



HATCHFIELD FARM MASTERPLAN

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CONTENTS

Vision	Page 4		
Overview	Page 6		
Purpose of the Masterplan			
Development and Policy Context			
Site Location			
Site and Context	Page 8		
Land Use			
Facilities and Services			
Movement			
Landscape Context			
Ecology			
Historic Buildings and Archaeology			
Community Engagement			
Opportunities and Constraints	Page 18		
Design Strategy	Page 22		
Illustrative/Framework Masterplan			
Residential Design Strategy			
Character Areas			
Homezones and Quiet Streets			
Residential Building Heights	Page 30		
Residential Density	Page 31		
The Schools Site	Page 32		
Employment	Page 33		
Context within Site			
Integration with Residential Area			
		Movement and Access	Page 34
		Transport and Access	
		Street Hierarchy and Movement	
		Parking Strategy	
		Landscape and Ecology	Page 41
		Landscape	
		Ecology	
		Public open space	
		Sustainability	Page 47
		Drainage strategy	
		Energy strategy	
		Implementation Framework	Page 49

VISION

“To create a high quality, sustainable new neighbourhood that is safe vibrant and diverse, structured round a framework of green routes and public open spaces that help connect the community and strengthen local character”.

The Hatchfield Farm allocation will deliver

- A New Primary School
- 5 ha Employment
- 400 New Homes
- Public Open Spaces
- Improved safety for pedestrians, cyclists, and horses
- Improvements to A14/A142 junction



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A distinctive place that reflects the townscape and landscape character of Newmarket.

- Local housing context as a starting point for design of new homes
- Reflect local building materials and detailing
- A variety of streets with avenues, wide streets with grand villas, detached and semi-detached homes, terraced housing, small lanes and yards
- Rolling estate chalkland character with the preservation of the distinctive tree belts and new tree planting



An inclusive place that brings benefits to the surrounding neighbourhood.

- Improvements to the A14/A142 junction to reduce congestion
- Provide a new primary school and new crossings over the A142 Fordham Road to allow safe walking and cycling routes to school
- Provides new open spaces, a park, a square, play opportunities, community orchards, meadows, and woodland walks for the local area
- Provides a new 5ha employment area
- Provides a choice of new homes including family housing, affordable housing and opportunities for downsizing
- A pleasant traffic calmed alternative for pedestrians and cyclists alongside the A142
- Contributes to improvements to the Rayes Lane horse crossing and horse walk
- Contributes to improvements to local footpath network

A place that enjoys an attractive green setting with a variety of accessible open spaces and woodland walks.

- Well sited park with space for play and informal recreation near existing homes
- The Green
- Tree lined streets
- Woodland walks and opportunities for circular walks
- A variety of play opportunities including natural play
- A community orchard



A welcoming place offering a wide range of new homes.

- Well integrated into the surrounding neighbourhood
- Offering a variety of affordable and private market homes
- A wide variety of types of housing, family housing, detached semi-detached, terraced, housing, flats and bungalows
- A mix of sizes from 1 bed to 5 bed homes



OVERVIEW

PURPOSE OF THE MASTERPLAN

This document sets out the vision for the new neighbourhood at Hatchfield Farm. It:

- Sets a framework masterplan, identifying distinctive character areas.
- Explains how the design captures the characteristics of Newmarket.
- Explains the movement and access principles in and around the site for all modes.
- Describes and illustrates landscape and open space proposals.
- Explains how the new neighbourhood development fits in with West Suffolk's the Councils proposed allocation for 400 homes, a new school to the east and employment area to the north of the site.
- Explains how the development accords with the development principles set out in the second Regulation 14 version of the Newmarket Neighbourhood Plan (January 2019)

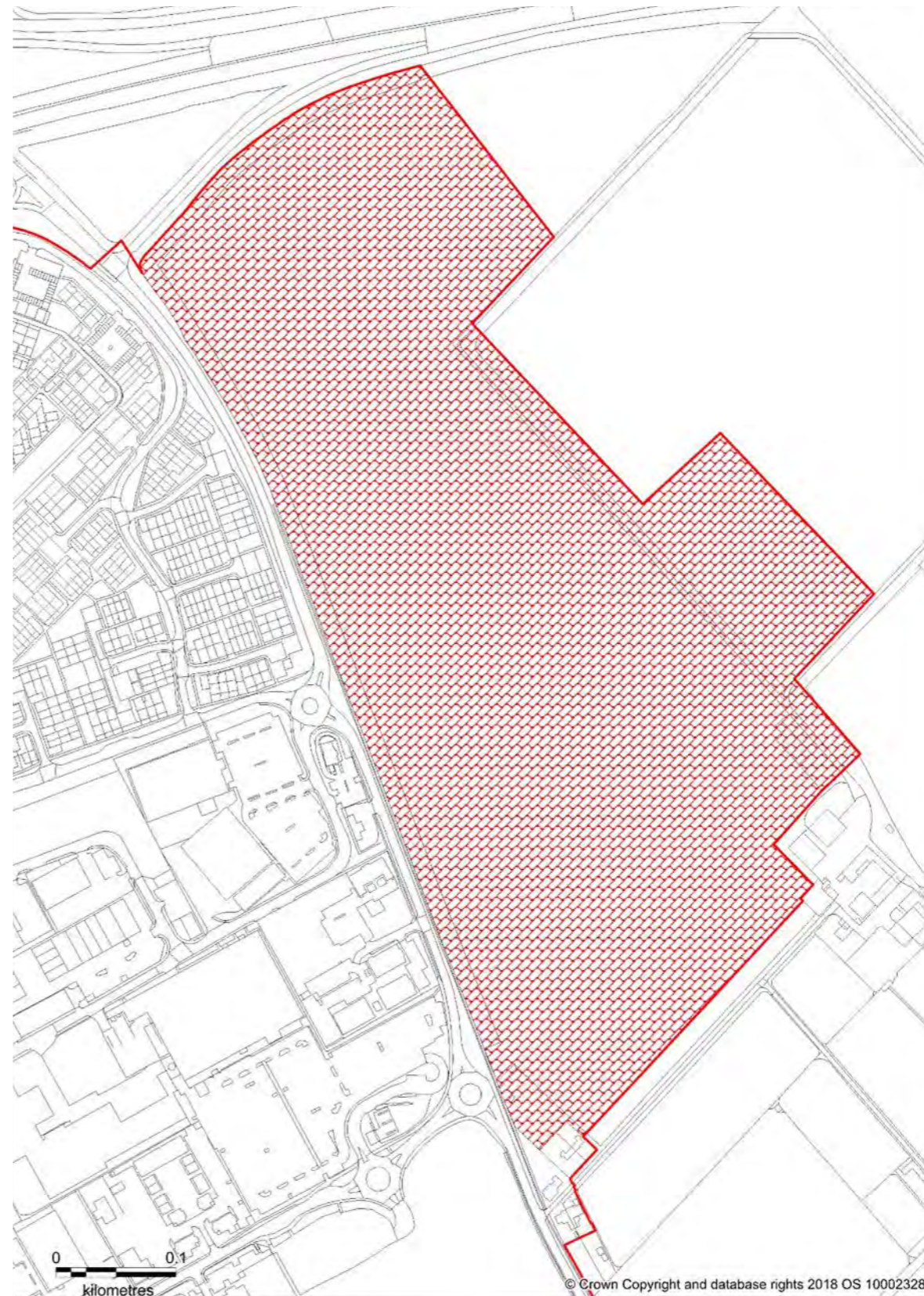
DEVELOPMENT AND POLICY CONTEXT

Policy DM3 of the Development Management DPD states Policy DM3 of the Joint Development Management Policy Document and Policy NKT20 of the emerging Newmarket Neighbourhood Plan state that that masterplans will be required for sites allocated in Local Plans. When the Hatchfield Farm application was submitted in October 2013, the DPD had not been adopted and the Council did not request the preparation of a masterplan. Since that time the DPD has been adopted and Hatchfield Farm is now proposed as an allocation in the Site Allocations Local Plan (SALP). For these reasons a masterplan is now required.

Policy SA6(g) of the SALP provides for the following development at Hatchfield Farm

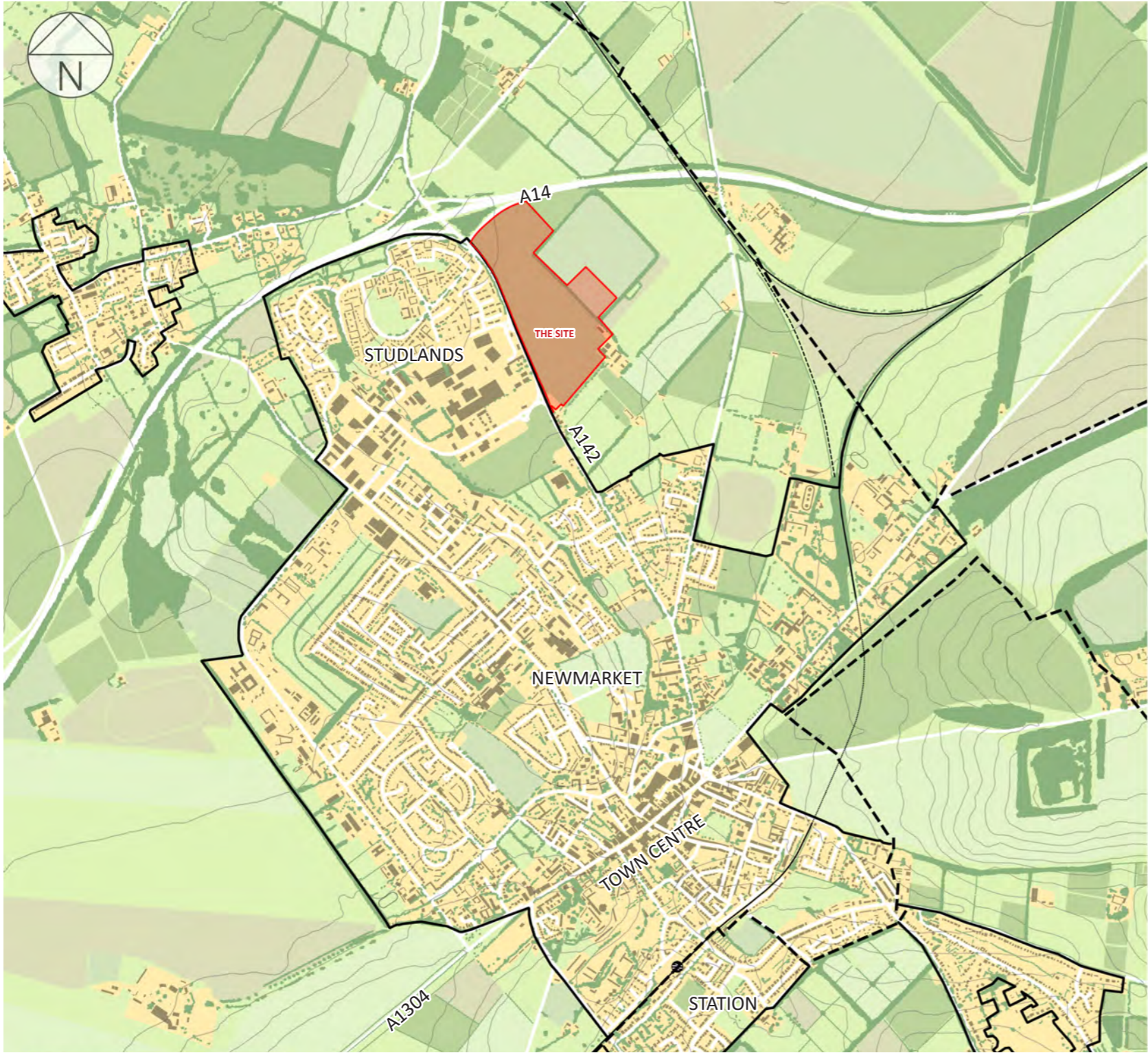
- 400 homes
- 2.2 hectare primary school site
- 5 hectares of employment

This masterplan document sets out comprehensive and integrated proposals for the whole of SA6 (g) allocation and demonstrates how it will deliver all the necessary requirements of the Core Strategy, the Development Management DPD, the SIR and the SALP. The objective is to ensure that the Hatchfield Farm allocation comes forward as a high quality development with a distinct sense of place.



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SITE LOCATION



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SITE AND CONTEXT

LAND USE

The Site extends to approximately 26 hectares (ha) and is located on the north eastern edge of Newmarket. It is bounded by the A142 Fordham Road to the west, the A14 to the north, farmland to the east, and the paddocks and buildings at Stanley House Stud to the south.

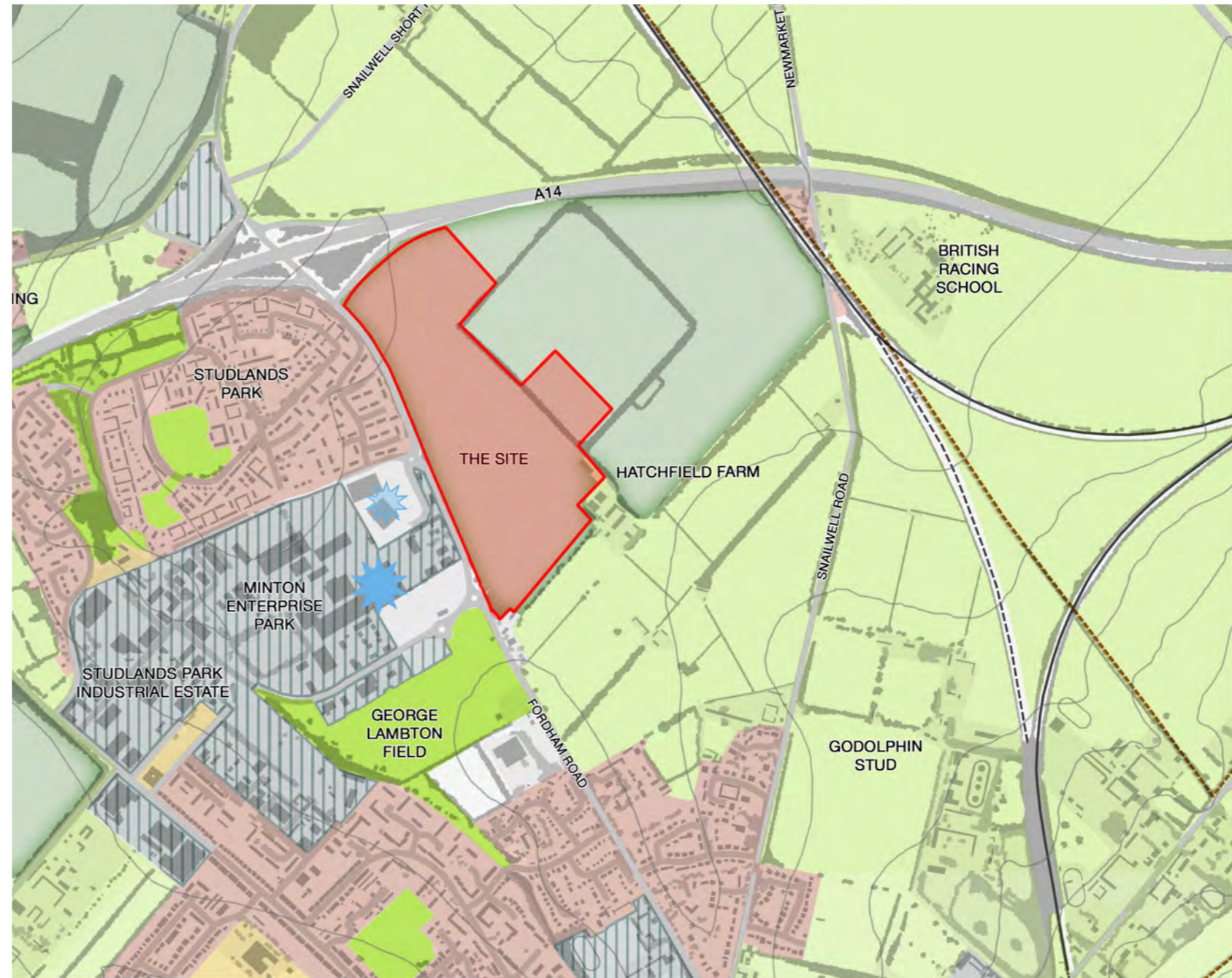
The Site is currently used for agricultural purposes. It is contained by tree belts for most of its boundary. There are a group of barns and the Farm House and stables for Hatchfield Farm on the south eastern boundary. The old barns and the farmhouse are not part of the development site. One Dutch barn falls within the site - this will be demolished.












