

Land north of Cavendish Road,
Clare, Suffolk

Masterplan Vision

22 December 2020



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Land north of Cavendish Road, Clare
Vision Document

Carter Jonas
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This Document Has Been Prepared And Checked In Accordance With Iso 9001:2000.

1.0 Introduction

1.1 Purpose Of The Document

This vision document has been prepared by Carter Jonas LLP on behalf of Endurance Estates in order to support a representation to the West Suffolk Local Plan (Regulation 18) Issues and Options consultation (October 2020) and promote the site for a residential development on land north of Cavendish Road, Clare.

The purpose of this document is to explain the process that has led to the masterplan proposals and in particular, the extent to which local context has informed the masterplan.

The key role of the document is as follows:

- To illustrate the process that has led to the development proposal and explain the design principles and concepts that have been applied.
- To introduce the masterplan and explain the rationale behind its development, albeit at an early stage.
- To set out a high level vision and broad design principles.
- To provide evidence as to why the site is available, suitable and deliverable and should be considered as a draft housing allocation in the next stage of the emerging Local Plan.
- To enable positive future engagement with the Local Planning Authority and local community.



Fig 01: Images of buildings within Clare (top to bottom): Nethergate House, The Ancient House, (photo credits: Derek Wootley & Steve Bryant)

1.2 Document Structure

Section 1: Introduction

Describes the purpose of the document, content and scope.

Section 2: Site

Provides an introduction to the site.

Section 3: Context

An assessment of the site's planning background, area's history, character, transport links and facilities.

Section 4: Technical

Overview of technical considerations, that inform the design process.

Section 5: Design

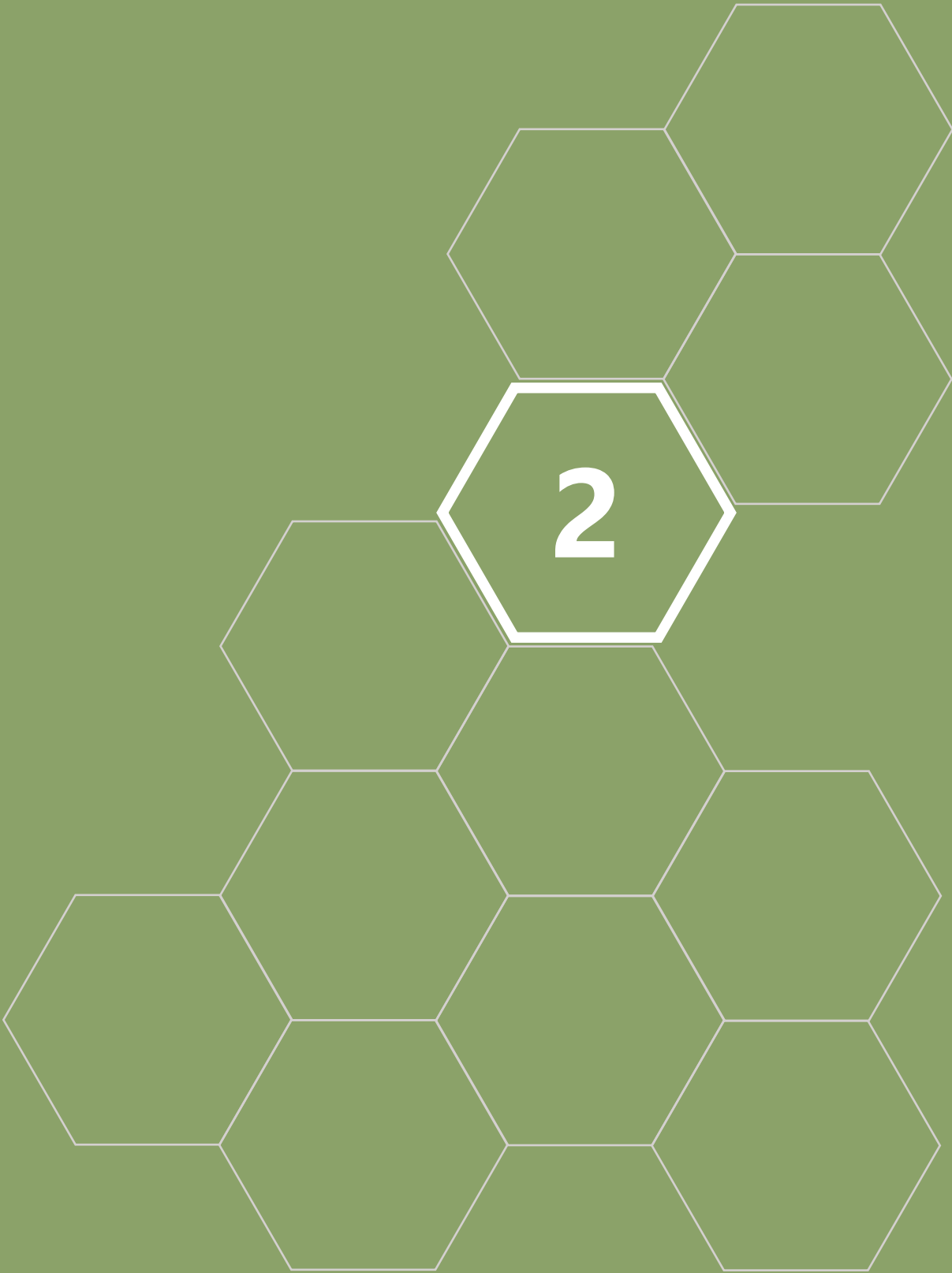
Setting out the vision process and design principles before introducing the masterplan. Explains the various components of the masterplan, such as the open space strategy, transport, land use, as well as more detailed development principles.

