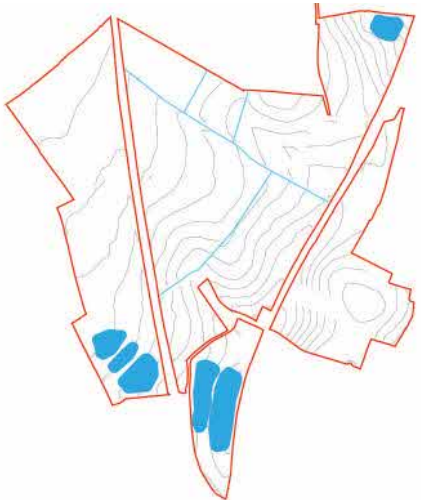
6.0 Masterplan Framework

6.1 Framework Principles

Based on the site considerations, the local context and engagement with East Suffolk Council and Saxmundham Neighbourhood Plan Steering Group, a series of design principles have been established around five themes which form layers in the Masterplan Framework design proposals for the Site.

These take into consideration site context as well as Garden Neighbourhood principles.



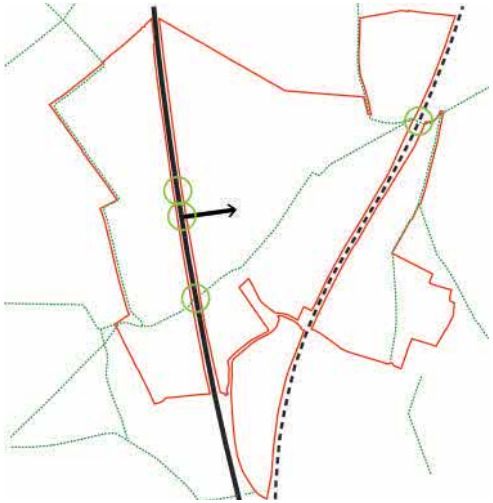
Topography and Drainage

- Topography generally sloping towards the River Fromus valley to the East.
- The site comprises a number of field drainage ditches along field perimeters that will be the basis for the development of drainage conveyance (swale) and drainage discharge network combined with habitats.
- SuDS attenuation and infiltration basins will manage surface water runoff and discharge rates. connected by new swales.

Green and Blue Infrastructure

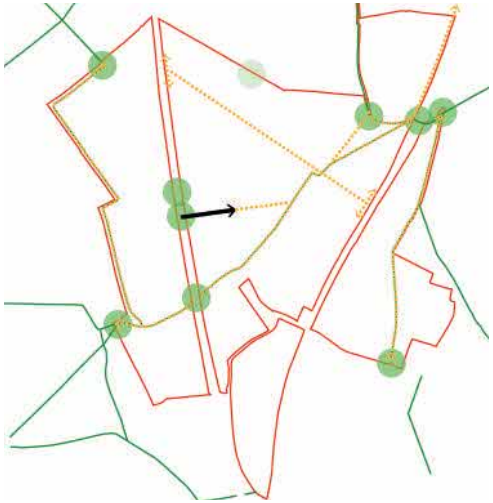
- Green corridors with informal green spaces follow the existing hedgerow corridors and landscape structure.
- SANG is provided as accessible natural greenspace and landscape edge interface east of the railway and at the south of the site.
- Existing features of biodiversity value are retained and enhanced.
- New landscape features complete an ecological network with new natural habitats and tree planting enhancing existing hedgerows.

´ Fig. 6.1 a-e Principle Diagrams



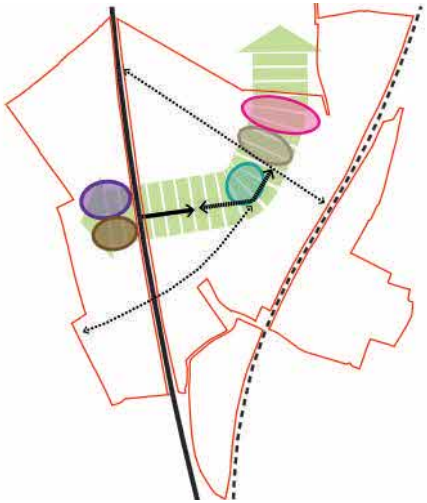
Site Access

- The route of the existing Public Right of Way crossing the site diagonally will become an active travel corridor continuing the connection to the surrounding countryside as part of the East Suffolk Line Walks and to/ from Saxmundham.
- A new roundabout main access from the A12.
- Additional A12 PRoW crossings and improved PRoW railway/bridge crossings.



Connections

- Active travel corridors that support existing connections and provide new routes.
- Focus on pedestrian and cycle routes including to countryside, and with off-site improvements to existing routes as appropriate.
- Connecting the new neighbourhood, railway station, and town centre.
- Address connectivity across the A12 with reduced traffic speed, safety measures and pedestrian/ cycle crossings.



Community and Sense of Place

- Integration with the existing community and wider town.
- Create an environment in line with Garden Neighbourhood principles.
- Quality development that reflect the town's local distinctiveness and character.
- Respect the existing settlement built environment and urban patterns; scale, height, form, massing, and spaces.

6.2 Framework Plan

The new Garden Neighbourhood will grow Saxmundham and will need to ensure that it is well connected to the public rights of way network and existing community to the north to fulfil the role of a sustainable new neighbourhood to the south of the town.

New residential areas will be connected to new community and education uses at the centre of the development, employment uses to the west and Suitable Alternative Natural Greenspaces (SANG) to the north, east and south by a network of green and blue infrastructure corridors.

The new community and education uses will be arranged in such way that they are accessible to the new community so that they form the central part of the development and a platform for social interaction where young and old can meet.

The new employment uses will be linked to the existing and neighbouring communities through a network of public rights of way that cross the A12 at two points, making them accessible to walkers, wheelers and cyclists, to encourage sustainable modes of transport across the Site.

The layout of the Framework Plan will be strongly based on the existing landscape features across the site, which include the mature hedgerows and trees which form the existing boundaries.

The network of streets will follow a hierarchy and will be greened wherever possible. Principles of low speed streets will be applied to invite residents to use their streets and make them their own.

The plan includes additional opportunities for connection, over the A12, towards potential areas of employment, into adjacent neighbourhoods, into town and towards the train station, all of which are close by.

Fig. 6.2. Diagram Neighbourhood Uses

µ Fig. 6.3 Framework Plan

6.3 Land Use & Placemaking

Land Use

South Saxmundham Garden Neighbourhood is in large parts residential with a sequence of complementary uses running through the middle of the neighbourhood, starting with community and education uses in the north, the community hub in the centre and employment and service uses to the west.

Custom and self-build development is proposed to be located in the south of the new neighbourhood close to the southern SANG.

Character

The Garden Neighbourhood will be designed in acknowledgement of Garden Neighbourhood principles, enabling residents to develop a connection to the place in which they live, allowing for a variety of green spaces, community spaces, and leisure uses that complement the residential uses to help residents to live a healthy and sustainable life.

The character will reflect Saxmundham's history, taking influences from the local area, such as the former Benhall Brickworks and estate parkland.

Buildings will also respond to their location within the Site, such as along the boundaries with the A12 and railway, or more central at the neighbourhoods core.