The predominant land use to the north of the Site, beyond the A14, is equestrian and agricultural land including Plantation Stud and associated buildings. Further north is the Pines Industrial Estate, the village of Snailwell and the village of Exning approximately 1.5km to the west.

The British Racing School lies further to the east of the Site, beyond the railway line and Snailwell Road.

Beyond the A142 Fordham Road, to the west of the Site, is the residential area of Studlands Park and a commercial development comprising of the Studlands Park Industrial Estate, Minton Enterprise Park and Tesco superstore. Just south from this area are the George Lambton Playing Fields and the site of the former St Felix School (closed in 2012).

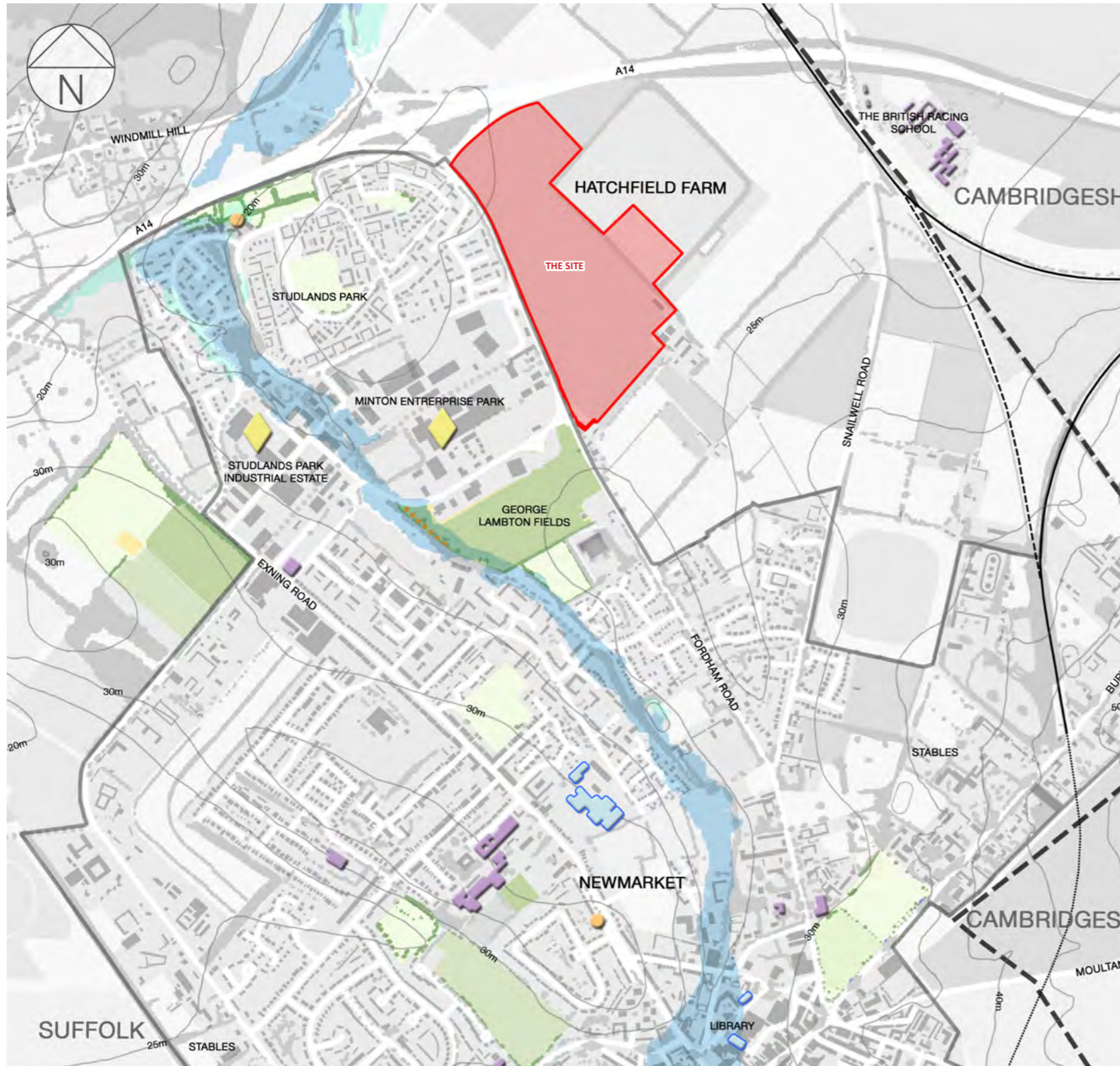
The area to the south and south-east of the Site comprises mainly stud land, with the residential areas and town centre of Newmarket further south.



Key			
	Site boundary		Land in Racing Uses
	Education		Open Space
	Former Education Facility		Arable
	Employment		Residential
			Retail
			Food Retail
			County boundary

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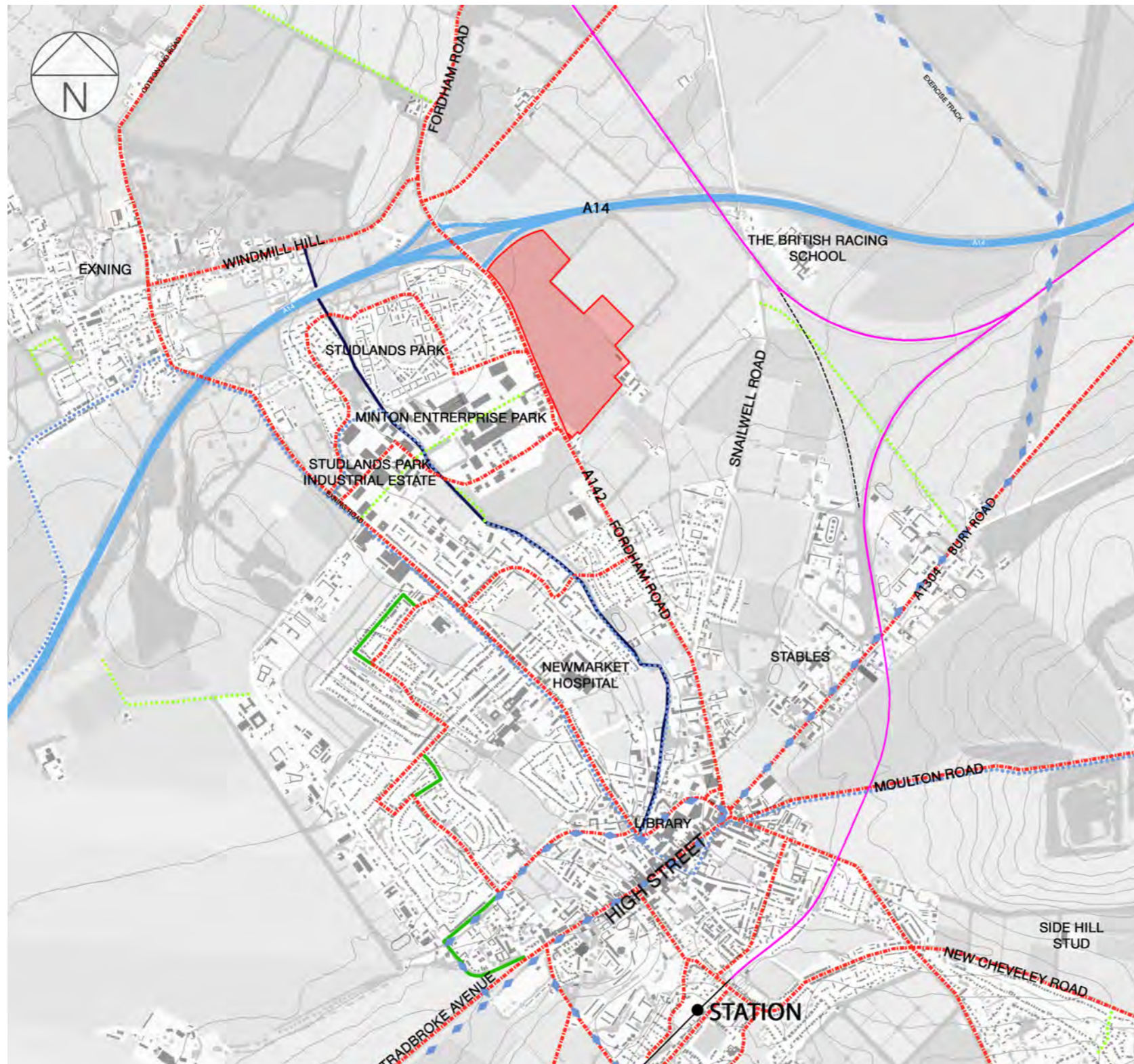
FACILITIES AND SERVICES



- Site approx. 1.5km from town centre
- Studlands Park Industrial Estate and Minton Enterprise Park to the west of the site.
- Large food retail superstore to the west of the site
- Nearby educational facilities
- Bus service seven days a week, past the site
- Railway station in the town centre
- Sports pitches nearby

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MOVEMENT



- The railway station is on the Cambridge to Ipswich line some 2km from the site.
- There are no public footpaths across the site.
- The Yellow Brick Road cycleway runs from north to south from Studlands Park to the High Street.
- The A142 Fordham Road is on a number of bus routes connecting to the town centre, Ely, Bury St Edmunds, and Cambridge.
- The A14 links to Bury St Edmunds and Cambridge.



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LANDSCAPE CONTEXT

This Site is intensively farmed arable land and one of the few agricultural land parcels on the urban edge of Newmarket. The 2008 Suffolk County Council Landscape Character Study has identified the area which extends to the north-east of Newmarket as Rolling Estate Chalkland and the tree belts adjacent to the Site are a distinctive local feature typical of this area.

The character of the landscape immediately surrounding the Site is very varied. To the west there is the industrial and retail development and busy environment of the A142 approach to Newmarket town centre and to the north there is the A14 junction. This is in stark contrast to the quiet rural environment of the farmland to the east and the peaceful manicured character of Stanley House Stud to the south-east.

To the north of the Site, the A14 and its slip roads are raised above the level of the Site with only a short section at grade. The A14 is then effectively in a cutting as it passes the site and continues under the A142 towards Cambridge. Dense planting and the change in levels along the A14 limits visibility into the Site from the road.

The eastern boundary of the site is also visually contained by a mature mixed tree belt which is part of a distinctive square of trees and there are no public views from this direction.

To the south east, the Stanley House Stud is screened by planting along the drive.

To the west views of the Site from residential properties at Studlands Park are screened by planting and the orientation of the buildings. The dense hedgerow and trees also screen views from the A142, Fordham Road.



The A142 Fordham Road with the site on the left



Tesco and retail park on Fordham Road west of the site



Hatchfield Farm east of the site



Stanley House Stud to the south of the site



The Site

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ECOLOGY

Designations

The site itself is not subject to any ecological designations. A number of statutory ecological designations are present within 2km of the site, including Newmarket Heath Site of Special Scientific Interest (SSSI) and Snailwell Meadows SSSI. In addition, there are six County Wildlife Sites (CWS) within 2km of the site which are:

- Newmarket Heath CWS;
- Chippenham Avenue Fields CWS;
- Old Rectory Meadows CWS;
- Snailwell Grasslands and Woods CWS;
- The Limekilns and Adjacent Areas CWS; and
- Warren Hill and Adjacent Areas CWS.

Habitats

The update Extended Phase 1 Habitat survey May 2018 found that none of the habitats within the site had significantly changed since the previous survey. The site still contains the following habitats: arable field, rank grassland, hedgerow, semi-natural broad-leaved woodland (tree belts), mixed woodland plantation, scattered scrub and a hay barn.

The arable fields are generally species poor, under intensive agricultural use and the arable margin field communities found here are common. However, skylark were confirmed as breeding here.

The rank grassland supports common flora species, and may offer some foraging value for some fauna species especially small mammals and invertebrates and is therefore considered to be of local value for nature conservation.

HISTORIC ENVIRONMENT AND ARCHAEOLOGY

The site contains no Listed Buildings or Scheduled Monuments. The Newmarket Conservation Area is located some 450 metres to the south of Hatchfield Farm. In 2008, an archaeological investigation of the whole of the Hatchfield Farm site was undertaken. This involved the excavation of 102 trenches. The survey found limited archaeological remains. However, an archaeological 'watching brief' will be undertaken during construction.

The areas of mixed woodland plantation and long grassland support breeding birds and provide foraging areas for bats, low numbers of common lizard and other local fauna.

The defunct hedgerow along Fordham Road is on the edge of the western mixed woodland belt and could form a valuable wildlife corridor. It consists of at least 80% native woody species and therefore qualifies as UK BAP priority habitat and also has the potential to provide foraging, breeding and resting opportunities for a range of wildlife.

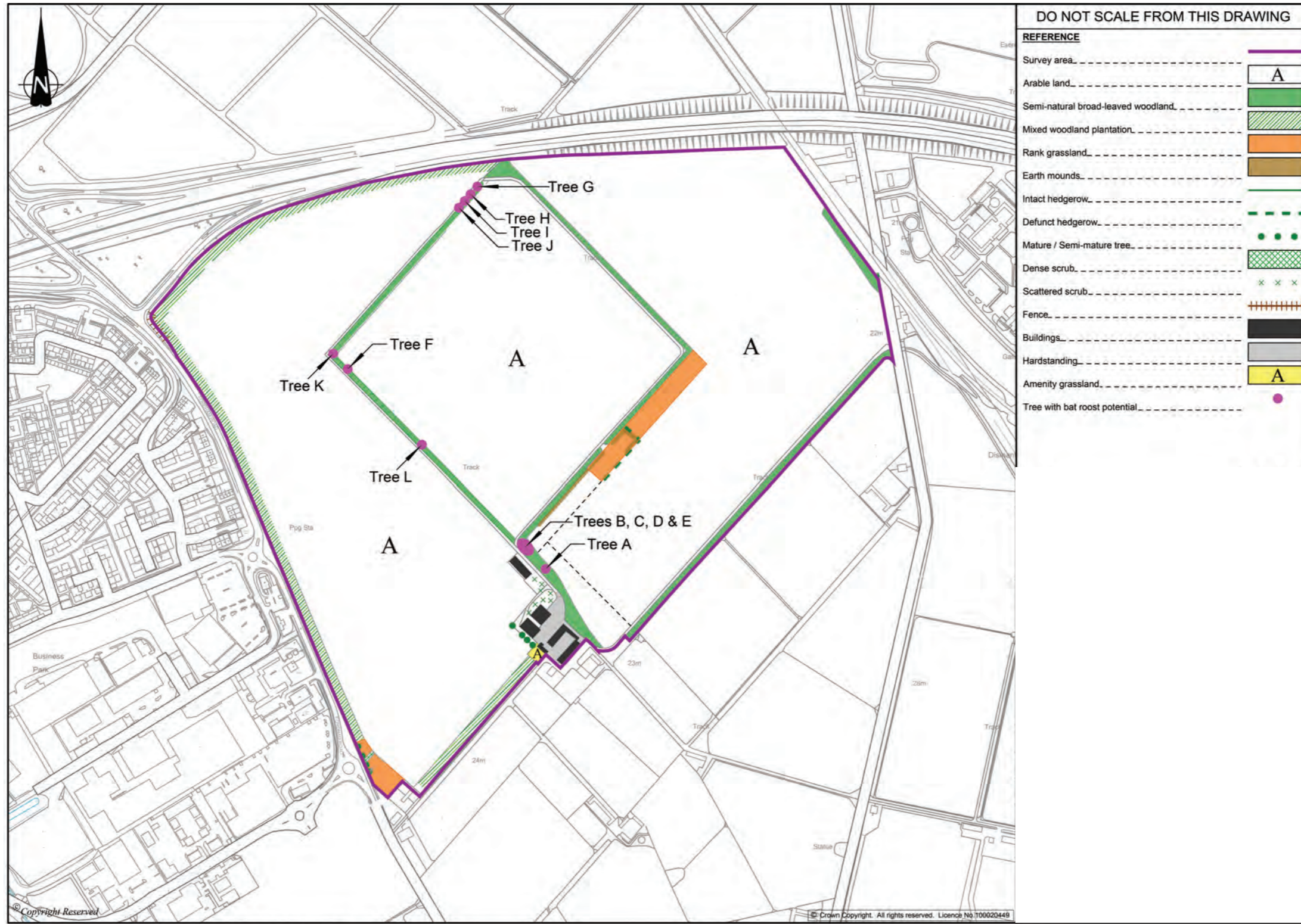
Fauna

The PGLRA (Preliminary Ground Level Roost Assessment) for bats was conducted on 1st and 2nd February 2017 by Wardell Armstrong LLP. The survey confirmed that existing trees which were assessed as having bat roost potential in 2012 are still present and in the same condition, with the exception of one tree (Tree F) which has fallen down. These trees have been classified as having low to moderate suitability for bat roosts. The PGLRA in 2017 also identified a further six trees which have bat roost potential. Of these, two trees (K and L) are located in the tree belt adjacent to the site's north-eastern boundary. These trees have been classified as having low suitability for bat roosts.



