will result in changes to the existing visual composition for public receptors using the cycle route, the design and type of development complements current schemes to the west of the Site and employment provision to the south. New planting across the edges and through the Site will soften the appearance of the scheme and integrate it into the landscape, including the provision of a green corridor to the north of the Site.

The use of good design principles will be incorporated into the final design in the form of a development that is off-set from the boundaries and green infrastructure used to create green corridors through and around the Site boundaries. Public Open Space and SuDS features will be integrated into the overall layout of the Site providing useable spaces for both existing and future residents.

The mitigation measures outlined above will ensure that the proposals relate positively to the character of the Site and its wider setting when viewed from the wider landscape context.

6.0

Sustainability

6.0 Sustainability

Pigeon is committed to creating sustainable schemes which blend high-quality landscape led design principles with a useable and environmentally friendly place for people to live, work and socialise in.

Pigeon recognises that this Site provides the opportunity to deliver a high-quality scheme which is designed so that all new homes are energy efficient. Building Regulations were updated in June 2022 resulting in over a 30% reduction in carbon emissions from new homes. Pigeon is committed to further improving the efficiency of new homes and this will be achieved through a combination of increased build efficiency, low carbon heating and solar panels, in line with local and national policy.

Climate change is one of the greatest challenges facing the world today. It will cause the UK to become warmer, winters will become wetter, and summers will become drier. Mitigating and adapting to this changing climate is a key issue with most local authorities having now declared a climate emergency. This includes West Suffolk, having declared a climate emergency in September 2019, who continues to work on strategies to tackle the climate emergency.

It is recognised that each Site has its own set of opportunities and constraints. Therefore, designed into every scheme from the outset are a range of site specific measures that reduce and minimise the environmental impact of the scheme on the locality and the wider area.

As demonstrated by this statement, the Site is in a highly sustainable location, with easy access to the existing services and facilities within the Morton Hall Estate and employment opportunities at the Suffolk Business Park and Rougham Industrial Estate. Local bus services are also available nearby. The design for this Site provides the opportunity to connect to existing pedestrian/cycle links and also includes areas of open space and public amenity provision. All of these measures seek to reduce everyday trips by car to work, recreation or local services and facilities. This combined with the provision of superfast broadband/fibre to all new homes will enable home-working and ensure that sustainable travel behaviour is embedded within the scheme.

Pigeon will meet or where possible exceed standards on environmental matters. Development of this site gives the opportunity to make provision for:

- Meeting the Future Homes Standard by 2025, delivering around a 40% reduction in carbon emissions;
- Designing a scheme so that the layout optimises the use of natural sunlight and ventilation, utilising solar gains and ambient energy to help buildings respond to seasonal temperatures;

- Designing a scheme, which will in the first instance adopt a fabric first approach to design and which will reduce primary energy demand through the use of efficient fabric and services;
- In line with an electric only strategy we will prioritise where possible a sustainability strategy which uses ground or air source heat pumps to heat the proposed homes and will deploy photovoltaic cells where appropriate to provide renewable electricity;
- Supporting measures that increase water efficiency and reduce water consumption such as water meters and low flow fittings; and
- Where appropriate install smart meters in homes.

Pigeon is proud to put biodiversity at the heart of its schemes. As well as creating attractive ecologically friendly environments for local residents and users to enjoy, each scheme strives to achieve a net gain in biodiversity. An ecologist is appointed at the very outset of our projects to identify opportunities for optimising the ecological benefit of our schemes and the green infrastructure. This will help to enhance the local environment and build resilience to the effects of climate change.

Early in the design process, schemes are developed to preserve and enhance vegetation on-site. Existing trees and hedgerows are retained and incorporated into site layouts, including the strengthening of boundary planting. The provision of new open space on this Site will also assist with this and will provide new habitat creation throughout the scheme. New planting of native species will be carefully chosen in order to maximise opportunities for biodiversity enhancements and achieve a biodiversity net gain.

The inclusion of sustainable drainage systems (SuDS) using the infiltration hierarchy offers a highly sustainable solution to managing surface water which does not put pressure on existing services or increase the risk of flooding off-site. These features also offer habitats for wildlife.