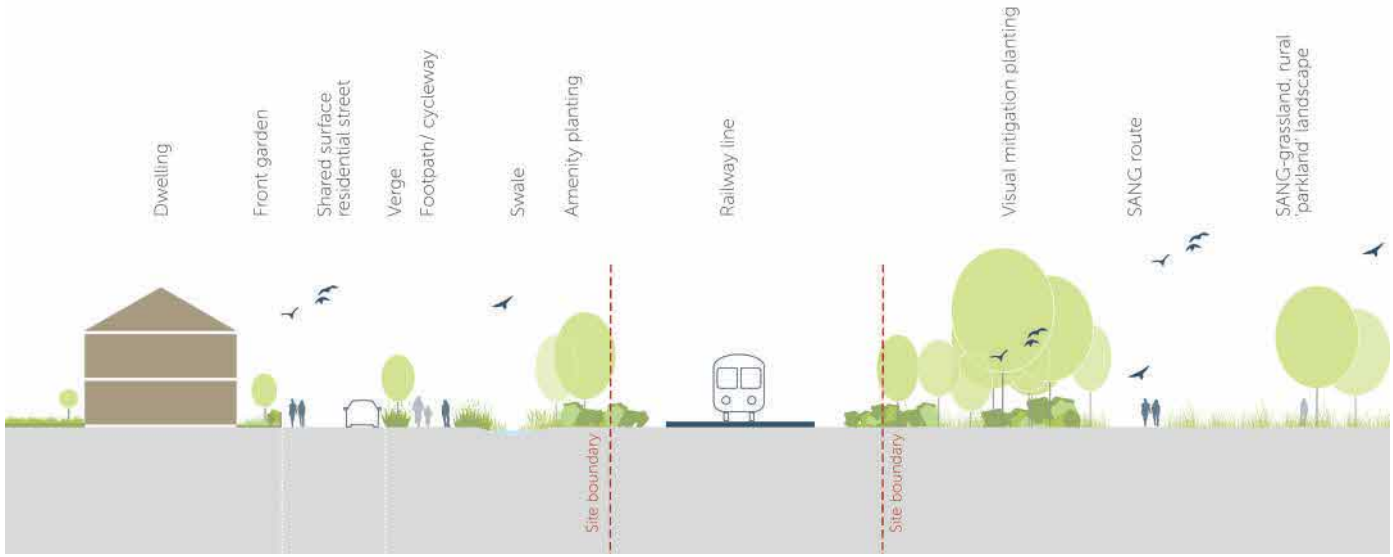
Edges

As the Site is intersected by two large severing elements of infrastructure, the built response along those edges will be of importance.

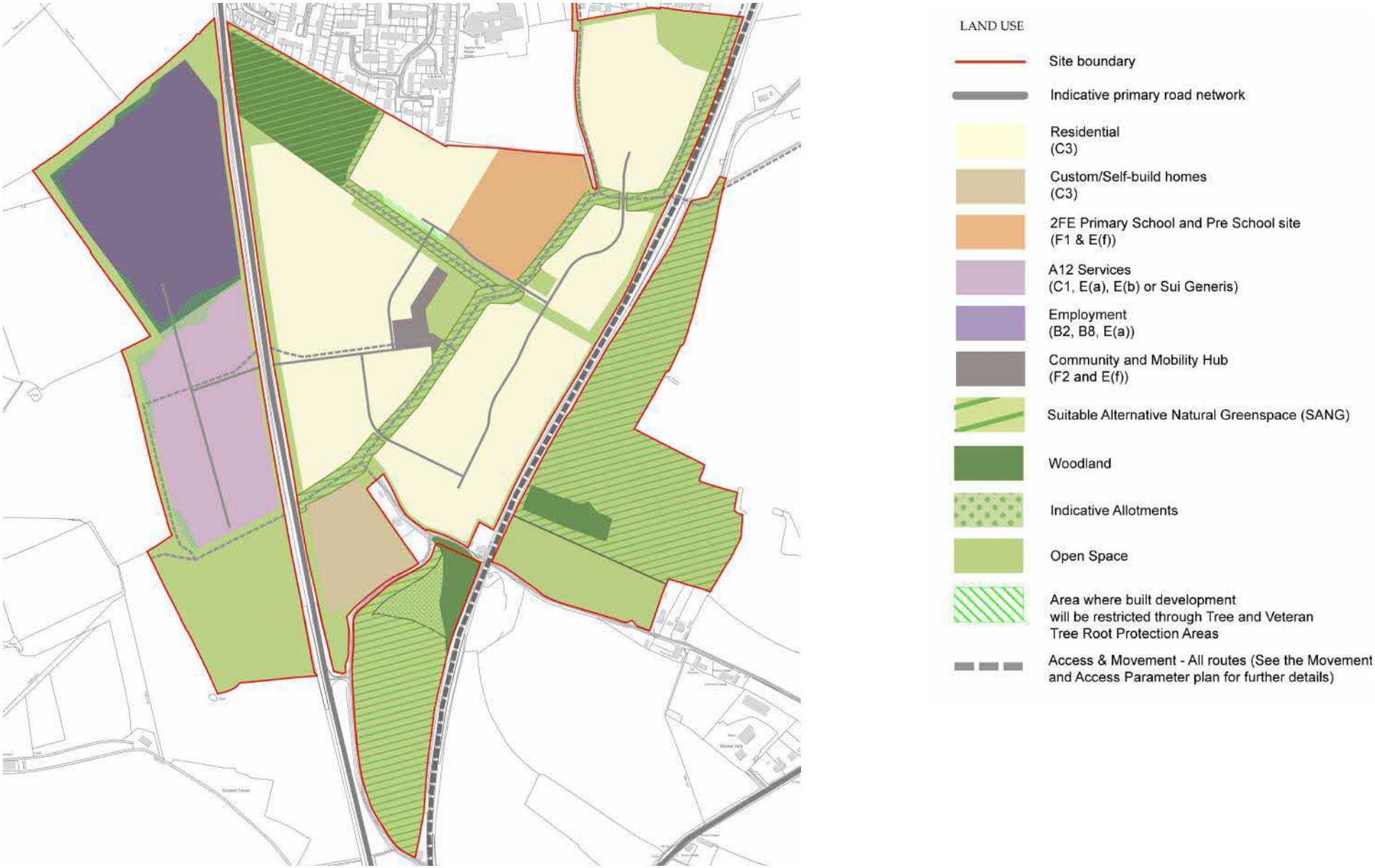
With the retention of vegetation and potential tree planting, a green character along the A12 and the railway line will be provided giving a strong positive frontage along the A12 providing visibility of the scheme.

Around green corridors and green spaces, dwellings will be designed to make a positive contribution to the spaces they are framing. This will include a rhythm within the roofscape, location of front door, balconies and windows to the front and sides, as well as enclosures that allow for visual and social interaction.

Although there is no need for noise attenuation along the railway, there is a need for drainage elements with some limited planting to soften the edge, shown in the section below.



µ Fig. 6.4 Illustrative Section Eastern Edge



µ Fig. 6.5 Land Use

Community Hub

To create a sense of community at the heart of the Garden Neighbourhood a hub will be provided at a central location alongside public open space.

The Community Hub could consist of a cafe with shared work space, community space, small retail as well as space of community policing.

The location of the Community Hub along the main active travel route and green infrastructure corridor as well as adjacent to the primary school site to the north makes this location also appropriate for a mobility hub which provides an area for a bus stop, cycle storage, e-bike charging and car club spaces. This will ensure a vibrancy and activity at the heart of the neighbourhood.

The green space at the Community Hub is to form part of the network of green and hard spaces for play and meeting that are peppered throughout the development.

Primary School

A 2.2ha site has been safeguarded along the north boundary of the development for the delivery of a 2 Form Entry Primary School and Pre-School.

The location of the school places it at the transition between the new and existing community and means it is well located to integrate with the Community Hub and open space at the centre of the development.

Its frontage will be oriented towards the primary active travel route with vehicle and bus access from the adjacent primary road. This will ensure that the school can be accessed from across the development via clear and safe active travel routes which contain play areas and areas of open space.

Roadside Services

The Masterplan Framework proposes the integration of a site for roadside services, which will include a hotel, petrol filling station, including electric vehicle charging stations, and drive-thrus. These uses are aligned with those that are commonly found in roadside services across the country.

´ Fig. 6.6. Community Hub: View of Community Uses and Greenspace at the centre of the neighbourhood


BIKE
CAFÉ

6.4 Green & Blue Infrastructure

The landscape is currently characterised by open fields with extensive mature hedgerows along field boundaries, some with open field ditches, a few small woodlands, hedgerow trees and ponds.

The location and extent of Green and Blue Infrastructure are often intertwined and for this Masterplan Framework they are heavily based on the existing landscape features, which will be retained and form the basic structure of the network of greenspaces across the site.

The greenspaces will be designed to perform a multitude of functions, including ecology, drainage, leisure and recreation, visual amenity and accessibility, as shown in the example section. The majority of greenspaces will be located around the southern and eastern fringes of the Site.