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Habitat plan plus trees with potential for Bat Roost



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COMMUNITY ENGAGEMENT

The purpose of consultation is to engage with a range of formal and informal stakeholders and to obtain a wide range of views and opinions on the form of the development. Through a process of design iteration, the aim is to identify, address and where possible, resolve issues and concerns prior to the application being submitted. Over the last ten years, there have been six broad stages of consultation

- consultation prior to the submission of the 2009 application
- views expressed by parties at the 2011 appeal and guidance provided by the Inspector in his report and by the Secretary of State in his decision in 2012
- the Princes Foundation ‘Newmarket Vision’ exercise in 2013
- consultation prior to the submission of the 2013 planning application
- the public Inquiry in 2015
- public consultation and public examination on the Single Issue Review (SIR) and the Site Allocations Local Plan (SALP).

The consultation prior to the submission of the 2009 application included

- liaison and meetings with a range of public bodies such as Forest Heath Council, Suffolk County Council, the Environment Agency and Natural England
- liaison and meetings with local wildlife and conservation groups
- a stakeholder meeting held in Newmarket on the 23rd September 2008
- a public exhibition held in Newmarket on the 28th October 2008.

Feedback from the above helped refine the application which was submitted in November 2009. Following the submission of the application an exhibition took place on the 28th January 2010.

The FHDC consultation on the application and then the appeal process took from early 2010 to March 2012. This process rigorously tested the development proposals for all of Hatchfield Farm and the Inspector and the Secretary of State usefully provided all parties with their conclusions on a number of issues which have helped inform the new application.

Substantive work on a new Hatchfield Farm proposal commenced in 2013 and had the benefit of the consultation work undertaken since 2008 plus the results of the ‘Newmarket Vision’ exercise undertaken by the Princes Foundation in February 2013 and published in July 2013. This identified land to the north east of Newmarket, including the application site, as the only direction for greenfield development in Newmarket.

As part of the preparation for the new application, a range of meetings and liaison with public bodies, interest groups, elected Members and the media took place in the spring / summer of 2013. This included Newmarket Town Council, the Horsemen's Group, Exning Parish Council and retailer representatives.

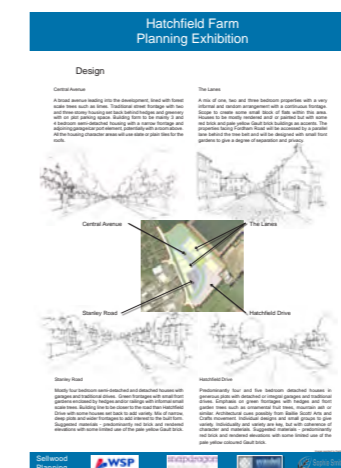
A two day public consultation on four potential development options took place in the Rutland Arms Hotel in Newmarket on the 8th and 9th July 2013. Following the decision to prepare a planning application for 400 dwellings, a second exhibition was held at the Rutland Arms Hotel on the 10th and 11th September 2013.

Since the July exhibition attracted few people under 50, a separate questionnaire survey was undertaken in Newmarket Town Centre.

Since the submission of the application in 2013, the public had an opportunity to provide comments to the 2015 ‘call in’ Inquiry. More recently, the Council has consulted on the Regulation 18, Regulation 19 and proposed modification stages of the SIR and SALP where the public were encouraged to make their views known. This culminated in the public examination hearings in the Autumn of 2017 and June 2018.

Work commenced on the preparation of this masterplan in the summer of 2018 and a series of meetings took place with officers of Forest Heath Council. The draft masterplan was the subject of public consultation in December 2018 and January 2019. This included an exhibition at the Rutland Arms Hotel in Newmarket on the 5th December 2018. People were asked to submit comments at the exhibition, by letter or email. The consultation process and the responses are contained in the separate Statement of Community Involvement prepared by Snapdragon Consulting.

Since the close of the consultation, all the comments have been carefully considered and the masterplan amended, as appropriate. This document is, therefore, the post consultation draft and identifies the changes which are proposed.



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2009 Application



A planning application for a mixed use development, including 1,200 dwellings, retail, employment and primary school provision, at Hatchfield Farm was submitted in 2009.

Consultations took place from 2008 and a number of changes were made to the masterplan following public consultation. The main changes were the decision not to allow traffic onto the Snailwell Road and to omit the northern roundabout in favour of a priority junction.

The planning application was refused by FHDC in 2010 and was subject of an appeal in 2011. The appeal was refused by the Secretary of State in 2012 on the basis that a scheme of 1,200 dwellings was premature pending the completion of the review of the Core Strategy.

The Prince's Foundation Vision Exercise



The Prince's Foundation published its Vision for Newmarket following a series of events in early 2013. This acknowledged that Newmarket is a sustainable settlement and that it will need to continue to grow and evolve. The Prince's Foundation recommended that whilst opportunities to develop brownfield sites should be taken up, the only greenfield option is to the north east of the town in the vicinity of Hatchfield Farm.

The Prince's Foundation Vision exercise highlighted how the periphery of Newmarket is heavily constrained by horseracing policies. As a consequence, the only available direction of growth that does not conflict with the horse racing policies is to the north east of the Town, including Hatchfield Farm.

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2013 Exhibitions and Consultation

July '13 Exhibition

Around 150 members of the public attended an exhibition on July 8th and 9th. Four potential development options were presented. The images were supplied by Capita Symonds. Feedback was received from 55 people, some at the exhibition and some through the website. A range of views were received from outright opposition to supporters of the original scheme for 1200 homes. Generally, respondents were keen that the necessary highway improvements and social infrastructure were provided along with development.

The feedback told us that people wanted:

- Provision for family homes, affordable homes and a variety of open spaces on the site.
- A preference for traditionally designed housing based on the local context, rather than modern alternatives.
- Plans to improve the highways in the local area to support development on the site.
- Development that is sensitive to the unique character of Newmarket and the needs of the horseracing industry.



Hatchfield Farm Option 1
(400 dwellings plus open space)



Hatchfield Farm Option 2
(400 dwellings, 7.2 ha employment plus open space)



Hatchfield Farm Option 3
(600 dwellings plus open space)



Hatchfield Farm Option 4
(600 dwellings, 7.2 ha employment plus open space)

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On-street survey July/August '13

The consultation process was intended to engage with as wide a range of people as possible, particularly those who do not usually get involved in such processes. Having completed the July exhibition it was felt that 18-35 year olds had been under represented. In order to engage with this group a survey of 18-35 year olds in Newmarket was commissioned to find out how they viewed the future direction of Newmarket, and potential development at Hatchfield Farm.

Over 220 people were interviewed. The initial findings were:

- More housing is desired in the area by a significant proportion of respondents.
- Generally respondents were in favour of development at Hatchfield Farm with only 1% of respondents commenting that it was a bad location for development.
- A mix of homes including starter homes and family homes were considered important.
- More and better shops was seen as important.
- 94 respondents said that they would consider moving or buying a new house in Newmarket, with 58% of these respondents expressing a preference for starter homes or family homes. 55% of those who rent currently would like to move into a new house in Newmarket.

As part of the process, the project team has also met with the Newmarket Retailers Association and individual retailers on the High Street to discuss how a development at Hatchfield Farm can support the High Street and contribute to economic growth across the town.

September '13 Exhibition

A further exhibition was held in Newmarket on the 10th and 11th of September. This displayed and explained the proposals for the 400 dwelling scheme which forms this planning application. This included highways and horse crossing improvements and illustrations of the character of the housing as contained within this Design and Access Statement. Nearly 6,000 members of the community around the local area and in Exning were sent leaflets. Key stakeholders were also informed and invited to the exhibition and an advert was placed in the Newmarket Journal.

- Approximately 132 members of the public attended over the two days; a separate session was held for local councillors.
- 37 comments forms were filled in and returned to the project team at the exhibition or by email or post. Four of these forms were joint efforts, meaning the number of people who have commented, via this mechanism is 41. Four of these forms were received after the deadline.
- All of the forms returned contained qualitative feedback, as the comment forms were designed to garner such feedback. Of the 36 forms, 10 would be classed as positive or supportive of the project, 18 would be classed as hostile or negative towards the proposals and 9 are classed as neutral.
- Positive comments focused on the potential the site has to contribute towards housing need in Newmarket, with commenters identifying this as the only suitable place for sustainable development in Newmarket.
- The negative comments coalesced around problems with the traffic on Fordham Road, as well as the perceived negative impact proposals could have on the horseracing industry. A number of commenters argued that the proposals would turn Newmarket in a dormitory town for Cambridge.
- The neutral comments tended towards requests for more information on the project, predominantly on the traffic situation on the Fordham Road.

- The vast majority of respondents were over 50 (31) with only 7 individuals registering themselves as under 50.

The consultation has been central in developing the final proposals. It has been wide ranging and has used a variety of methods to ensure as diverse a reach as possible, taking into account those who do not usually get involved in such processes. Once the development commences, opportunities will be taken to work with local business and retail groups as well as the wider community to look at how the development can be used to support local businesses and the High Street. The scheme development has also taken into account the Princes Foundation Vision Exercise. Consultation exercises to date and planned are as follows:

- Two public exhibitions
- Meeting with the Horsemen's Group
- Meeting with Newmarket Town Council and Exning Parish Council
- Meeting with Save Historic Newmarket Action Group
- Meeting with councillors
- Attending Newmarket Retailers Association Reception and meetings with individual retailers
- Attending Newmarket Business Forum event
- On-street survey of local community
- Responding to comments and enquiries

OPPORTUNITIES AND CONSTRAINTS

Noise

There is noise from the A14 to the north, however the raised slip roads act as a noise buffer adjacent to the 5ha employment area shown. There is also noise from the A142 Fordham Road along the west side of the site. The A14 is busy most of the day whilst the A142 is busier at peak times.

Key points:

- Design of site places employment adjacent to the A14 where buildings can act as a sound barrier. South of the employment is the main area of public open space, with the housing area furthest from the A14.
- Design in an acoustic fencing along the west side along the Fordham Road. Fordham Road must retain its green edge, so the siting of the fence is important and any necessary hedge planting along the roadside should be detailed and implemented in the first available planting season.

Severance and connectivity

Access from the site to existing facilities, services, the town centre and the existing housing and employment areas requires crossing the Fordham Road. It will be important to create good links across the road so Hatchfield residents, school children, and workers at the employment site can access the shops, employment and routes into town and conversely the residents across the road can access the site. There are no public footpaths across the site. The site will offer a variety of public open spaces and new walks with play facilities and sports opportunities. This will help the new and existing communities to integrate. It will be important to create safe routes to school for walking and cycling with appropriate crossings on the Fordham Road.

Key points:

- Three new signal controlled crossings on the Fordham Road
- Well-designed walking and cycling routes across the site.
- Link into the wider footpath and cycleway network for work and leisure.
- Include safe routes to the school site.
- Homezones and shared surfaces on site.

- Quiet no through road parallel to Fordham Road as an alternative for pedestrians and cyclists with broad woodland and grass edge.
- Crossing points within the site.
- Good lighting and informal surveillance for paths.
- Pedestrian and cycle signage.

Highways and Access

The A142/A14 junction will be upgraded with signalised slip roads to reduce queuing and problems with turning movements. An improvement to the A14 junction is a requirement of SALP Policy SA6 (g) and also an aspiration of the emerging Neighbourhood Plan. There will be two vehicular accesses into the site from the Fordham Road; a signal-controlled access and a new access off the southern roundabout. The northern access will also serve the 5ha employment allocation. The internal road layout provides a long frontage to the east so that the school site can choose its access connection point to create a best fit with the school design and to minimise impact on the best trees. There are opportunities for a wide range of pleasant, green, well designed, pedestrian friendly streets.

Key Points:

- ~~• Internal road layout to include for the design for the school access road.~~
- ~~• Design of central road to include a 6m verge on the south/ west side for tree planting.~~
- Central spine road to be designed to accommodate a public bus service and bus stops plus a 6m verge on the south / west side for tree planting
- Internal road layout to provide for the school access road to accommodate school coaches
- Create a wide variety of types of street typical of Newmarket with small lanes, terraced streets, housing facing countryside and open space and home-zones and shared surfaces.
- High quality design and materials with block paved streets where appropriate. Housing to front onto streets with public fronts and private backs.
- Green streets include street trees, hedges and tree planting between plots and in front gardens and also railings with

planting behind. Consider seasonal interest.

Local footpaths and horse walks

Opportunities to enhance the local footpaths/cycleways and horse walks have been identified on p32.

Facilities and services

There are a good range of local facilities with a major food superstore and Minton Enterprise Park across the road and the town centre some 1.5km distant.

Key points:

- Provide crossings across the Fordham Road.
- Consider cycle routes and footpath links.

Stanley House Stud

The stud needs to preserve a quiet setting for the horses, and its site security.

Key points:

- No public access along the boundary just private gardens and low-density housing.
- Tree belt retained in stud ownership.
- High quality fencing in stud ownership no opportunity for back gates.
- Buildings to be set back at least 10m from the boundary to avoid difficulties with shading from the trees in the future.

Integration

The site is adjacent to the existing urban area and other residential areas. The design and layout should maximise opportunities for integration with the wider community. The employment area links to the new residential area across the park. The school will help to bring local people into the site and the school pick-up and drop-off is an opportunity for social interaction. The open spaces and circular walks should be seen as inclusive and a benefit to the local area.

Key points:

- Good physical links for pedestrians and cyclists with crossings and connections to local cycle and footpath network to integrate the site into the wider area. Consider 20mph speed limit throughout the development.
- Site open space to be highly visible and on main public routes. The park as an important link between existing and new communities.
- School drop-off and pick-up area with safe, well designed waiting and play facilities nearby to encourage social interaction.