In developing the Concept Plan for the Site, consideration has been given to ways that the scheme can ensure that it can be sustainably designed and constructed in accordance with current local and national planning policy requirements.

7.0

Delivery

7.0 Delivery

Pigeon, an established Suffolk based property company with a proven track record of delivery is committed to the early delivery of this scheme with the appropriate financing secured. The anticipated delivery of the site is as follows.

- Submission of Reserved Matters Phase 2 Q4 2026
- Approval of Reserved Matters Q1 2027
- Other approvals and legal requirements and Discharge of pre-commencement conditions Q2 2027
- Commencement on site Phase 2 Q3 2027
- Completion on site Phase 2 Q4 2030

* Timescales on the basis of 40% affordable housing and a minimum of 50 dwellings being delivered per annum.



Adoption of Local Plan	July 2024
Pre-application discussions	Q3 2024
Outline application submitted	Q4 2024
Outline application determined	Q2 2025
Submission of reserved matters	Q4 2025
Approval of first Reserved Matters	Q1 2026
Other approval and legal requirements and Discharge of pre-commencement conditions	Q2 2026
Commencement on site	Q3 2026
Completion of Phase 1 on site	Q4 2029

8.0

Conclusion

8.0 Conclusion

This Delivery Statement demonstrates that the Site is both sustainable and capable of delivering a high quality landscape-led scheme comprising approximately 500+ new market and affordable homes on Land to the North of Mount Road, Bury St Edmunds.

As the main town in West Suffolk, Bury St Edmunds is the most sustainable location well suited to providing additional new housing for the District. It acts as a vibrant sub-regional centre serving both the town itself and surrounding smaller settlements with a wide range of services and facilities including schools, GP surgeries and a hospital.

West Suffolk Council are in the early stages of preparing a new Local Plan. This Plan will identify the future housing and employment needs of the District up to 2040. The Council are currently consulting on their Regulation 18 Preferred Options.

As such, this Delivery Statement confirms that this Site is available, achievable and suitable for development and that the landowners have entered into a partnership with Pigeon to progress this Site through the planning process.

The comprehensive set of technical studies that have been undertaken to date demonstrate that there are no significant constraints to development and that in producing a Concept Plan for the scheme, all of the necessary policy requirements have been accommodated. Therefore, this Statement demonstrates that the Site is achievable and that Pigeon have undertaken their due diligence to ensure that the scheme promoted to the Council is deliverable as per the definition in the NPPF.

The Concept Plan illustrates how the Site can provide a new high quality scheme to the east of Bury St Edmunds including strategic landscaping which will contribute to enhanced green infrastructure and improved biodiversity. There will also be a package of targeted highway improvements of benefit to the local area.

The scheme makes provision for a range of homes including smaller homes for those looking to buy their first home through to larger family homes. In addition the Concept Plan includes homes for older people and those seeking to design and build their own homes.

In conclusion, Land North of Mount Road, Bury St Edmunds can deliver a high-quality, landscape-led scheme, for the District at an early stage in the new Plan period.

The proposed scheme will provide much needed new homes in close proximity to the town, together with open space and local highway improvements in an area which provides a coherent expansion to Bury St Edmunds, consistent with the established pattern of settlement at the town and recent development at Moreton Hall. The Site is available, achievable and deliverable at an early stage and so should be considered for a 500+ home allocation in the emerging Local Plan.

The Site can be delivered in a comprehensive manner as part of a wider masterplan for the whole of eastern growth of Bury St Edmunds.

Appendix 1: Concept plan



Concept Plan



- Key:
- Off Road Cycleway
 - Access
 - Secondary/ Emergency Access
 - New Homes
 - Commercial
 - Self/ Custom-Build
 - Amenity Corridor
 - Amenity Space
 - POS/SuDS
 - Strategic Landscaping
 - Existing Landscaping

Not to Scale

Project: Mount Road, Moreton Hall

Date: July'22

Appendix 2: Landownership Plan



Ownership Plan



- Key:**
- Site Boundary
 - Title: SK321158
Proprietor: P.A Hay
 - Title: SK339350
Proprietor: B. J Mills and A.V.E Mills

Not to Scale

Project: Mount Road, Moreton Hall

Date: July'22

Turley

 **Pigeon**
Investment Management