Existing Public Rights of Way will be integrated into the neighbourhood with linear greenspace and active frontages creating a positive and secure environment in which active travel will contribute to the sustainable lifestyle.

The network of green corridors will widen in places and connect up larger green spaces. Areas of amenity greenspace will be located throughout the development, connected via the strategic walking and cycling routes and at the centre of the development, alongside a Community Hub will be an amenity green space, with a village green character, that also provides opportunities for play that is well linked to the primary school.

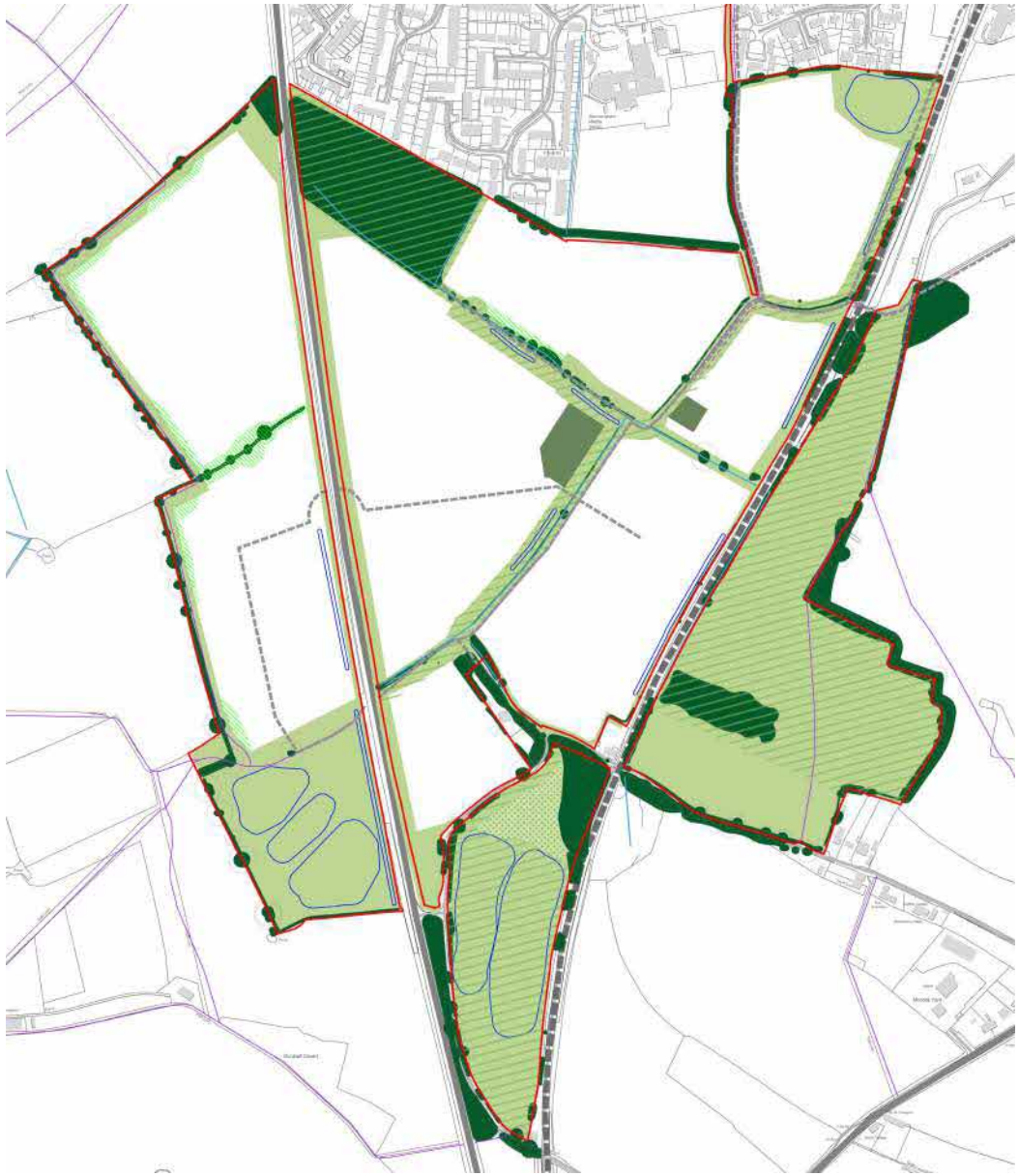
The example section below shows the main green corridor accommodating linear drainage elements based on existing drainage ditches and linear rain gardens. The main green corridor has a greater width to give a strong sense of immersion and a sense of place in the Garden Neighbourhood.

It also provides safe routes to school, connectivity to the SANG as well as access and visual amenity between residential parcels.

The requirement for Suitable Alternative Natural Green Space (SANG) will be provided in three locations across the development, providing three separate experiences for recreational use. These areas will be connected by Green Routes and safe access across the East Suffolk railway line. This is detailed in the section on SANG Provision.

In line with national policy, the development will provide a minimum of 10% Biodiversity Net Gain.

µ Fig. 6.7 Illustrative Section Primary pedestrian/ cycle movement corridor



GREEN & BLUE INFRASTRUCTURE

- Site boundary
- Public Rights of Way
- Indicative alignment of Public Right of Way diversion
- Existing vegetation (woodland, trees, hedgerows)
- Root Protection Areas (to be kept free of development)
- Existing water feature
- Parks and gardens
- Amenity green space
- Suitable Alternative Natural Greenspace (SANG)
- Indicative drainage locations
- Allotments
- Developable area
- Access & Movement - All routes (See the Movement and Access Parameter plan for further details)
- Area where built development will be restricted through Tree and Veteran Tree Root Protection Areas

Notes:
A Biodiveristy Net Gain of over 10% will be delivered across the development through the creation of habitat in the three SANG parcels, planting in the open space areas, and the creation of a dedicated BNG area to the west of the A12.

µ Fig. 6.8 Green and Blue Infrastructure

SANG provision

A total SANG area of 15.55ha will be provided in three locations, enabling all proposed homes to be within 400m of an access point to SANG. In line with Natural England's Accessible Greenspace Standards for Local Greenspace (within 300m of 2ha of greenspace) and the Healthy Environments Supplementary Planning Document (SPD).

The SANG quantity and locations have been welcomed by Natural England.

Eastern SANG Parcel

The eastern SANG parcel will have a parkland character, views of countryside to the west, an off-lead dog walking area as well as significant habitat restoration. Access to the SANG will be via the existing railway overbridge.

Woodland SANG

The Woodland SANG to the north of the development will provide immersive walking routes through the woodland and opportunities for play.

A Tree Survey and Woodland Management Plan will outline the suitability of the woodland and how it could be managed and maintained as SANG from a safety and accessibility perspective.

Southern SANG Parcel

The southern SANG parcel will have a matrix of habitats which includes existing woodland at the perimeter and wetland, resulting in an ecologically mixed location. This parcel will provide walking routes, opportunities for play and a leisure route that links with the strategic walking and cycling route through the development.

Green Infrastructure Network

A Green Infrastructure Corridor along the existing Public Right of Way (PRoW) will serve as a biodiversity corridor and primary active travel route, retaining mature trees and vegetation to ensure continuity, scenic views, and wildlife movement. This will encourage healthy lifestyles and car-free journeys through shaded, ecologically sensitive pathways that blend urban living with nature

The Green Infrastructure Corridor will provide a safe and direct route between the three SANG parcels and will ensure that the majority of homes are within easy access of a connecting route.

Integration of Cultural Heritage

The Site's heritage can be celebrated through walking routes aligned with significant historical features. Interpretation boards along these paths will inform users of the Site's heritage.

Fig. 6.9 SANG Features and Connections

Open Space Provision

A total of 27.59ha of open space will be provided across the development, which will be spread evenly throughout the residential parcels and is connected by the green and blue infrastructure corridors.

The provision of open space has been calculated in line with the requirements set out in Table 9 of the Healthy Environments SPD. The open space typologies that are being provided for on site are set out in the table below against the requirements.