Public open spaces and access to local walks

The design of the public open spaces should seek to incorporate the existing landscape features within the site and capitalise on the opportunities offered by the tree belts along the boundaries of the site. The variety of open spaces and walking routes will respond to local needs and local policy requirements and offer opportunities for a wide range of active and passive outdoor pursuits to suit different members of the community. There should be opportunities for habitat creation and net bio-diversity gains.

Key points:

- A variety of types of open spaces - The Park - space for play for all ages with a MUGA, a NEAP, seating and circular walks. Add crossing points to woodland edge to east and to south near corner. Space for gathering, noisy play, kick around, events, training, etc.
- The Green - smaller local green space, design to create some peaceful areas for sitting out, informal play and run around areas, incorporate railings and gates.
- Woodland walks/circular walks – capitalise on opportunities for woodland walks and natural play.
- Community Orchard set in chalk grassland
- Chalk grassland wildflower meadow
- Design for habitat creation and net bio-diversity gains.
- Site open spaces on main routes to be public and inviting.
- Design for informal surveillance

Ecology

The majority of the site is intensively farmed arable land. The most notable habitats are the tree belts and mixed plantation woodland and hedgerows. Ground nesting birds and some wildflower species were identified within the arable areas. Potential indirect impacts from recreational pressure on local CWSs and SSSIs are to be achieved by measures to influence recreation on site and off site.

Key points:

- Protect and enhance woodland belts. Set roads and lighting back from the woodland to provide dark corridors for wildlife and avoid damage to rootzones. Set buildings at least 10m back from trees along the south boundary to avoid shading.
- Opportunities for extensive new woodland edge habitat.

- Opportunity for new woodland belt as part of employment development along southern boundary to enclose the park.
- Management of open spaces within the site is critical to their habitat value and to ensure net bio-diversity gains. Provide a site wide landscape management plan.
- Promotion of recreational use by new residents of alternative leisure or 'green' areas within the immediate locality, which could include parks, circular walks, other areas of interest and community leisure facilities.
- Increased signage at designated sites and adjacent public footpaths which will educate the public to the sensitive nature of the designated areas and encourage people to stay on paths and keep dogs on leads where necessary
- The provision of green spaces within the site which will provide sufficient resource for the everyday recreational use for new residents.
- The new landscape planting to comprise native species in appropriate locations to create semi-natural habitat; and
- Areas of wildflower meadow which will aim to be calcareous using an appropriate seed mix for calcareous grassland.

Landscape

The tree belts are a typical of the local character area, as is the square layout of the site and flat level land. The surrounding tree belts provide good visual enclosure screening the Fordham Road and the more distant A14 which is also hidden being in a cutting. There are opportunities for woodland walks and play with the tree belt to the east.

Key points:

- Road layout to respect route protection zones for the trees.
- Maintain a visual screen along Fordham Road for the new residential area and retain the green edge to Fordham Road.
- Pick up inspiration from local landscapes.
- Extensive use of indigenous species.
- Design for net bio-diversity gains.
- Design to foster the variety of open spaces.
- Opportunities for woodland walks and wild play in and around the eastern woodland belt.
- Provide a site wide landscape management plan.

The employment area

The mix of employment uses is yet to be determined.

Key points:

- Protection of existing tree belts and design to respect root protection zones.
- A new native tree belt along the southern boundary. The exact nature and management to depend on the type and scale of buildings and employment uses along this frontage.
- Active frontage to the new road facing south. Warehousing to the north of the site. Colour and design of buildings to minimise visual impact.

The New Schools site

Suffolk County Council wishes to retain flexibility over the design of the new school. However, the site offers the opportunity for a high-quality, state of the art, sunny, south facing building. The flat site will provide good space for play and sports pitches as required. ~~The stud is sensitive to noise, so the siting of the playground should consider this.~~ The school site will need to be carefully designed to minimise noise intrusion from the A14 and also to mitigate noise from the school on the adjoining Stud. The school site has a countryside setting, there is an opportunity to use indigenous species for the landscape scheme with native hedging and trees and a wildlife garden for habitat gains.

Key points:

- ~~Noisiest areas away from stud activities~~
- Need careful design to mitigate noise pollution
- Maximise potential for habitat gains
- Design child friendly spaces with learning and play potential.
- Minimise impact on the treebelt when selecting the access point.

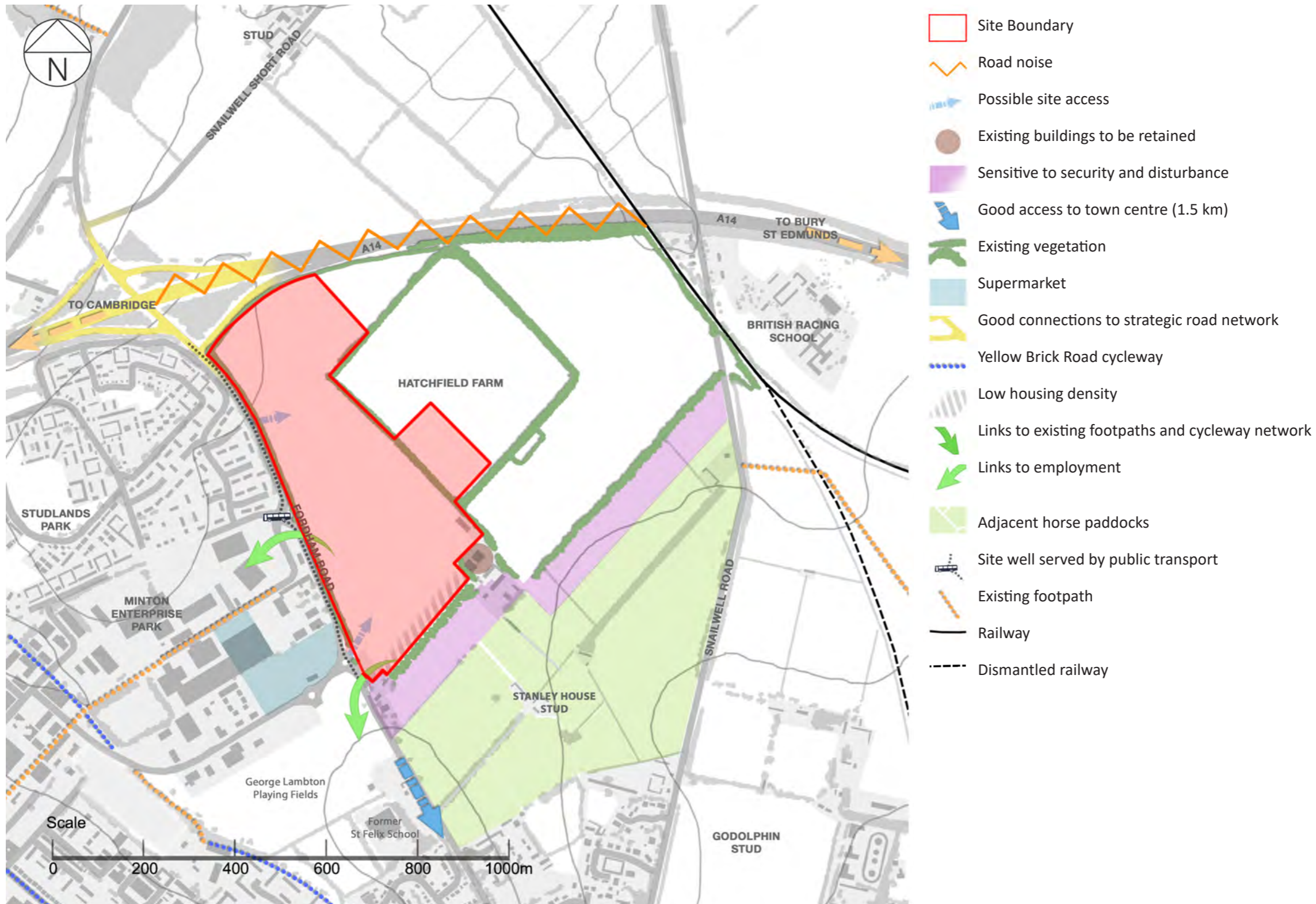
Sustainable drainage

Infiltration testing has shown that the site is well drained and there are no watercourses. There is no flood risk. There are opportunities for "natural" drainage design alongside the open spaces.

Utilities

There are no services crossing the site.

OPPORTUNITIES AND CONSTRAINTS PLAN



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OPPORTUNITIES

- Open flat land gives a relatively blank canvas.
- Visually well enclosed and open space.
- Food retail and good range of services within walking distance.
- Proximity to employment.
- Close to town centre.
- Provision of new housing adjacent to urban settlement.
- Existing regular bus services.
- Easy access to A14 and wider road network.
- Access to footpath network.
- The ability to improve the A142/A14 junction.

CONSTRAINTS

- Noise from A14 and A142 across northern part of the site
- Severance from existing urban area by A142 Fordham Road
- Sensitive environment of Stanley House Stud
- Capacity and safety of A14 junction
- Existing tree belts

LANDSCAPE PARAMETERS PLAN/OPPORTUNITIES PLAN



A Existing Treebelts - preserve and enhance. Set back roads to allow for lighting without light spill on potential wildlife and bat corridors.

B New Tree Belt to enclose the employment area.

C A substantial new park located as a focus and gateway to the new residential area.

D Chalk Grassland as mitigation for additional recreational pressure on SSSI's and CWS's. Aim for net biodiversity gains across the site

E Community Orchard with chalk grassland.

F Street Trees - design in to allow necessary set backs from roads and footpaths. Take trees around the recreation ground.

G Native Hedgerows can be used as boundaries for school and employment area

H Linear park allows for pleasant safe route to school with play area as focus for waiting parents/carers.

I Circular walks - take advantage of the tree belts and include broad grass margins

J Net biodiversity gains with use of floral meadow grassland and native species

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DESIGN STRATEGY

ILLUSTRATIVE/FRAMWORK MASTERPLAN



A Employment with the smallest units with the most active frontages sited on the southern edge behind a new tree belt

B Park with trees following the line of the road Tree lined Park with pedestrian/cycle route linking the housing and employment areas

C Green Route through the site which can also accommodate buses

D Linear Park - Green link to school with play area as focus for waiting parents and carers

E Residential character to reflect Newmarket townscape
 1 Hatchfield Drive
 2 Stanley Way
 3 Central Avenue
 4 The Lanes

F Secure boundary with the stud with low density housing backing on to the drive

G Alternative route for pedestrians and cyclists with a quiet, tree lined no-through road running parallel to the A142 Fordham Road connecting through to the employment area

H Good connections including 3 crossings on the A142 providing links to facilities and safe routes to school

I Access or accesses to the education site can be taken along the eastern boundary. Opportunities for a sunny, south facing building



Play Areas



Potential Primary School location

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 Masterplan Document

RESIDENTIAL DESIGN STRATEGY

A logical, legible street layout

A clear hierarchy of streets linking origins and destinations with landmarks in the form of parks, squares and key buildings and frontages.

A pedestrian friendly layout

Attractive, direct, well lit and surfaced tree lined routes throughout the development and connecting to the wider community and town centre with good easy road crossings plus a green network of footpaths for walking. The site is predominantly flat and the detailed design will aim to maximise accessibility for the disabled.

Integration with the local community

The park and green are located along the main road to invite everyone to use them. The school and new employment area will benefit the wider community

Reflection of local character and identity

A range of streets and open spaces reflecting the scale and massing of those found in the town. Suggested use of typical local building materials, detailing and boundary treatments.

Design for privacy and security

Clear definition between public and private space with housing designed as perimeter blocks. Only small parking courts will be permitted and all public spaces are overlooked.

Public open space

The provision of safe, attractive, usable open spaces and footpaths to create circular walks. Provision of a NEAP plus a MUGA in the Park and a LEAP on the Green, areas of wildflower meadow and a Community Orchard. Encourage use of open space on site and also include signage to local recreational areas as mitigation of recreational pressures on local SSSI's and CWS's. All the open spaces are to be overlooked by housing.

Design to reduce reliance on private cars

Bus stops within walking distance with services connecting to the town centre plus a good network of pedestrian and cycle links.

Retention of the trees within the layout

The characteristic shelter belts along the site boundary will be retained, providing natural green spaces and screening.

Enhanced wildlife value

The planting and management of the parks and open spaces will be designed to preserve the existing trees and create new habitats for wildlife.

Architectural excellence

For the residential element, the local context provides a starting point for detailed architectural design. This approach was favoured in public consultation. The school and the office buildings can also reflect local materials if desired and embrace contemporary design. All buildings should strive for architectural excellence with good detailing and high quality materials.

Sustainable drainage

A sustainable drainage strategy using a range of measures to provide infiltration and attenuation on site such as green roofs, permeable paving and detention basins. Green roofs and detention basins will be designed to contribute to net biodiversity gains.

Energy efficiency

A sustainable approach to both the design of the residential layout and the construction of the buildings, energy efficient appliances, space for recycling designed in, access to electric car charging.

Fire and Rescue

The development will need to accommodate additional Fire and Rescue provision to secure public safety. This would include the provision of a suitable water supply, fire hydrants and access for fire appliances. Automated fire suppressive sprinklers would be encouraged in all new buildings.

A diverse range of housing

A variety of streets and housing are shown and a mix of types and tenures will be provided. The dwelling mix will range from one bedroom flats to five bedroom family houses.

The indicative dwelling mix for private sale is proposed to be:

1 Bed Flats/Bungalow	6.3%	18 no
2 Bed Houses	31.2%	87 no
3 Bed Houses	34.5%	97 no
4 Bed Houses	24.5%	68 no
5 Bed Houses	3.5 %	10 no

Total private dwellings 280

Affordable housing will be provided in line with the Forest Heath Core Strategy (2010). Forest Heath District Council policy states that developments of more than 10 dwellings would trigger 30% affordable units. This equates to 120 dwelling. There is a notably high demand in Newmarket in general for 1 & 2 bedroom property. The indicative mix suggested by Forest Heath District Council includes 37 x bungalows (a mix of 1, 2, and 3 bedroom properties), 30 x 1 bedroom apartments, 30 x 2 bedroom houses, 20 x 3 bedroom houses, and 3 x 4 bedroom houses.

CHARACTER AREAS

Newmarket has interesting streets and architecture. The detailed design of the new development needs to have an understanding of the context of the area as a starting point.

There are a wide range of street types in Newmarket from the grandeur of the high street and broad streets of town houses to more modest streets, some informal with a mix of house styles and materials some set piece designs and many small terraces, to the narrow lanes with the buildings hard up against the back edge of narrow footpaths.





One defining characteristic is the mix of building materials with red brick, Gault brick, flint and rendered and painted buildings often used together. Another feature is the sharp definition between town and country with development concentrated in order to preserve the important training grounds and stud land that encircle the town.

The character of the urban extension at Hatchfield Farm seeks to reflect this character with a sharp definition to the edge of the town and to emulate the variety and rich urban form with a wide range of street types and parks, squares and green walks to create memorable pleasant place to live.

There are four character areas:

- Hatchfield Drive
- Stanley Way
- Central Avenue
- The Lanes



-  Hatchfield Drive
predominantly 4 / 5 bed detached housing type
-  Stanley Way
predominantly 4 bed semi/detached housing type
-  Central Avenue
predominantly 3 / 4 bed semi detached housing with some apartments
-  The Lanes
predominantly 1 / 2 / 3 flats and terrace housing type

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Hatchfield Drive

Predominantly large four and five bedroom detached houses in generous arcadian plots with detached or integral garages and traditional drives. Emphasis on green frontages with use of hedges and front garden trees such as ornamental fruit trees, mountain ash or similar. Architectural cues possibly from Baillie Scott/ Arts and Crafts movement. Individual designs and small groups to give variety. Individuality and variety are key, but with coherence of character and materials. Suggested materials - predominantly red brick and rendered elevations with some limited use of Gault brick. Roofing tiles to be slate or plain tiles.