Typology	Requirement	Provision
Parks and Gardens	0.42	0.47
SANG	15.36	15.55
Amenity Green Space	1.77	11.07
Allotments	0.5	0.5
Total	18.05	27.59

Parks and Gardens are located alongside the Community Hub at the centre of the development and along Footpath 18 which links the main walking and cycling route to the footbridge over the railway. Both areas will include a large area for physical exercise and recreation activities, the open space will be supplemented by tree planting and landscaping as well as opportunities for play.

The Amenity Green Space will be provided at points along the main strategic active travel route through the development to ensure that the spaces are accessible.

Amenity Green Spaces will incorporate SuDS features to supplement the wider drainage network and provide some play provision to ensure that the space can meet residents day to day needs.

Natural and semi-natural green space will be provided through the delivery of three SANG locations across the development, which will seek to provide a ‘nature immersion’ experience away from the sound and sight of major transport infrastructure, providing high quality open space to meet the needs of a range of age groups in the new and existing community.

Open space will be designed to be accessible for a variety of groups and this is achieved through the delivery of spaces that provide different opportunities, including leisure cycling, play, dog walking, and a range of routes for long and short walks.

Connecting the open spaces through the green infrastructure network will ensure that informal spaces are readily accessible across the development. This will make the new neighbourhood accessible and sustainable as well as socially and environmentally sustainable.

Play Provision

A review of the existing play areas within Saxmundham and the East Suffolk Play Strategy shows that delivering two Local Equipped Areas for Play (LEAP) would increase accessibility for residents of the Garden Neighbourhood and south Saxmundham to a range of play equipment.

The first LEAP will be delivered at the Community Hub to provide an opportunity for play at the centre of the development. This can be accessed using the main walking and cycling route through the development and will contribute towards creating the core of the new community.

The second LEAP will be delivered in the public open space along footpath 18, providing an opportunity for existing residents and primary school children to access new play equipment. This location is well served by walking and cycling infrastructure and is a confluence of several key PRoW.

Both LEAPs have been located along the main green infrastructure route to provide features along the main walking route between the new neighbourhood and town centre. They are also located on the main green routes that connect the three SANG areas, adding to the multifunctional purpose of the connecting green corridors.

µ Fig. 6.10 Open Space Provision

Drainage Strategy

The Environment Agency's Flood Map for Planning shows that the entire site is located within Flood Zone 1. There are localised areas of surface water flooding which generally follow the network of field boundaries and drainage ditches that flow from the southern boundary of the built up area of Saxmundham, flowing southeast and ending up at the The Pit, associated with the Kiln Lane Brickworks, where it drains under the railway.

The existing topography and field patterns of the site have helped to shape the drainage proposals for the new neighbourhood, integrating existing ditches that generally drain eastwards towards the railway with two under-track culverts. These convey surface water to the stream east of the railway and southeast where they meet the River Fromus.

The topography also contributes to a series of mini-catchment areas that dictate positions of surface water attenuation basins located adjacent to the existing ditches.

The layout of the Garden Neighbourhood has been informed by existing surface water flows. Developable areas are not proposed where surface water flooding occurs and green infrastructure corridors have been proposed to help manage the conveyance of surface water.

The surface water drainage strategy will meet the four pillars of SuDS (Sustainable Drainage Systems). These are:

- Water quality –manage the quality of runoff to prevent pollution and no adverse impact on the wider natural water environment
- Water quantity –to control the quantity of runoff to support the management of flood risk and to maintain and protect the natural water cycle
- Amenity –create and sustain better places for people
- Biodiversity –create and sustain better places for nature

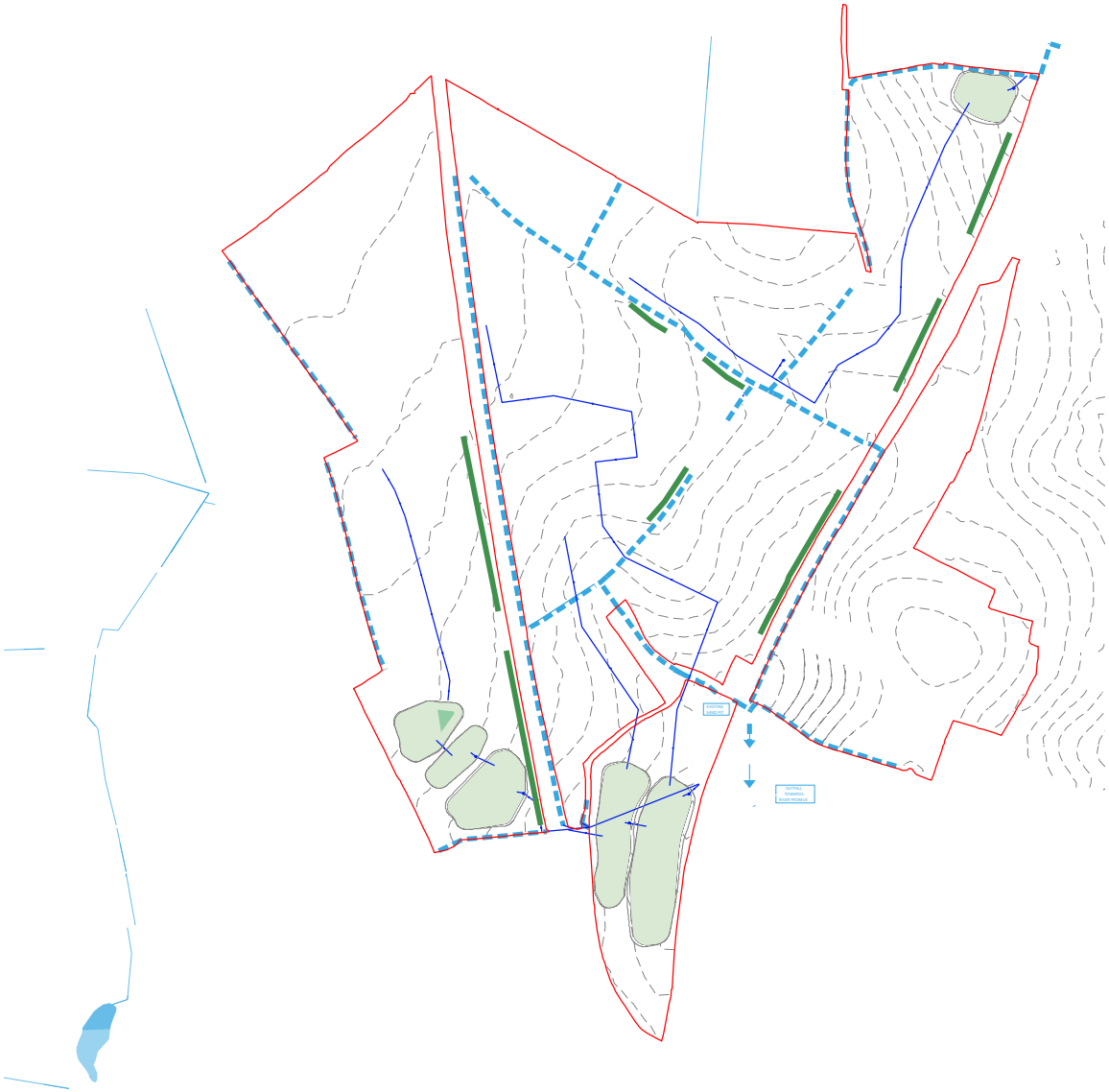
In general, precipitation will be collected and/ or infiltrated as close to the source as possible.

All areas required for drainage will be multifunctional in nature, providing value in terms of visual amenity, biodiversity and drainage. This will be achieved through their integration into the local green infrastructure network, but also through a naturalistic design.

The drainage strategy will be based on the SuDs hierarchy, and will deploy the following principles, in order of preference:

1. Re-use of rainwater (rainwater harvesting or use in landscaping/ planting)
2. Infiltration to the ground –either locally or via swales and infiltration basins
3. Controlled discharge to watercourses with appropriate balancing storage
4. Controlled discharge to a surface water sewer with appropriate balancing storage

Development will therefore use a combination of water re-use, local infiltration where ground conditions are favourable (in the Southeastern and Northeastern areas of the site), and managed discharges to existing ditches and watercourses. The emphasis will be on above ground SuDS such as swales, rain gardens and open basins.