Density up to 25dph.



Stanley Way

Mostly four bedroom semi-detached and detached houses with garages or integral garages and traditional drives. Green frontages with small front garden with use of hedges and picket or estate railings, small scale trees. Building line to be closer to the road than Hatchfield Drive with some houses set back to give movement. Mix of narrow, deep plots and wider frontages to add interest to the built form. Suggested materials - predominantly red brick and rendered elevations with some limited use of Gault brick. Roofing tiles to be slate or plain tiles.



Central Avenue

A broad avenue leading into the development, lined with forest scale trees such as limes. Traditional street frontage with two and three storey housing set back behind hedges and greenery with on plot parking space. Building form to be mainly 3 and 4 bedroom semi-detached housing with a narrow frontage and adjoining garage/car port element, potentially with a room above. Good enclosure provided by flint and brick walls, hedges and planting, typical of the locality.

Houses will be accessed directly from the Central Avenue with drives that allow cars to come out forward facing. Parking will be a variety of garages, cart sheds, shared driveways/forecourts and integral parking. There will be very limited on street parking on this road.



The Lanes

Higher density development predominantly on the back edge of the footpath and no front gardens with some very occasional houses set back behind railings with greenery. Mostly two storey buildings with occasional two and a half and three storey buildings in key locations. Mix of one, two and three bedroom properties with a very informal and random arrangement with a continuous frontage. Scope to create some small block of apartments within this area.

Parking in garages or behind gates or some limited use of small rear courtyards with archway access. Some limited street parking delineated with bollards and changes to paving.

Houses to be mostly rendered and/or painted but with some red brick and Gault brick buildings as accents. Roofs of plain tile and slate.

There will be positive and continuous frontages facing the Green, the woodland belt and Fordham Road.

The Green will be flanked by a continuous street frontage with some on plot or integral parking. Allow well designed and delineated parking around the Green, designed in small runs of 4-8 spaces.

This informal character and mix of materials extends to the north east edge of the development to meet the woodland edge and the allotments with good continuous frontages and limited front gardens. Discourage parking near the woodland and green links and keep views to the woodland open.

The properties facing Fordham Road would be designed with small front gardens to give a degree of separation and privacy.



HOMEZONES AND QUIET STREETS

The design of a home zone should make the motorist feel that they are a ‘guest’ within the street and encourage slow speeds, by means of the design and the inclusion of features and streetscape elements which result in sharp deflections in their route such as; designated parking spaces, trees, planting areas and street furniture. A shortening of forward visibility by introducing these elements within the carriageway and in certain places, restricting vehicle passage to one car width will further reduce speed. There are several places within the site where this principle could be applied. In particular the “Lanes” character area is suitable for applying the home zone principles where there are low levels of traffic, and some no-through roads towards the west side of the site.

Home zones should aim to:

- achieve low vehicle speeds;
- reduce the number and severity of accidents and near misses;
- improve the quality of the urban environment;
- improve provision for pedestrians and cyclists;
- improve provision for older people, disabled people and the visually impaired;
- improve provision for children by providing safer streets and providing formal or informal play facilities near your dwelling;
- increase opportunities for social interaction within residential streets;
- encourage healthier and more sustainable lifestyles;
- facilitate community involvement and local empowerment;
- strengthen the sense of community identity and collective ownership;
- improve quality of life and wellbeing.

As well as providing pleasant quiet streets for walking and cycling, home zones are one way of providing an increase in play opportunities for children and young people within lower hierarchy streets.

The paving materials used throughout the home zones should emphasize the importance of their special nature. A distinct, high quality palette of materials that encompass the street as whole should be chosen that creates a limited and complementary selection minimising visual clutter. Any



deviation from this palette should be kept to a minimum and have a distinct use such as: delineating car parking or defining a key pedestrian route. The use of traditional and natural materials that harmonise with the local vernacular is to be encouraged.

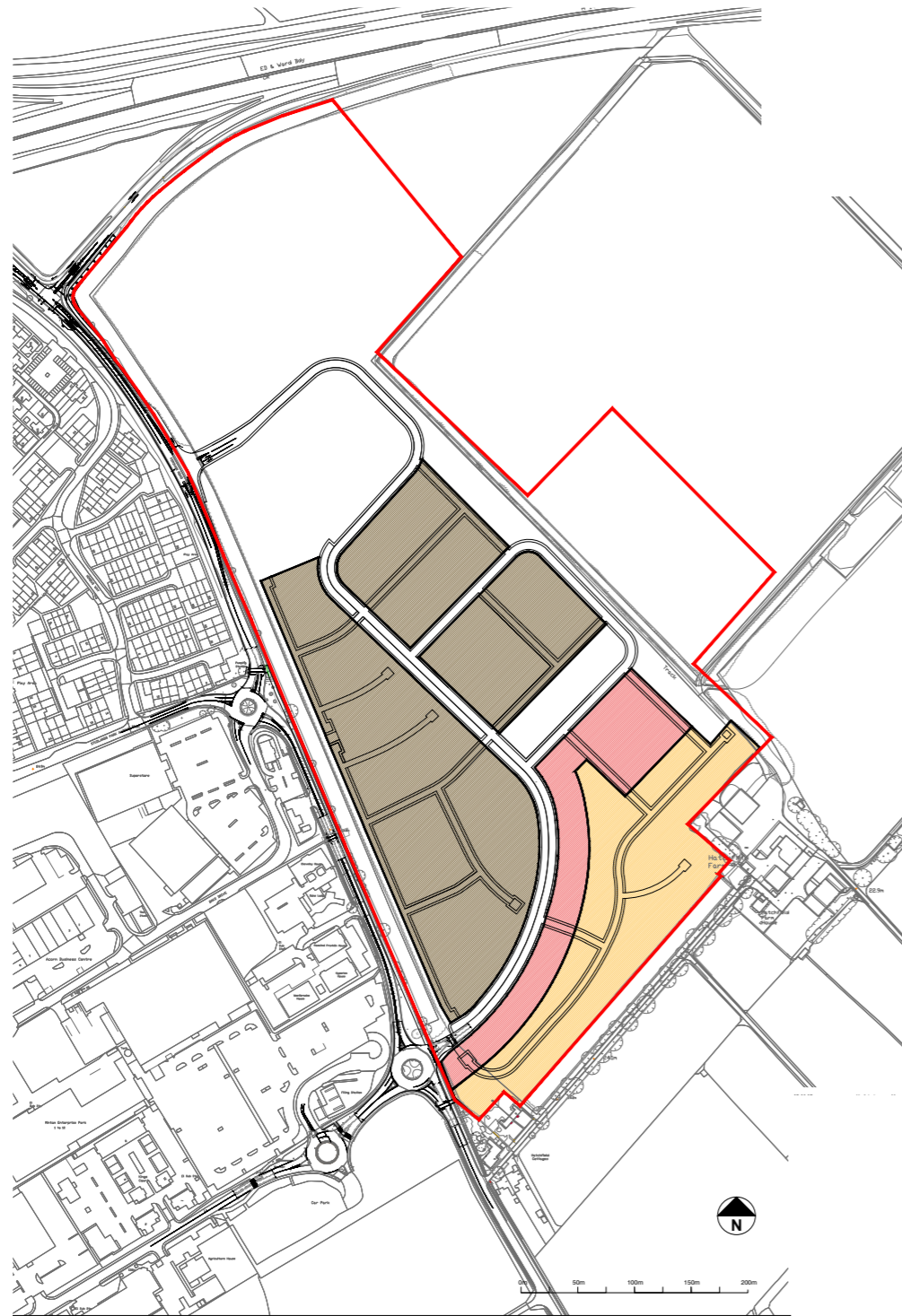
A good quality block paving should be used for these streets where adoption allows, such as good quality block paving to delineate spaces and features or similar to be agreed at the detailed design stage. The first reserved matters application for

each character area should specify the paving for all the streets in that zone. Street furniture and bollards can assist within these layouts and robust granite block seating and bollards may be appropriate.

In some cases, a shared surface approach will be appropriate in other cases the use of low kerbs (50mm) should be considered delineated with a broad kerb such as a reconstituted granite Conservation Kerb.

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RESIDENTIAL BUILDING HEIGHTS







Building heights within the development will vary, with 2 storey dwellings being predominant with 3 storey elements in key locations / gateways.

Preliminary discussions on the affordable housing needs for the area have identified the need for some 37 affordable bungalows of differing types and 30 1 bed apartments. The indicative mix suggested by Forest Heath District Council includes 37 x bungalows.

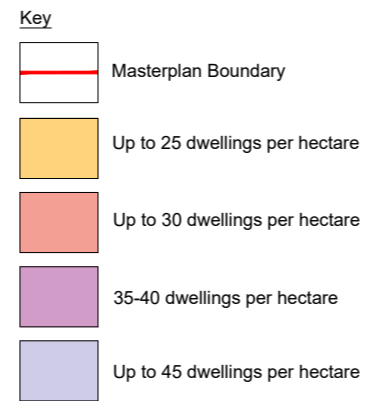
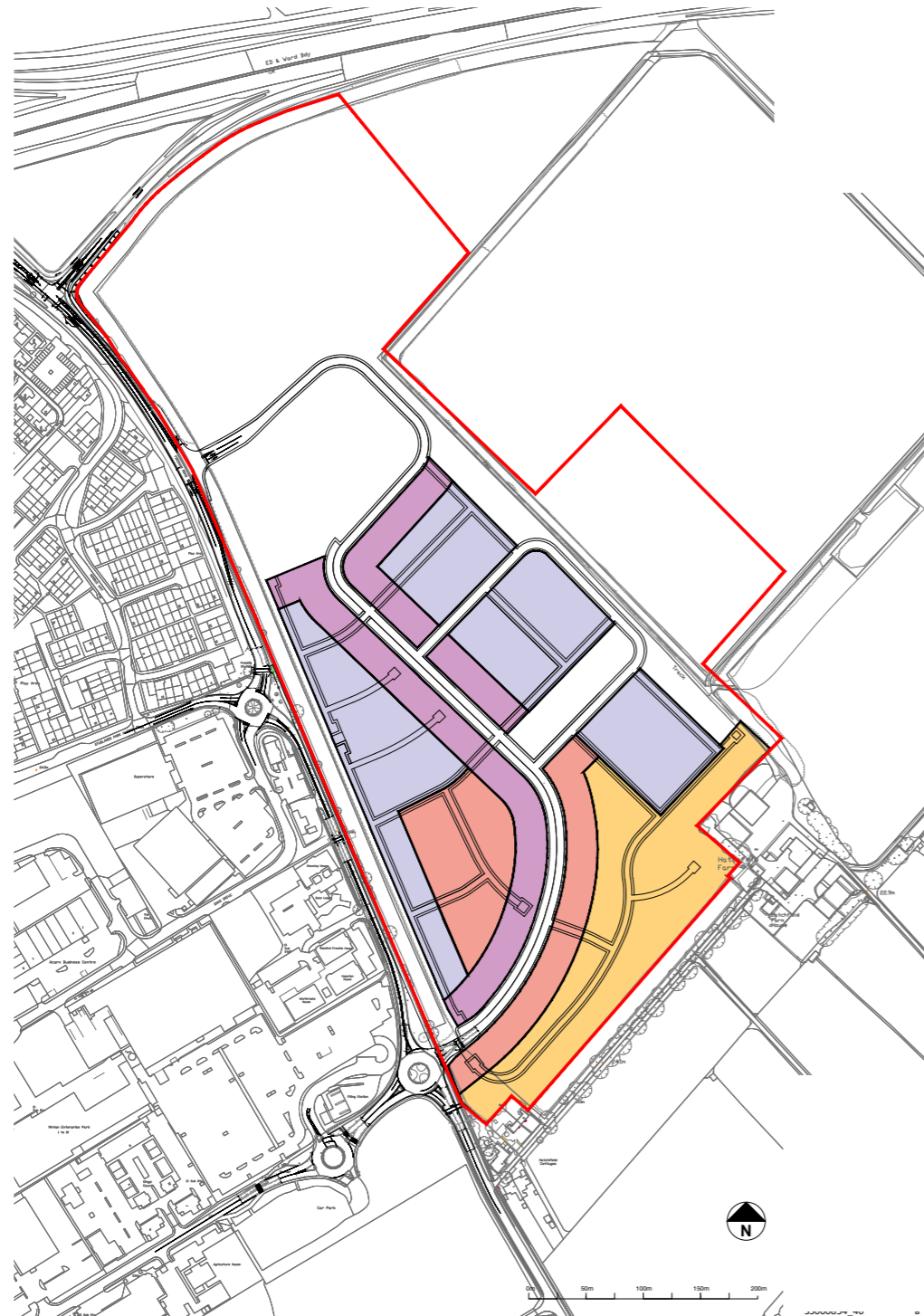
There are many examples of single storey buildings within Newmarket and a creative approach to the design of the bungalows to reflect local building forms could fit in well with the design strategy.

Single storey buildings could be accommodated within blocks with a mews character or grouped in courtyards, preferably in small clusters. Suitable locations could be near the Hatchfield farmhouse and barns or near the entrance to Hatchfield Farm at the southern end of the site, at the northern end overlooking the Park on the west side of the central avenue, or facing the eastern woodland edge.

- Key
-  Masterplan Boundary
 -  Up to 2 Storeys
 -  Up to 2.5 Storeys
 -  Predominantly 2/2.5 storey with some bungalow and some 3 storey elements



RESIDENTIAL DENSITY



Development density will vary according to the character area and the average density of the development will be 36dph.

The residential area can accommodate up to 400 new homes. The capacity of the site and has been calculated by identifying the net developable area and applying an appropriate density for development that reflects the character of the proposed housing for each character area.

The net developable area consists of all the land directly used for housing and includes:

- access roads within the site;
- private garden space;
- car parking areas;
- incidental open space and landscaping;

It therefore excludes:

- major distributor roads;
- open spaces serving a wider area including children’s play areas
- significant landscape buffer strips, hedgerows and areas of existing tree planting .

THE SCHOOLS EDUCATION SITE

The masterplan provides a 2.2 ha site for education purposes. This is large enough to allow for a 2 Form Entry (420 pupils) Primary School and a 60 space 'early years' setting. These may be built as a single complex or two separate buildings, this will depend on the provider. This is in accordance with SALP Policy SA6(g) and the aspiration for a new primary school in paragraph 7.6 of the emerging Newmarket Neighbourhood Plan.

Suffolk County Council wishes to retain flexibility over the design of the new school. The site offers the opportunity for a high-quality, state of the art, sunny, south facing building and the design of the building could reflect local character cues. The flat rectangular site will provide good space for play and sports pitches as required.

The stud is sensitive to noise, so the siting of the playground and main entrance should consider this and be designed to keep the noisiest areas away from stud activities:

The site experiences noise from the A14. The design of the school will need to mitigate exposure to road noise from the A14 whilst also seeking to reduce noise disturbance on the Stud to the south

The school site has a countryside setting, there is an opportunity to use indigenous species for the landscape scheme with native hedging and trees and a wildlife garden for habitat gains. The internal landscape of the grounds could use a range of native species and grassland management to create a setting that is both attractive and valuable to wildlife. The school access points should be chosen to minimise impact on the treebelt.

Sustainable drainage features such as swales and dry detention basins should be designed to maximise education, play, landscape and biodiversity value and There are opportunities for forest school teaching with the adjacent woodland belts.

Safe routes to school for walking and cycling are shown in the masterplan with three crossings on the Fordham Road and zebra crossings within the residential area. The plan also shows safe walking / cycling routes to the Academy from the site.

School drop off should be catered for in the design of the residential area around the Green and along the woodland edge with road side parking away from residential frontages opposite.

The Green can offer a pleasant waiting area for parents and carers with play opportunities for children and young siblings. The access loop to the school site will be designed to accommodate school coaches. The school layout should reflect this with the design of the entrance.



EMPLOYMENT

CONTEXT WITHIN THE SITE

SALP Policy SA6 (g) allocates 5 hectares of employment land at Hatchfield Farm and the emerging Newmarket Neighbourhood Plan (para 6.12) notes that “it is important to encourage inward investment by ensuring there are sufficient sites for appropriate economic development in the town”

The exact mix of development within the employment area is yet to be determined and will consist of a mix of any one use or a combination of uses B1, B2 or B8.

- B1 (Business) B1(a): Offices, B1(b): Research and development of products and processes, B1(c): Light industry appropriate in a residential area.
- B2 (General Industrial) Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
- B8 (Storage and Distribution) including open air storage.

The site is well screened along the north and west sides with substantial tree belts along the A14 and the A142 Fordham Road. There is no tree screen on the south side and the site would directly face onto the park across the new access road. There is no hedgerow to the east side immediately next to the site but tree belts around the rest of the large field adjacent to the A14 and the road embankment contain long views from the east.

INTEGRATION WITH RESIDENTIAL

The site is therefore able to accommodate a range of building heights without undue visual impacts on the wider area. Planning applications for this site will need to deal with the impact of building heights and visibility at the time of submission.

A new tree belt should be planted along the southern boundary to echo the existing tree belts within the allocation area and

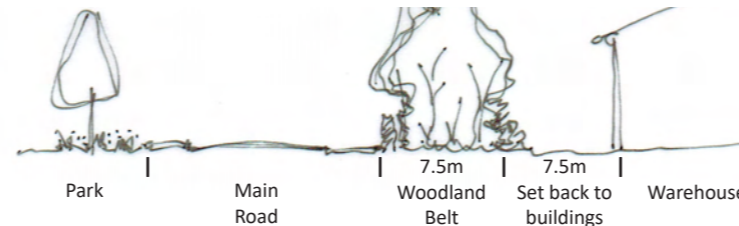
to provide screening. The opportunity for an active frontage along the southern boundary should be explored and the smallest units with the most active frontages should be sited on the southern edge. The design and management of the planted boundary can reflect the nature of the employment development on the southern edge of the site.

If the development consists of warehousing the tree belt can be designed to screen the development over time with a dense mix of trees and shrubs with evergreen species and a boundary hedge at say 1.5m.

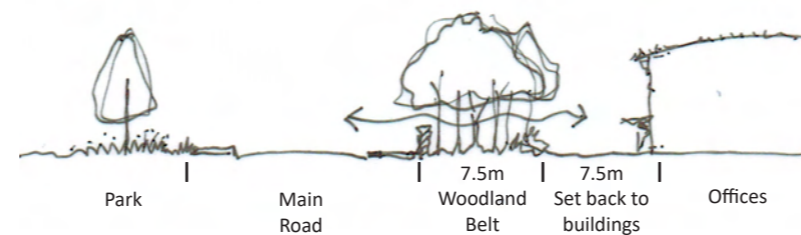
If the development consists of offices, starter offices or research and development or innovation, then the tree belt can be designed with a lower, managed hedgerow boundary with a low shrubby woodland floor and views through the tree canopy to frontages.

The design of new office buildings and or warehousing should be of high quality, with carefully designed, well lit, pedestrian friendly links between buildings and a welcoming entrance to the site.

Good links for pedestrians and cyclists will be provided to the employment site from the surrounding area with access from the housing site across the park and three crossings on the A142 Fordham Road plus a pedestrian/cycle phase at the signals connecting to the existing urban area of Newmarket to



Dense treebelt with a mix of trees and shrubs including some evergreen species to screen development.



Treebelt with lower managed hedge and views under the tree canopy to the building frontages



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MOVEMENT AND ACCESS

TRANSPORT AND ACCESS

Access for Pedestrians

Pedestrian access to the site will be provided from three points; adjacent to the A142 / Studlands Park Avenue roundabout, opposite the existing car wash and at the A142 / Willie Snaith Road roundabout. These three locations also provide signal controlled pedestrian crossings to enable pedestrians to cross the A142 to and from the site. Currently the A142 discourages crossing movements for pedestrians to reach the nearby shops, employment opportunities, schools and other destinations such as the town centre. The access points and crossings are provided on desirability routes between the site and the key off-site destinations. This will provide safe routes to the primary and early years site from the wider area and also from the site to the Newmarket Academy.

Within the site the road layout provides a direct and legible footpath network connecting the streets and green spaces.

Disabled access will be carefully considered during the design and construction process. In principle, the development will aim to provide excellent accessibility for the disabled, including:

- No Ramps with a gradient of more than 1:20
- Level access to all houses
- Fully compliant with the relevant part of the building regulations

Access for Vehicles

Vehicular access to the site will be provided from two locations; a signalised access located on the A142 between the A14 junction and the Studlands Park Avenue roundabout, and a new fourth arm to the A142 / Willie Snaith Road roundabout.

These accesses will be linked by an internal road designed to keep speeds low.

Access for Cyclists

Cycle access to the site will be provided from two points; adjacent to the A142 / Studlands Park Avenue roundabout and at the A142 / Willie Snaith Road roundabout. In both locations signal controlled crossings allow cyclists across the A142 with further facilities to connect to the National Cycle Network (NCN) to the west. The northern access directs cyclists along Studlands Park Avenue to join the NCN, known locally as the 'Yellow Brick Road', using an on-road route. The southern access following the crossing of the A142 utilises an improved footway / cycleway to Noel Murless Drive that then connects to the NCN to the town centre. Within the site cycle routes will be on-road with 20mph target maximum speed for vehicles. The quiet road parallel to the A142 offers an alternative for cycling and walking with links across the park to the employment area.

Access to public transport

The bus stops located on the A142 just north of the Willie Snaith Road roundabout are proposed to be relocated so that they are adjacent to the proposed signalised pedestrian crossing at the central pedestrian access to the development. In this location, the bus stops are located within 400m of all of the proposed residential areas and are served by a number of bus routes. There are buses running from the site to the town centre as well as other destinations further afield. ~~No new bus services are proposed as part of the residential development.~~ This internal road will be designed to accommodate a bus route and potential bus stop locations are identified

~~Local Access Improvements~~ Off site Transport Improvements

~~Opportunities to enhance local footpaths, cycleways and horse walks have been identified. These include:-~~

The development of the Hatchfield Farm site will be associated with a package of off site transport improvements for pedestrians, cyclists and vehicles. These include

• A14 / A142 : A scheme has been agreed with Highways England to improve capacity and safety at the A4 / A142 junction by the signalisation of the two off slip roads. This can be delivered as part of the development of Hatchfield Farm. However, SALP Policy SA6 (g) recognises that a wider improvement may be promoted by Highways England. In order to safeguard this possibility, when the planning application for the employment land is submitted, Highways England and SCC will advise whether any land needs to be retained undeveloped adjacent to the junction

• Improved Rayes Lane Horse Crossing – in accordance with SALP Policy SA6 (g) and Policy NKT24 of the emerging Newmarket Neighbourhood Plan a scheme will be implemented to signalise the crossing, improve visibility and widen the Fordham Road horsewalk

• A new Pelican crossing and Toucan crossing on Fordham Road

~~• A14 junction improvements~~

• Contributions to improvements to bridleway 2, including surfacing, signage and widening.

• Studlands Park Avenue junction improvements

• New footway/cycleway along the west side of Fordham Road to the south of the site to connect to a new on road cycle route along Noel Murless Drive

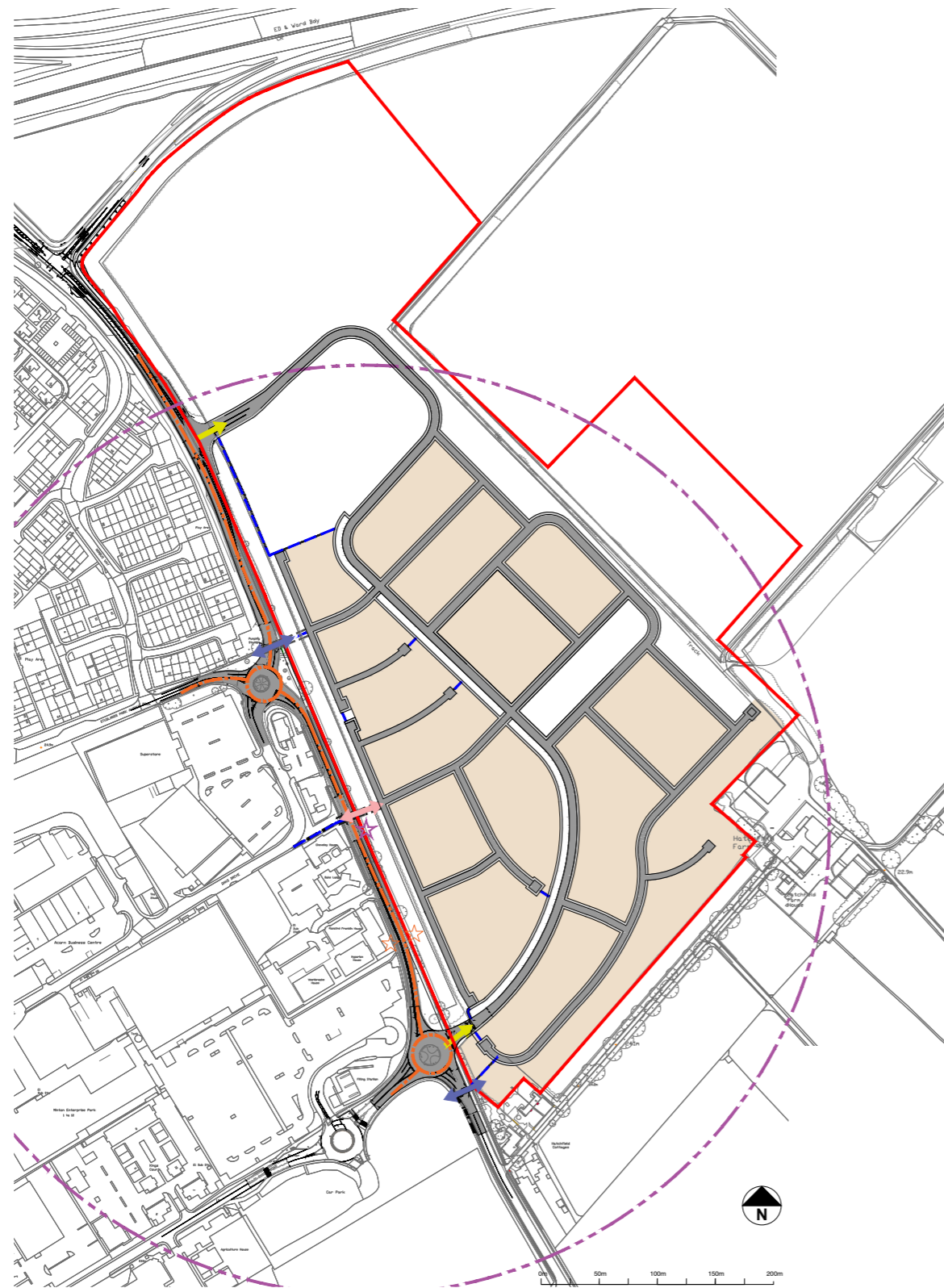
• Contribution to improved lighting measures, signage and widening of Yellow Brick Road at locations agreed with SCC.







• Contribution to widening of footway south of Exeter Road

~~• Contribution towards upgrading of Rayes Lane horse crossing~~

~~• A widening of the Fordham Road horsewalk~~

Transport and Access Plan - External Links



-  Pedestrian/cycle Access (signal controlled crossing)
-  Pedestrian Access (signal controlled crossing)
-  Vehicular Access
-  Pedestrian Link
-  Existing Bus Route/Bus Stop
-  Proposed Location for Bus Stop/400m Radius

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Masterplan Document

STREET HIERARCHY AND MOVEMENT



PARKING STRATEGY

The development will use a variety of types of parking solutions to accommodate cars on site for residents and visitors.

The strategy aims to strike a balance between avoiding the creation of car dominated streets where the level of parking detracts from the aesthetics of the street to the other end of the scale where all parking is removed and problems are caused with rear parking courts and inappropriate street parking.

On plot parking works well for residents but constrains density options and urban form.

The guidance contained in “Car Parking What Works Where” (English Partnerships) is invaluable. The parking strategy for the development aims to ensure:

- A variety of street widths
- Active front doors
- Adequate parking
- Clear definition of public and private space
- Activity on the streets
- Recognition of local character

The following pages outline the different types of parking that will be used. Some examples are taken from the guidance and some from streets in Newmarket, Cambridge and New Hall, Harlow.

Rear parking courts will only be used sparingly within the development. Where they are used they will accommodate a maximum of 8 spaces. There is a precedent locally for parking within yards and courts and many buildings have archways to access rear yards often formerly containing stables. This arrangement can be reflected in the layout.

Parking Standards

Parking standards are contained within the by Suffolk Guidance for Parking second edition November 2015.

The Chartered Institution of Highways & Transport and Institute of Highways Engineers (March 2012) Guidance Note: Residential Parking provides a best practice guidance note which can be used to develop appropriate local residential parking policies and guidance, with an emphasis on good design as well as the ensuring the right amount is provided. It is desirable to have a design-led approach to the provision of car parking spaces so that it is integrated into the public realm and streets are pedestrian, cycle and vehicle friendly.

The number of private cars in Great Britain has more than doubled in 30 years, increasing from 12.5 million in 1975 to 26 million in 2005. There are currently 34.5 million vehicles registered in Great Britain. This level of vehicle ownership has led to increased levels of congestion and pollution, particularly in more densely populated areas. Although the level of car ownership has increased, the growth of traffic on the highway has not increased to the same level. This indicates that a greater number of vehicles are likely to be parked at the owner’s place of residence. It is acknowledged by residents in Suffolk that parking is an issue, especially in residential areas. Hence the move to advisory minimum guidance requirement on residential parking as promoted within the document.

1 bed flat/house – 1 space, 2 bed flat/house 1.5 spaces where flexible or 2 in curtilage, 3 bed flat/house 2 spaces, 4 bed flat/house 3 spaces.

Employment parking is expressed as a maximum 1space/30m2 B1 and B2 and 1 space/150m2 for B8

Cycle Parking should be included in all developments. Shared cycle parking facilities should be located and designed to avoid antisocial behaviour and be covered, safe and convenient. Cycle parking for flats should ideally be provided within the building, either in a ground floor communal area close to the main entrance, under stairs or in underground or semi-basement areas alongside other storage for households, whilst maintaining fire escape routes. Visitor cycle parking should be catered for. Cycle parking is expressed as a minimum. Residential development should provide 2 covered secure cycle parking spaces per dwelling. Employment should provide 1 space/200m2 for B1, 1space/300m2 for B2 and 1 space/400m2 for B8.

The guidance also covers disabled parking and parking for powered two wheeled vehicles PTW. Spaces for PTW’s should be provided for employment uses and is expressed as a minimum. 2 bays for every 200 parking spaces provided or 5% of the total capacity. Over 200 parking spaces provide 6 bays per plus 2% of the total capacity.

Low Emission Vehicle Parking

The uptake of low-emission vehicles should be promoted and allowance must be made for a potential increase in the use of electric vehicles (including electric cycles and mobility vehicles) in the future. The developer is to provide and maintain an electricity supply for charging points. Access to charging points should be made available in every residential dwelling. A minimum of 1 space per every 20 non-residential spaces should have charging points installed for electric vehicles. Ducts should be provided for a further 5% in all work place spaces. These advisory figures may be amended in light of a higher than expected uptake of electric vehicles.