µ Fig. 6.11 Indicative Drainage Strategy Diagram

µ Fig. 6.12 Example of water attenuation

Site-wide Elements

Attenuation and Infiltration Basins

Water attenuation features and swales will be profiled in such a way that they will form an attractive environment, with both higher and lower water levels present.

Each basin will maximise opportunities for infiltration to the ground, and with a controlled (to natural runoff rates) discharge to the adjacent ditch, and with basins designed to provide amenity and ecological value.

In some places a stepped profile, with a 1.5m wide dry/ wet bench, will create areas that are permanently wet, creating habitats for birds, amphibians and other wildlife.

In accordance with the Suffolk Flood Risk Management Strategy, side slopes will not be steeper than 1:4.

The maximum depth of the basin should not exceed 1.5m, while the maximum water depth should not exceed 1.0m.

The development will include a number of attenuation basins throughout, with the largest ones concentrated in the southern end of the site, some smaller ones in more central locations and an infiltration basin in the North.

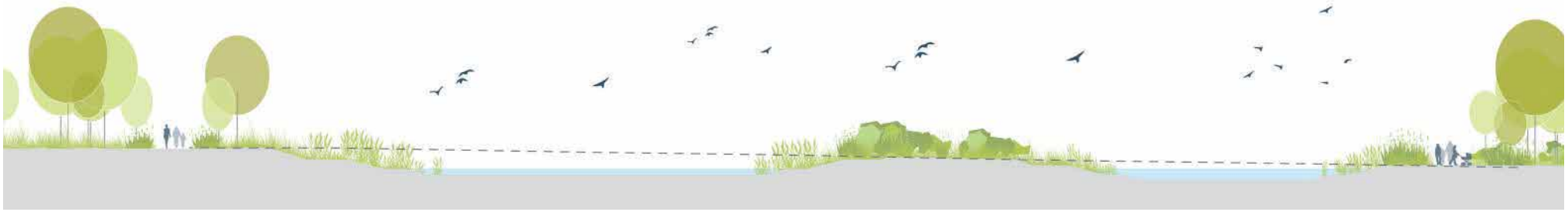
Swales

Swales will be used as a way to collect and feed rainwater runoff into the wider drainage system.

Swale depth will not exceed a maximum of 400-600mm with longitudinal slopes typically between 0.5-6%. Side slopes should not be steeper than 1:4 to mimic the slower flow of natural streams with diverse planting established on the banks, as well as providing easier access for other wildlife.

The development will include swales along the western side of the railway tracks as well as the streets that provide access to the areas of employment west of the A12.

µ Fig. 6.13 Illustrative Section Swale



µ Fig. 6.14 Illustrative Section Water Attenuation

Small-scale Elements

Soakaways

Soakaways can be included on most private plots where they improve the drainage function by supporting the distribution of water.

For the purpose of maintenance, it is recommended that soakaways be kept individually with shared systems acceptable in certain circumstances.

Positioning and construction will have to consider soil type, the depth of groundwater as well as the location of nearby buildings and structures.

Tree Pits and Rain Gardens

Drainage through tree pits and rain gardens can form a space-efficient solution to drainage and can make a valuable contribution to the drainage of an area, if constructed and maintained appropriately.

For a successful outcome, it is essential that trees and planting are well established before the tree pit or rain garden is used for drainage purposes. It will also be crucial to select quality engineered soils and appropriate species that are able to thrive in wet and temporarily waterlogged conditions.

The drop between draining surface and the soil layer should be a minimum of 50mm to ensure flows can enter easily. A mechanisms for overflow into the wider drainage system needs to be included.

These measures can be included along any street or space that has street trees or a narrow green strip running alongside.

Green Roofs

Green (and brown) roofs can be created on most flat roofs, including buildings for employment and the service station, as well as cycle storage at the community hub and bin stores in share spaces. Blue roofs could also be encouraged on commercial buildings.

Green roofs carry numerous benefits, including reduced water run off, increased energy-efficiency as well as opportunities to enhance biodiversity. They effectively take capacity out of a drainage system by absorbing precipitation within its layers, which supports the vegetation, and ultimately evaporates.

The roof construction will have to take into account significantly increased loads due to the weight of stored water. The selection of the medium for plants to grow in as well as the selection of appropriate species will have to be informed by local conditions.

Permeable Paving

There is considerable opportunity for the development to feature permeable paving, particularly in the larger scale parking areas for service station and employment West of the A12.

Hardstanding for on plot parking as well as spaces for visitor parking can also greatly benefit from this approach.

µ Fig. 6.15 Example of green roofs

µ Fig. 6.16 Example of rain gardens

6.5 Access & Movement

Vehicular access into the new neighbourhood will be provided off the A12 via a new roundabout located to enhance the gateway into the residential and commercial elements of the new Garden Neighbourhood. This will provide direct access to the employment and services area to the west and a direct connection through to the Community Hub and residential areas to the east.

Route Structure / Streets

The new neighbourhood will be served by a network of streets based on a clear route hierarchy.

To the east of the A12 a short section of primary street will connect the new roundabout to the core of the residential neighbourhood. This will connect into a secondary street network, which will feed into a series of tertiary streets and lanes.

The section to the right illustrates how development will front onto the A12.

Active Travel Connections

The primary pedestrian and cycle movement strategy builds on the existing Public Right of Way network and provides additional strategic routes to ensure that the new neighbourhood provides safe, accessible and attractive connections between key destinations within the Site and beyond to the existing town and wider countryside.

It also connects key uses within the neighbourhood, including the primary school and community uses, to the existing town to the north and the countryside to the west.

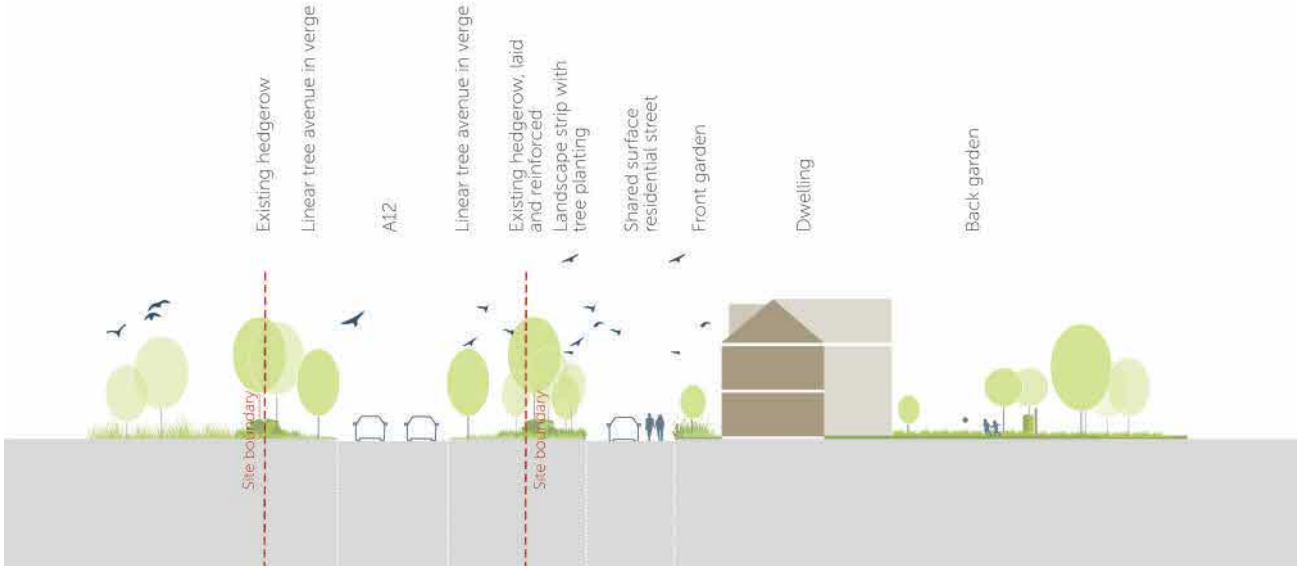
A key feature of the route will be safe pedestrian and cycle crossings over the A12. This will play an important role in terms of connecting the two main neighbourhood parcels.