On street parking



On street parking should be designed in. Short runs of 4-8 parking spaces can be contained by tree planting or in setbacks or spaces delineated within the paving for shared surfaces.



On plot and garages

Generally a low density suburban solution suitable for Arcadian type development. However as the contemporary solution shows there are options for denser more urban solutions that allow for a more continuous frontage.



Rear parking court accessed through arches

Rear parking courts should be used sparingly. The creation of un-overlooked space which is neither public or private can cause security and social problems. The exposing of back gardens is a well documented security risk.



Courts are only successful if they are self policing and should be shared by a few properties only, preferably with some overlooking. There are examples in Newmarket usually with archways.



Gated on plot

Similar to integral garages this solution is better suited to some architectural styles and can be used creatively to allow for flexible space for bikes and bins etc.



Round a square

Both the examples show housing with a combination on plot parking and parking designed into the layout of the open spaces. This arrangement is typical of London Squares and works well where it is clearly defined and does not impede public access.



Driveway

Driveways can provide a variety of solutions, as forecourts and between houses. This provides the possibility of rural urban and suburban solutions.



LANDSCAPE AND ECOLOGY

LANDSCAPE

SALP Policy SA6 (g) expects the Hatchfield Farm development to provide strategic and local open space. Similarly, Policy NKT12 of the emerging Newmarket Neighbourhood Plan encourages the provision of new open, green space in new development. This is also important since Hatchfield Farm is located on one of the 'gateways' into the town (Policy NKT32).

The green infrastructure should deliver a coordinated network of high quality green spaces, designed and managed as a multifunctional resource. The parks and open spaces should support a range of activities helping to deliver a diverse range of benefits from water management and biodiversity to education, a healthy community with space to enjoy the outdoors and for informal sports, leisure and social interaction.

The key natural features at Hatchfield are to be retained and managed. Surrounding shelterbelt planting should be protected and incorporated in to the masterplan to provide an immediate mature setting for the new development. The green infrastructure should contribute to the quality of life of both new and existing communities helping to create a positive sense of place for the people who will live, work and attend the school at Hatchfield Farm as well as all those who use the new network of open spaces and walks.

It should:

- Provide an inspiring setting for economic progress and investment;
- Create a focus for social inclusion, education, training, health and well-being;
- Reinforce and enhance landscape character and local distinctiveness;
- Create a framework for natural systems that are fundamental to species and habitat viability, healthy soils, water and air, and provide an essential fabric for sustainable living;
- Create a framework for natural systems providing improved biodiversity, connectivity, recreational activities, play space and sustainable drainage on a site wide basis;
- Provide space to enjoy being outdoors and the essential contact between nature and people; and,
- Reinforce the streetscape and built character of the development, providing visual interest, amenity and seasonal interest, with public open spaces including natural play and formal play areas within the residential development.

ECOLOGY

The majority of the site is intensively farmed arable land of limited ecological value, therefore there are opportunities for net biodiversity gains. The most notable habitats are the tree belts and mixed plantation woodland and hedgerows which will be preserved within the layout for the school site, the employment site and the residential area. There are opportunities for valuable woodland/hedgerow edge habitats with ruderal vegetation and extensive use of indigenous species within the planting design which would provide opportunities for net bio-diversity gains. The management of open spaces within the site is critical to their habitat value and a landscape management plan will need to be provided for each of the three development areas.

Generally the emphasis on the design of the open spaces throughout the site will be to use native species of trees and shrubs to encourage the maximum benefits for wildlife. The existing mixed woodland provides a useful habitat for nesting birds and small mammals. The management regime will aim to enhance its potential as a habitat. Broad grass margins alongside the woodland belts will provide valuable woodland edge habitat. A new area of calcareous grassland will be created adjacent to the woodland belt reflecting this valuable local habitat. Integrated bat and bird boxes and features such as log piles will be included within the designs.

The following measures have been identified to mitigate for potential indirect impacts from recreational pressure on local CWSs and SSSIs as a result of an increase in visitors originating from the new residential development.

- Promotion of recreational use by new residents of alternative leisure or 'green' areas within the immediate locality, which could include parks, circular walks, other areas of interest and community leisure facilities.

- Increased signage at designated sites and adjacent public footpaths which will educate the public to the sensitive nature of the designated areas and encourage people to stay on paths and keep dogs on leads where necessary
- The provision of green spaces within the residential site which will provide sufficient resource for the everyday recreational use for new residents.

Other ecological measures should include:

- The lighting design to maintain dark movement corridors along the peripheries of the site. The lighting specification will be selected to have the least impact on bats. Green corridors have been designed into the indicative residential layout alongside the tree belts to allow for woodland edge habitat, circular walks and to allow the lighting to be positioned at a distance from the trees.
- The new landscape structure planting and grassland areas to comprise predominantly of native species in appropriate locations to create semi-natural habitat; and
- Areas of wildflower meadow primarily along the east side of the residential area, which will aim to be calcareous using an appropriate seed mix for calcareous grassland. Following establishment, the calcareous grassland will be managed appropriately. Meadow mix can be used for seeding grass areas generally including the grassland on the west side parallel to Fordham Road.

Off site, in adjacent Hatchfield Farm landholdings, Skylark plots will be created to compensate for the loss of nesting sites and also fine-leaved fumitory will be translocated to arable fields on wider Hatchfield Farm landholding.

The residential area

The design of the streets and public open spaces should seek to incorporate and enhance the existing landscape features and to capitalise on the opportunities offered by the tree belts around the site, include the SSSI and CWS mitigation measures listed above and provide adequate space for new forest scale tree planting along the main road and areas for chalk grassland establishment.

The variety of open spaces and walking routes has been designed to respond to the ecology of the site, habitat creation opportunities, local open space needs and local open space policy requirements and offer opportunities for a wide range of active and passive outdoor pursuits to suit different members of the community and encourage people to use local open spaces.

The employment area

A new band of woodland should be provided along the southern boundary of the employment site a minimum of 7.5m wide. Buildings to be set back a minimum of 7.5 m from the tree belts. (see p30). The east boundary should be planted with a native mixed hedgerow. The internal landscape setting and divisions between the buildings can use a range of native species and grassland management to create a setting that is both attractive and valuable to wildlife.

The school site

The boundary treatment can include a native hedgerow along with the necessary fencing for the grounds. As with the employment area, the internal landscape of the grounds use a range of native species and grassland management to create a setting that is both attractive and valuable to wildlife. Capitalise on the opportunities for forest school teaching with the woodland belts and opportunities for wildlife areas ~~and a pond~~ on site. If provided within the school site, the design of sustainable drainage features such as swales and dry detention basins should be designed to maximise education, play, landscape and biodiversity value.

Landscape and Ecology Strategy



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PUBLIC OPEN SPACE

Open space provision to be provided in line with FHDC Supplementary Planning Guidance on Open Space Provision Feb 2011. The proposed mix of 400 homes will generate 1381 occupants with a requirement of 33m of open space per person with the allotments provided off site. Sports pitch provision is met locally at George Lampton playing fields and the new residential area should offer a range of complementary open spaces and play provision to meet the needs of the whole community. A NEAP a LEAP and a MUGA will be required with play equipment and informal play should be catered for with an imaginative approach to landscape design throughout the whole development.

Landscape Character

This section outlines the character of each of the open spaces

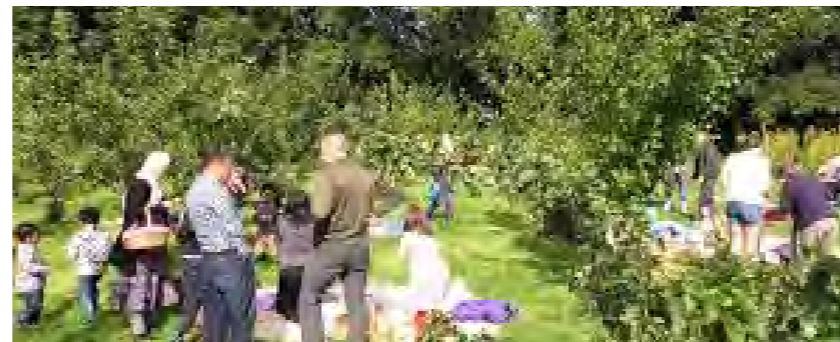
The Chalk Grassland

Establish an area of wildflower meadow which will aim to be calcareous using an appropriate seed mix for calcareous grassland. This area helps to mitigate potential recreational effects on local designated sites, and provides natural green space. Following establishment, the calcareous grassland should be managed appropriately. Top soil stripping can reduce fertility when planting into arable land however the root protection zone for the tree belt will need to be respected.



The Community Orchard

The Community Orchard can provide a venue for informal events, play, and an opportunity to plant local fruit varieties. There is an opportunity to create an area of chalk grassland under the fruit trees which will increase the bio-diversity of the area.



The Eastern Woodland Belt and Linear Park

The vision

Retain the woodland as a lasting feature for the enjoyment of the residents. Create a woodland walk and opportunities for natural play through the allocation of a linear green space alongside the trees.

The existing mature woodland shelterbelt was established along with the original farmland and is typical of the locality providing a windbreak and helping to preserve the light soils. It is the defining landscape feature for the site and as such its long-term health is very important to the development as a whole. It consists of a mix of mature ornamental and native tree species most of which are even aged. The mix includes a proportion of pines, these are important for the silhouette they create and in their value in winter views across the site. The condition of the trees is mature to over mature and new planting should be established.

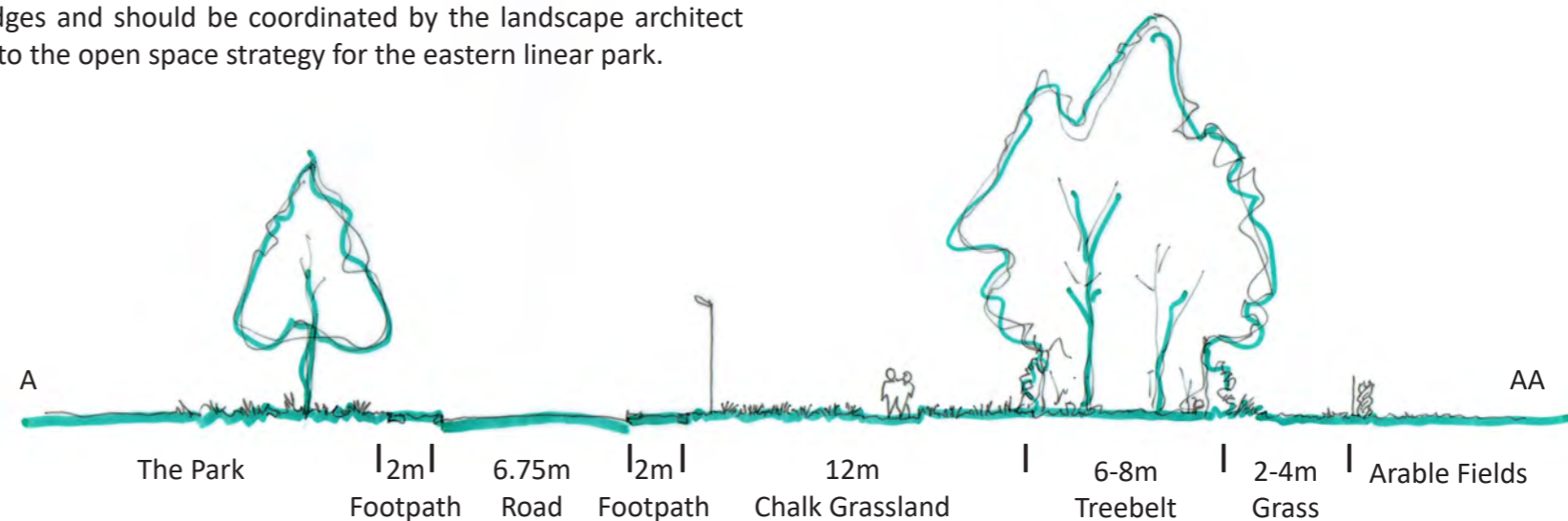
The edges of the plantation have been planted in the past with hedging species, predominantly hawthorn but also a mix of native and some ornamental shrubs. The edges have been treated as hedgerow and flailed annually as part of the arable land management. As such these edges are very dense up to some 4m in places. Management of the edges should allow development of a more natural edge with some openings and access to the interior and through to the east side of the woodland.



Key principles

- Manage and maintain to provide a mixed age, species rich tree belt for the long term. Plant indigenous species and including pines typical of the area.
- Enhance biodiversity, bat and bird boxes and maximise woodland edge habitat through management and planting as required.
- Manage the shrubby edges to open up some views into the trees and ensure informal surveillance and to allow access through the treebelt to paths along the east side.
- Encourage volunteer management
- Provide interpretation boards explaining local wildlife.

The developer will commission an arboricultural survey to identify any necessary tree works and these should be implemented before construction on the site commences. A woodland restoration and maintenance plan should be produced. This should cover essential tree works, the long term tree planting strategy and a management regime for the edges and should be coordinated by the landscape architect into the open space strategy for the eastern linear park.



Note - The chalk grassland runs alongside the full length of the woodland belt. The width of the grassland ranges from some 30m for the wildflower meadow and the community orchard to a minimum of 7.5m at the narrowest point.

The Park

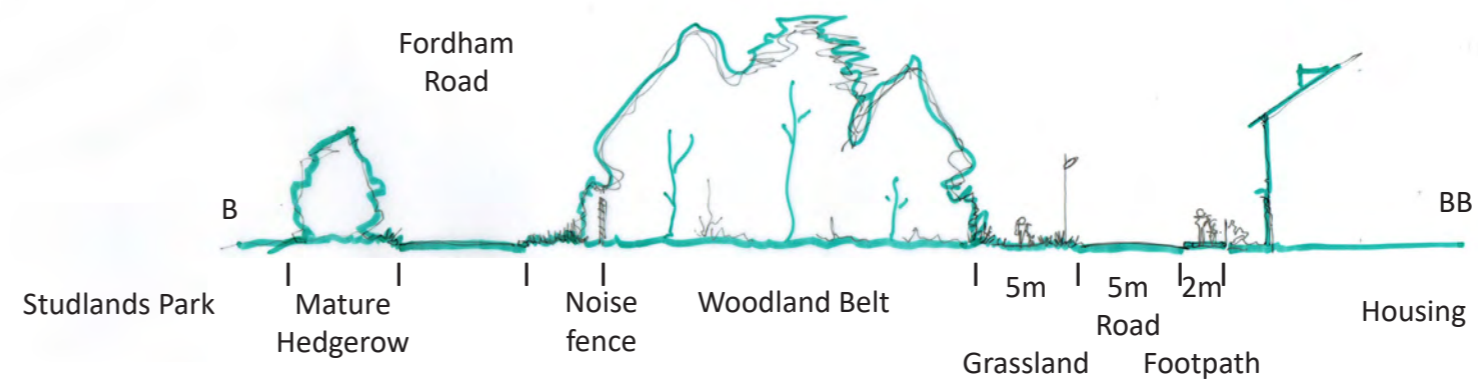
The Park will form the largest piece of green infrastructure within the site supporting a range of leisure, recreational and informal sports activities. It is set in a prominent position at the northern entrance to the site. It will address both the new employment and the new residential areas and provide cycle and pedestrian links between the two. The communal importance of the park drives the space to be high quality, setting a benchmark for Hatchfield Farm. The park behaves as a multifunctional space accommodating a wide range of functions, including space for informal play, gathering, noisy play, kick around, events and training, with a NEAP and a MUGA and a variety of seating and a circular walk.

The design should include crossing points to the woodland edge to the east and to the employment area to the north. Housing should overlook the park and provide informal surveillance. Office development can also address the open space. Design the most active areas to be set back from housing to avoid disturbance.