A mobility hub will be located at the Community Hub, which will provide an area for buses to stop, cycle stands, e-bike charging and car club parking.

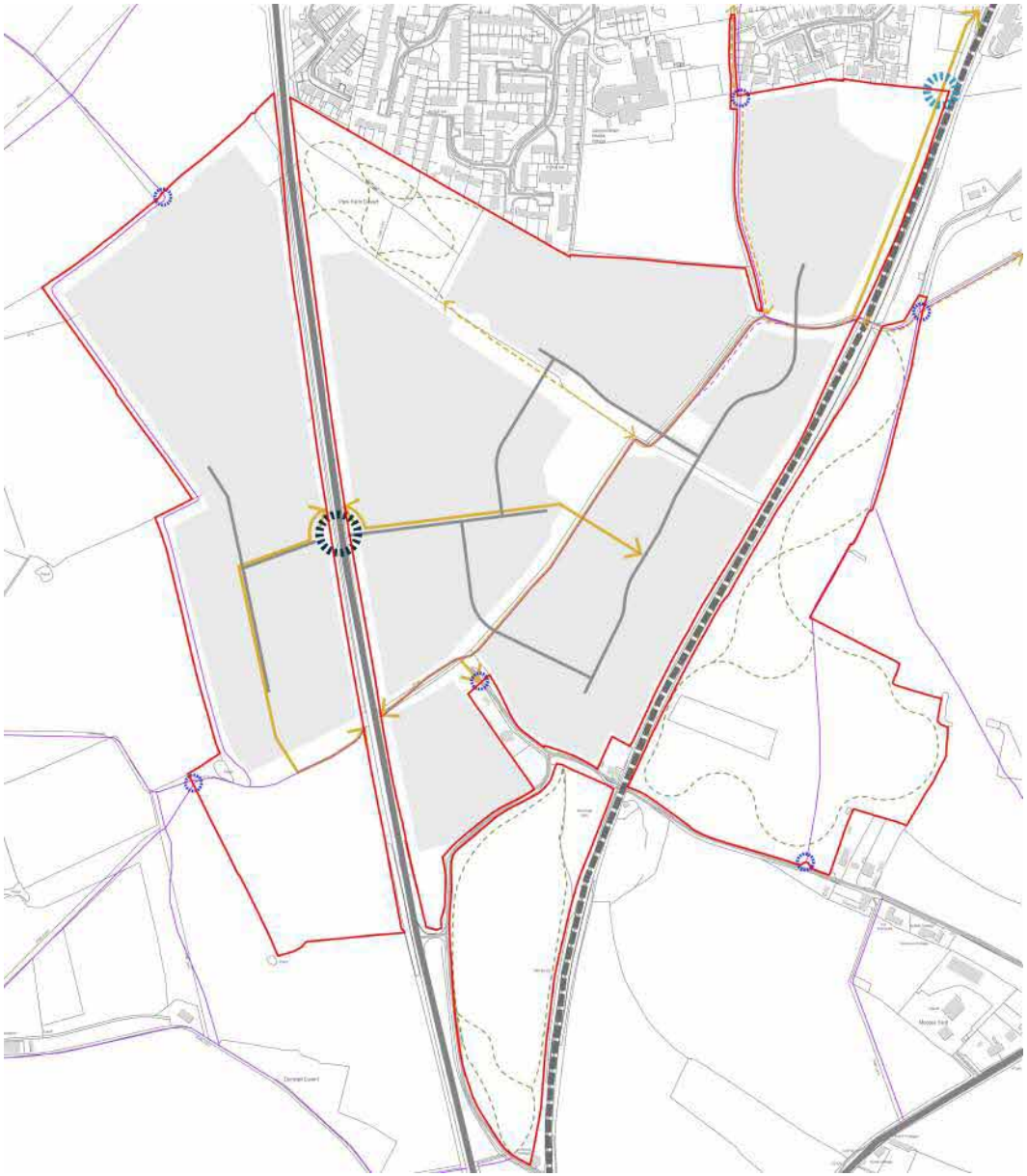
Connections into Saxmundham

Good connectivity on foot between the new neighbourhood and the existing town is essential to ensure the new neighbourhood is well integrated into the existing community.

A new strategic route will be provided via the cemetery. Park End and New Cut which will provide a high quality walking and cycling route to the town centre and Saxmundham Station.



µ Fig. 6.17 Illustrative Section A12



Site boundary

Developable area

Primary Pedestrian & Cycle Access Point

Pedestrian access points

Primary Vehicle Access Point

Public Rights of Way

Upgraded Public Rights of Way to accommodate pedestrian and cycle movements

Indicative alignment of Public Right of Way diversion

Primary pedestrian, cycling and wheeling route

Secondary pedestrian, cycling and wheeling route

Indicative primary road network

Indicative SANG walking routes

Notes:
1. For more detailed guidance on the identified routes, please refer to the Site Wide Design Code.

µ Fig. 6.18 Access and Movement

Existing footpaths will be upgraded to deliver improved walking, wheeling and cycling links to Saxmundham town centre and the open countryside:

- Footpath 15
- Footpath 16

High quality links to the railway station will facilitate connectivity to major employment hubs such as Ipswich to the south and Sizewell to the east, making the Garden Neighbourhood and attractive location of commuters. These will:

- Leverage proximity to Saxmundham to create safe, intuitive pedestrian and cycle connections, enhancing existing paths with lighting and accessibility features to encourage foot and bike travel.
- Need a collaborative approach to off-site improvements and support existing infrastructure that benefit both new and existing residents.
- Prioritise seamless connectivity to Saxmundham to promote active travel sustainability, and a smooth urban-to-rural transition.

Connections with the wider countryside

To ensure that existing and new community of Saxmundham is well-connected with the wider countryside, the development will provide the following improvements to footpaths to provide key links:

- Footpath 18
- Footpath 19
- Footpath 20
- Footpath 22
- Footpath 23

Connections across the A12

To ensure that all areas of the new neighbourhood are well-integrated and that the wider strategic connections between the existing town and the countryside are enhanced, pedestrian and cycle crossings over the A12 will be provided as follows:

- A new pedestrian and cycle crossing will be provided on the northern arm of the new roundabout on the A12.
- An enhanced pedestrian and cycle crossing will be provided as part of footpath 22,
- Both crossings will be subject to a Road Safety Audit that accounts for a reduced speed limit of 40mph.

The pedestrian crossings over the A12 are important to link the East and Western sections of the Site, provide continuity of existing footpath connectivity to the countryside westwards, and continue the Site's central Green Corridor.

Connections across the railway

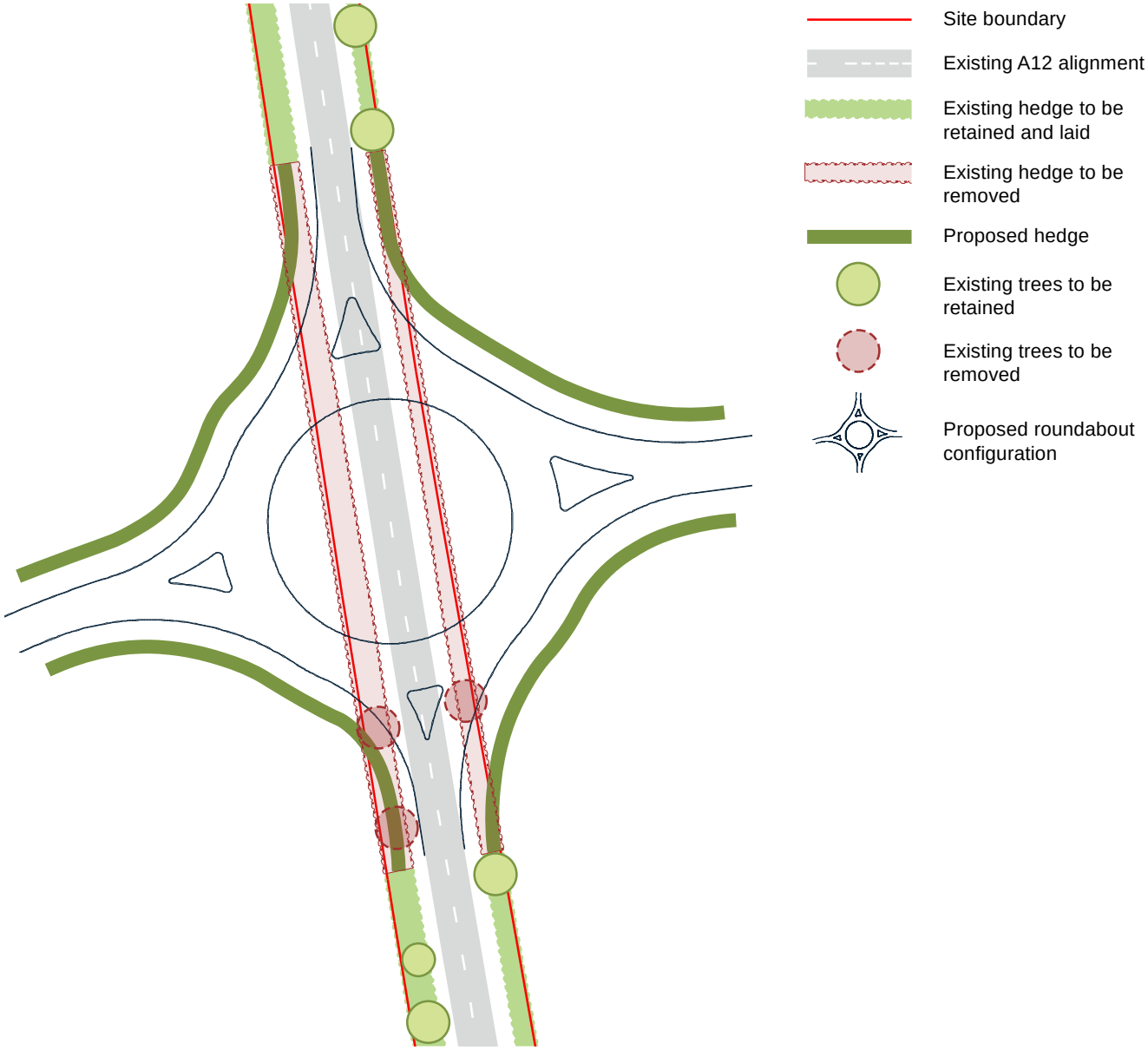
The existing railway bridge crossing will be key to ensuring good connectivity between the new neighbourhood and proposed SANG to the east of the railway.

´ Fig. 6.19 View of A12 corridor and roundabout, and main entrance from the A12 into the neighbourhood

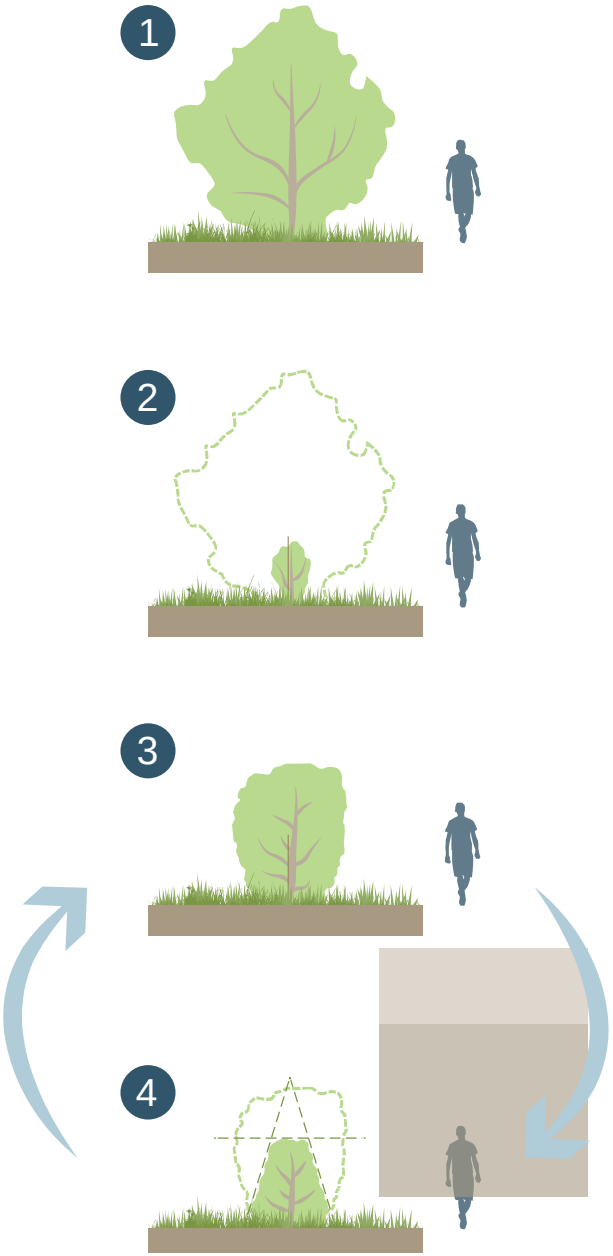
Treatment of the A12 hedgerow frontage

The treatment of the South Saxmundham Garden Neighbourhood development fronting onto the A12 is an important edge of the new place being created. An appropriate treatment of the A12 corridor will address the visual and environmental considerations whereby a new residential environment is to be successfully integrated alongside an important highway. The measures to reduce traffic speed and introduce appropriate measures along the A12 to create intervisibility and awareness of SSGN are to be matched to acceptable location, proximity, and type of residential property. The proposed landscape along the A12 and development edge will play a part in the balance of treatments. The retention, treatment, and management of the existing hedgerow will play a role.

The existing hedgerows along the A12 were part of the roadside planting implemented when the A12 was constructed as a bypass to Saxmundham. They are a mix of native hedgerow species, including some hedgerow trees either planted as nursery tree stock or selected to be grown on from the hedgerow. The hedgerow is reinforced by a post and rail timber fence on the boundary of the highway land which is coincident with the site boundary for the development of



µ Fig. 6.20 A12 access hedgerow treatment



SSGN.

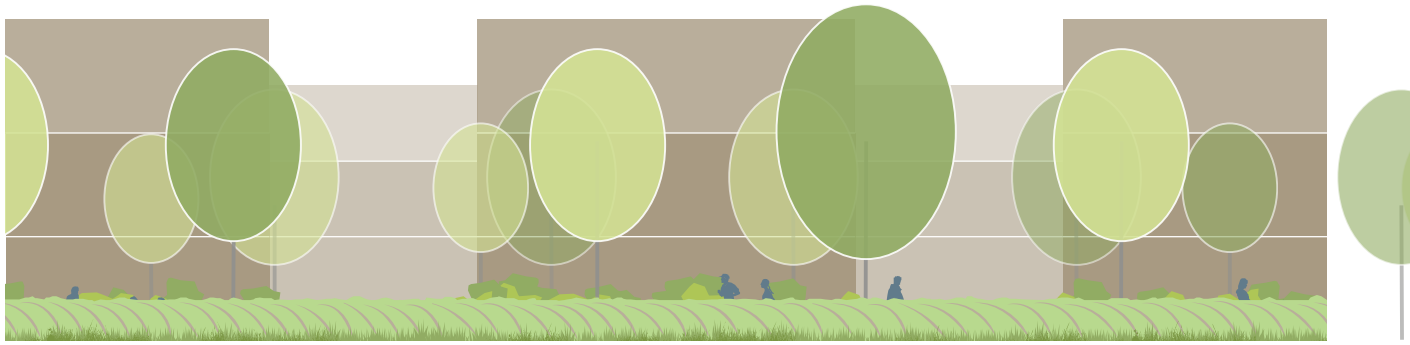
The masterplan proposals are to retain hedgerow trees where they are healthy and appropriate species, and to retain the hedgerows by regenerating them using traditional hedge laying techniques. This will retain the biodiversity value of the hedgerow and its valuable 'cache' of terrestrial ground flora and fauna. The hedgerow will be allowed to regenerate and grow, and be managed to an appropriate size and height.