There is potential for a dry detention basin designed as a natural feature approximately 1m deep as part of the sustainable drainage strategy. This could include a small pond. the planting should favour native species with meadow mix for grassland edges. A floral lawn mix could be specified over wider areas. This will provide a diverse range of species and allow closer mowing as required.

The Fordham Road Edge

An area of semi natural open space with a semi-mature mixed woodland belt along Fordham Road with 5m minimum grassland margin. This linear feature runs beside a quiet no through road and the Park and will offer an alternative to walking and cycling along the busy main road. The woodland belt is very dense and will require maintenance to thin the young trees to allow establishment. A noise fence is to be installed along Fordham Road set back behind the hedgerow to retain the green edge.

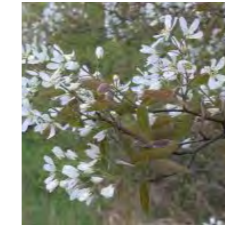
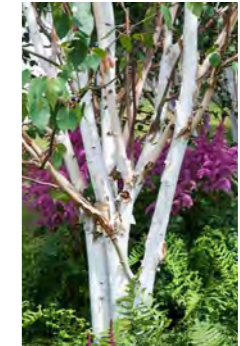


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The Green

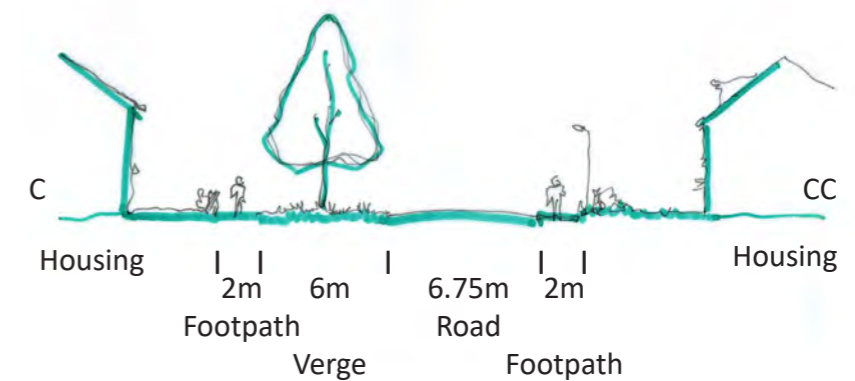
A local green space, design to create some peaceful areas for sitting out and informal play, incorporate railings and gates with forest scale trees. A green link through to the school this area will provide a focus for waiting parents and should include a LEAP at the north east end.

The Green forms a focal point within the development overlooked by surrounding houses and helps to create a safe link to the school. It provides space to plant significant forest scale trees and will be designed with the whole community in mind. There will be an integrated design for the whole space to provide a range of sun and shade and also of more active areas for informal play together with imaginatively designed play features and quieter spaces for sitting and relaxing. The design will be given structure through the use of mounding, planting or through a varied mowing regime. Well designed seating will be provided to encourage use of the space.



The Central Avenue

A broad verge 6m wide allows for planting of forest scale trees along the south side of the main road which will create a green walk through the middle of the site running broadly north south. Plant trees at 12m spacing to allow for street lighting. No services or drainage within the verge. Include root barriers at the edges. The grass sward can be planted as a wildflower meadow with mown edges and places to cross. This would be cut annually.



SUSTAINABILITY

DRAINAGE STRATEGY

The drainage strategy will make use of a combination of measures. All Sustainable drainage features will be designed for a 1 in 100 year +40% storm event and will allow for the effects of climate change.

Site Characteristics

Bedrock geology comprises the Terraced Deposit underlain by Middle Chalk. A site investigation by WSP in 2008 show that the Terraced Deposits were encountered in all four trial pits with a varying thickness of 0.7-1.7m. The Middle Chalk was encountered at depths between 1.8-3m. The trial pits were advanced to up to 3m below ground level and show that the soil has a high level of permeability to support sustainable urban drainage.

The nearest named watercourse is the Soham Lode, which is located approximately 400m north-west of the site at its closest point. There are no existing drainage channels within the site and it is considered that surface water will soak into the underlying ground and to groundwater rather than to any surface water drainage networks. There are no records of flooding at or in the vicinity of the site.

The site is within a Zone 3 ground water source protection zone. As a consequence, suitable measures should be put in place to ensure that runoff from the roads, school and employment area are treated to an appropriate standard before discharge into the wider water environment.

Surface water from the site will be discharged to ground through infiltration to mimic the existing drainage regime at the site. Appropriate pollution prevention controls will be incorporated into the detailed drainage scheme for the site to minimise any impact on the underlying aquifer. At this stage it is proposed to provide attenuation in various infiltration features throughout the site, however this may be subject to refinement at the detailed design stage.

Gradients

For the residential area the site slopes northwards towards a low area that crosses the Park with a levels of some 21.66 m AOD at the south west end near Hatchfield Farm entrance and 20.97 by the barns and farmhouse to some 19.77 m AOD in the park.

Within the school site the land also drops away northwards from some 20.8m AOD the south west corner near the barns and community orchard to a level of approximately 19.55 AOD in the north east corner.

Within the employment area the land falls south eastwards from a level of some 23m AOD in the north west corner by the A14/A142 junction, towards the park with the lowest point in the south eastern corner at some 18.99 AOD.

Catchments

Using MicroDrainage, the total volume of attenuation storage required to serve the proposed development has been calculated as:

Residential development of 400 dwellings - approximately 2,300m³.

Residential development of 400 residential dwellings and a school - approximately 2,760m³.

Residential development of 400 residential dwellings, a school and employment land - approximately 4,494m³.

It is likely that each land use area will provide for its own attenuation needs. However, this will be a matter for detailed design at planning application stage.

Main Distributor Road, Roads And Residential Streets

Surface water runoff measures will be designed to infiltrate to ground. The roads will be designed to be adoptable with Beany block kerbs with discharge to adjacent infiltration trench if space is available or to a stone blanket beneath road surface.

SuDS will be designed to incorporate a number of treatment trains, whereby water will flow through a number of features to allow water quality treatment before discharging to ground.

Car Parks And Private Driveways

Permeable paving will be used for driveways and for shared parking areas or other non-adoptable roads.

Roof Runoff

Roof runoff can be accommodated in several ways. For the residential element, surface water runoff will be re-used where appropriate, eg in water-butts, rainwater harvesting etc, with overflows to infiltration and sustainable drainage features. Green roofs can act as attenuation and could be suitable for commercial buildings and for the school. Direct discharge to adjacent permeable paving eg paths, driveways and carparking areas.

Soakaways can be used for commercial buildings and the school and also individual soakaways can be installed for houses. Soakaway testing, as part of the previous planning application determined the infiltration rate to range from 5.7×10^{-5} to 1.7×10^{-4} m/s with an average rate of 9.8×10^{-5} m/s. Based on the soakaway test results an infiltration rate of 0.2676m/hr has been used within the drainage strategy.

For the residential area it is envisaged that a proportion of the runoff will discharge to a linear infiltration basin within the park where a dry detention basin 1m deep will act as an infiltration area. This feature will be designed and maintained to appear natural and to maximise its habitat value. The Public Open Space provision is provided in full according to the adopted standards and this feature would be accommodated alongside the public open space. The exact design and location of the basin within the Park to be determined at the application stage.

Infiltration basins can also be used for the employment and school sites.

The illustration centre right shows a combination of a dry basin with a pond.



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Adoption and Maintenance Arrangements

The on-site SuDS system for the residential development will be offered to either Anglian Water, Suffolk County Council or Forest Heath District Council for adoption subject to a Section 106 agreement and provision of a commuted sum. Alternatively, a Private Management Company may be appointed subject to approval from the LPA, to maintain the effective operation of any SuDS features on site. The funding of which will be recovered through the mechanism of service charges to the occupiers of the development.

Design Of Infiltration Basins

- Basins should have an appropriate scale and form to suit the surrounding landscape character
- Be designed to provide attractive landscaped areas that are not simply areas of plain grass
- Retention basins may have a damp zone at the bottom and can be designed to provide ecological and/or amenity value.
- Be not greater than 2m deep and without steep sides.. If the water depth is greater than 0.6m, a wet bench should be provided.

Planting

Basins should contribute to local, national and regional aims, for example Biodiversity Action Plans (BAP). The planting should provide a permanent ground cover so that bare soil is not washed out of the basin when it operates. The planting should be able to tolerate periodic cover by water up to 1m depth for up to 48 hours. The bottom of an infiltration basin is likely to be quite a dry environment due to the sandy rootzone and permeable underlying soils. Planting introduced to improve ecology actually makes infiltration basins work more effectively by slowing down flows and keeping the soil free draining.

The illustration on the top right shows a basin with a water channel maze at a school in Worcestershire.



ENERGY STRATEGY

Policy DM7 of the Development Management DPD expects all proposals for the new development to adhere to the broad principles of sustainable design and construction. Since this policy was adopted in 2015, the Government has indicated that matters of sustainable design and construction should be set nationally by the Building Regulations. As a consequence, parts of Policy DM7 have been superseded.

However, sustainable design and construction remain important issues which must be addressed by the Hatchfield Farm development. Unlike many masterplans, this masterplan is being progressed by Lord Derby as the landowner. Since Lord Derby is not a housebuilder and will be disposing of the site to a developer, it is not realistic to suggest particular proposals to reduce energy use at this time. What is proposed is that an Energy Statement is either submitted with any detailed planning application or, in the case of the current application for 400 homes, a condition is imposed which requires the submission of an Energy Statement.

This is also a pragmatic solution giving the rapid evolution of low carbon and renewable technologies, changing rates of subsidy and consequential impacts on which solutions are most viable. This submission of an Energy Strategy will ensure that the development benefits from the most up to date evidence on sustainable and low carbon living.

IMPLEMENTATION FRAMEWORK

Implementation

This section of the Hatchfield Farm master plan considers the issue of implementation.

All the land necessary to deliver allocation SA6(g) is controlled by a single landowner, so there are no concerns of delays arising from land assembly. The two proposed junctions onto the A142 will require highways land and the designs of both junctions has been agreed with SCC as Highway Authority.

All the land to deliver the signalised A14 / A142 improvement and the Rayes Lane horse crossing improvement is within the adopted highway

None of the utility providers have indicated that there will be problems providing services to the Hatchfield Farm allocation.

Housing

Once planning permission is granted, the site will be sold to a developer who will submit a detailed layout and discharge all relevant conditions.

The site has two access points on the A142. Whilst development could start at both accesses, the most likely outcome is that one access would serve the show home complex and the new residents whilst the other would be a contractors access. If a single developer was building the development, the average annual completion rate is expected to be around 50. If two developers are involved, this could rise to 70. The development of the 400 homes is likely to take between 6 and 8 years.

The Primary School—The Primary and Early Years School Site

Any planning application for the residential component of the Hatchfield Farm allocation will transfer the 1.51 hectare school

site required to serve the development plus a contribution towards its construction. An Option agreement is also being agreed with SCC to provide the additional 0.7ha required to make up the 2.2ha site referred to in Policy SA6(g).

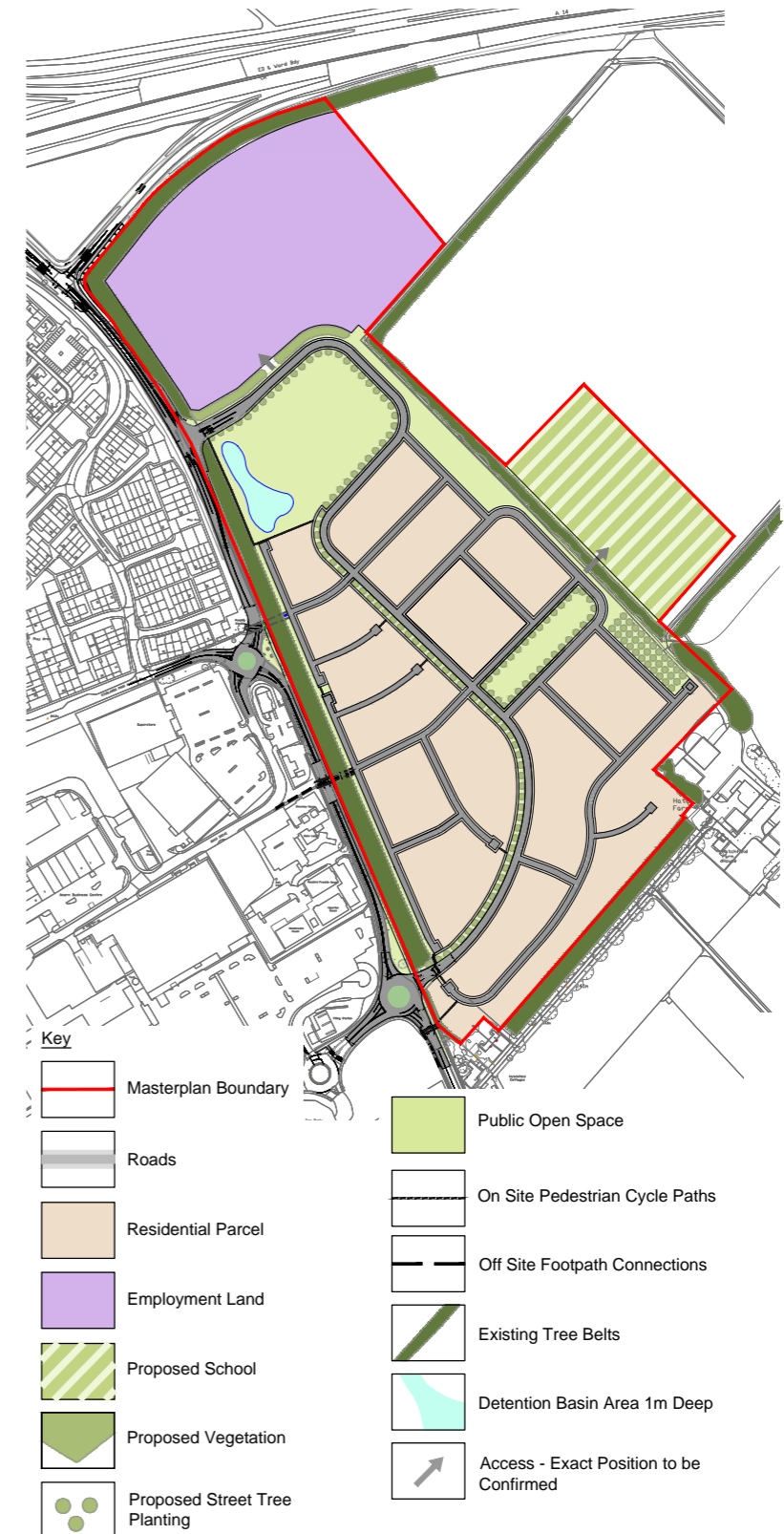
~~SCC will be responsible for obtaining planning permission for the new Primary School, which SCC will be responsible for obtaining planning permission for the new Primary School and Early Years Setting.~~ This will be partially funded by the Hatchfield Farm development. The Option agreement provides that the school site shall be transferred and an access provided within 6 months of the Option being triggered, with a fully serviced school site provided within a year. This will allow the construction of the school to start at an early point in the Hatchfield Farm development.

Employment

The employment area will be accessed from the new northern junction on to the A142. This is a joint access with the residential area and the school. The access road will be constructed by whichever element of Policy SA6(g) comes forward first, and will be of a standard capable of accommodating all uses up to the point where traffic enters the employment site.

However, it is likely that the 400 homes will be the first element to be built and it is envisaged that the employment land would be marketed once the joint access road is in place creating a serviced site. The rate at which the employment development proceeds will be dependent on the wider market for land in the A14 economic corridor.

When an application is submitted for the employment area SCC/HE will advise whether any land to the northwest of the site needs to be safeguarded in order to bring forward a larger junction improvement scheme.



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