Trimming the hedgerow to an 'A' shape as required will then allow the hedgerow to generate and to be managed into the future. This will increase the safe nesting potential for bird species and foster a generous and valuable habitat reserve alongside the A12. It will enable an appropriate visual and impenetrable barrier to the A12 from the residential development, whilst enabling the desired intervisibility for the development to have visual connection and presence to the road.

It is proposed that the hedgerow will be replaced with new hedgerow on a new alignment where the existing hedgerow will need to be removed to enable the construction of the roundabout at the SSGN entrance on the A12.

Where the existing hedgerow is inconsistent, new hedgerow planting will be introduced to close any gaps or less dense areas, and will be reinforced with appropriate temporary fencing such as chestnut pale fencing.

The visual effect achieved will be a rural road boundary and interface to new residential frontage with new landscape planting behind allowing good visibility of the new development, but providing an appropriate softening of the interface.



µ Fig. 6.21 Hedgerow treatment

7.0 Energy & Sustainability

The scheme is committed to creating sustainable schemes which blend high-quality landscape led design principles with usable and environmentally friendly places for people to live, work and socialise.

It is acknowledged that the Site provides the opportunity to deliver a high-quality scheme, which is designed so that all new homes are energy efficient.

Building Regulations were updated in June 2022 resulting in over a 30% reduction in carbon emissions from new homes. Pigeon are committed to further improving the efficiency of new homes and delivering zero-carbon ready new homes, that will become zero-carbon upon decarbonisation of the grid. This will be achieved through a combination of increased build efficiency, low carbon heating and solar panels.

Climate change is one of the greatest challenges facing the world today. It will cause the UK to become warmer, winters will become wetter, and summers will become drier.

Mitigating and adapting to this changing climate is a key issue with most local authorities, including East Suffolk Council, having declared a climate emergency.

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

The Site is in a highly sustainable location, with easy access to the existing services and facilities within Saxmundham.

Local rail and bus services are also in close proximity to the Site with the opportunity for new and enhanced pedestrian and cycle links, as well as including areas of open space and public amenity provision.

A mobility hub will be included in the new neighbourhood at the heart of the community. The mobility hub will be accessible by public transport with a bus priority along the main vehicular access and will provide access to an electric car club and e-bike hire.

Electric vehicle charging stations will also be provided in the roadside service area.

These measures seek to reduce everyday trips by car to work, recreation or local services and facilities. This combined with the provision of superfast broadband/fibre to all new homes will enable viable homeworking and ensure that sustainable travel behaviour is embedded within the scheme.

A network of swales and attenuation basins will be developed along the existing network of drainage ditches to provide a surface water drainage system that manages surface water across the site.

Finally, the creation of new green spaces and additional tree planting will provide areas of shade for a warmer climate. These measures will help the development adapt to a changing climate.

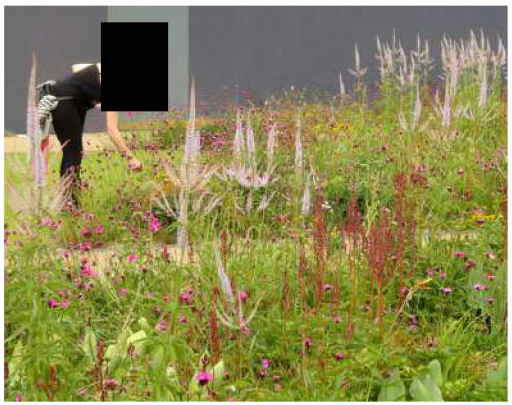











8.0 Benefits

The benefits the South Saxmundham Garden Neighbourhood brings forward are embodied in the Framework Masterplan and are the outcome of a collaborative approach to masterplanning. These benefits are set out in this document and include:

- Around 800 New Homes that are built to meet the Future Homes Standard
- A large variety of house types and tenures to suit a wide range of households looking to get on the housing ladder, buy a family home or downsize
- Affordable homes to meet the needs of the local community
- Excellence in design that provides energy efficiency and water management
- Appropriate renewable energy production and supply mechanisms.
- A new primary and pre-school at the heart of the development that provides for the new and existing community.
- Community facilities and infrastructure as a focus through the centre of the neighbourhood, centred around a community hub
- Business spaces/employment opportunities located on the A12
- Roadside services located on the A12 that will provide a hotel, vehicle charging and fuel station and facilities that will meet the needs of motorists and provide new employment opportunities for the town
- The creation of SANG that provides a naturalistic open space across three separate areas, offering excellent access to informal recreation for all residents
- Opportunities for local landscape and heritage interpretation that draws on influences from Saxmundham and Benhall's history

- A network of informal recreation spaces that are evenly distributed across the development providing opportunities for leisure and play
- New and enhanced walking and cycling infrastructure within the neighbourhood which provides connectivity into Saxmundham and the surrounding countryside
- New and enhanced crossings over the A12 for walkers, wheelers and cyclists to access employment opportunities
- Existing field margins will be retained and included in enhanced generous-sized green infrastructure corridors that connect the new neighbourhood to the existing Public Right of Way network
- Enhancements to key Public Rights of Way across the site and outside the site boundary, improving accessibility to the town
- Landscape buffers along the key boundaries within the development that offer separation for the major infrastructure corridors that dissect the site
- A new mobility hub that provides access to public transport and e-bike hire

9.0 Conclusions & Next Steps

South Saxmundham Garden Neighbourhood presents the opportunity to create a new, integrated, community based upon the development principles encompassing sustainable design, health and wellbeing.

The overarching vision is for the Garden Neighbourhood to be a community based upon sustainable and healthy lifestyles, well connected to its neighbours and surrounding landscape, that encourages a reduced carbon footprint whilst having a distinctive character.

The Masterplan Framework for development of the Garden Neighbourhood has evolved over a period of time to reach the level of resolution set out in this document and has benefited from positive engagement with Saxmundham Town Council, Benhall and Sternfield Parish Council, East Suffolk Council, Suffolk County Council and relevant stakeholders.

A series of workshops with East Suffolk Council, Suffolk County Council and representatives from Saxmundham Neighbourhood Plan Steering Group have informed the development of the Masterplan Framework.

The Masterplan Framework has also been influenced by the feedback from the Suffolk Design Review Panel which has highlighted the need for the development to promote modal shift to ensure a low carbon, sustainable development. This feedback has led to the incorporation of a mobility hub at the heart of the neighbourhood and improvements to the walking and cycling network outside of the site.

There will be ongoing engagement with other key stakeholders during the application stage of the planning process.

This MFD has been endorsed by East Suffolk Council and will inform planning applications for the development of the Site.

µ Fig. 9.1 Planning Process Diagram

9.1 Monitoring and Review

Monitoring delivery and outcomes is one of the aims of this MFD.

The intention is for the Masterplan Framework to be flexible with the ability to respond to changing circumstances.

Guidance on monitoring advises that a structured approach to developing indicators is necessary, recognising their different types and purposes. This enables different parts of the MFD to be updated as and when needed. As such this plan should therefore include clear mechanisms to:

- Monitor the outcomes of the Garden Neighbourhood
- Monitor its implementation and take early action as required
- Monitor delivery
- Review the MFD as appropriate

An essential component of the MFD is clear objectives to deliver the principles of the Garden Neighbourhood.

Monitoring involves measuring indicators which enable the establishment of a link between the implementation of the Masterplan Framework and the likely significant effect (positive or negative) being monitored.

It helps to ensure that any adverse effects arising during implementation of the Masterplan Framework can be identified and action can be taken to address them.

Monitoring indicators set out below are intended to measure the key outcomes sought, and provide a brief guide to overall progress on the Masterplan Framework.

Each development progressed can be monitored individually, and the results brought together in a regular Monitoring Report. This will need to identify whether:

- Sustainable development is being delivered
- The approach adopted is not having unintended consequences
- The assumptions and objectives that support the Masterplan Framework are still relevant
- The intent of the Masterplan Framework is being achieved, especially in relation to the delivery of new jobs and homes

Indicators for monitoring and review are likely to be:

- Economic growth
- Meeting Housing Needs –Private and Affordable
- Community Cohesion
- Ecological Enhancements
- Healthy and Supportive Lifestyles

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