Section 6: Conclusions

Provides the summary of the proposals and recommendations going forward.

2.0 The Opportunity

- 2.1 Site Description
- 2.2 Site Photography



2.0 Site

2.1 Site Description

The Site is located at the easterly edge of the Town of Clare, north of Cavendish Road. The Site is currently part of a wider area of farmland to the east of the Stour Valley Path and wraps around Clare Hall Farm, the Stour Valley Community School and future development to the south.

The shape of the Site varies and includes three connected, but potentially distinct, parcels of land. The most easterly of the parcels benefits from direct access onto Cavendish Road (the A1092). The other two parcels need to be accessed via this easterly parcel and form roughly square/rectangular parcels bound by perimeter hedges and trees.

The topography of the Site is such that it rises from west to east, with the lowest part of the Site contiguous with the Stour Valley Path. The highest, northeasterly corner is some 20 metres above the lowest, western boundary. Cavendish Road sits at approximately 49-50 metres Above Ordnance Datum and slowly drops in level in a westerly direction when heading into heart of the town.

Beyond the Site itself, Cavendish Road includes existing housing on the south side of the road, specifically the development of Highfield as well as homes on the north side of Cavendish Road south of the Stour Valley Community School site. Farmland and the River Stour valley is located further south, and similarly to the east gently rolling farmland characterizes that area right up to the village of Cavendish some 2.5km east of Site boundary.



Fig 02: Site location context

2.2 Site Photography

The pictures taken here show the variety of conditions that exist within and adjacent to the Site. At the entrance to the Site there exist older, disused barns that are located close to Cavendish Road with Clare Hall located west of the entrance.

Once further in the Site itself, the shape of the parcel becomes clearly and defined by landscaped boundaries and the land dropping gently away in a westerly direction. The Site has the benefit of clear, established landscape along most boundaries providing a measure of separation from the wider countryside beyond.



View 1: Grade II Listed Clare Hall



View 2: Group of farm buildings associated with Clare Hall



View 3: Nineteenth century barn adjacent to the western site boundary



View 4: Dutch barn at Site's entrance



View 5: The most enclosed part of the site. Southern slopes of Stour River Valley are visible in the background.



View 6: Views towards Clare Camp



View 7: Views towards the Church of Saint Peter & Saint Paul and Clare Castle



View 8: View towards Clare Town Centre from near the western Site boundary

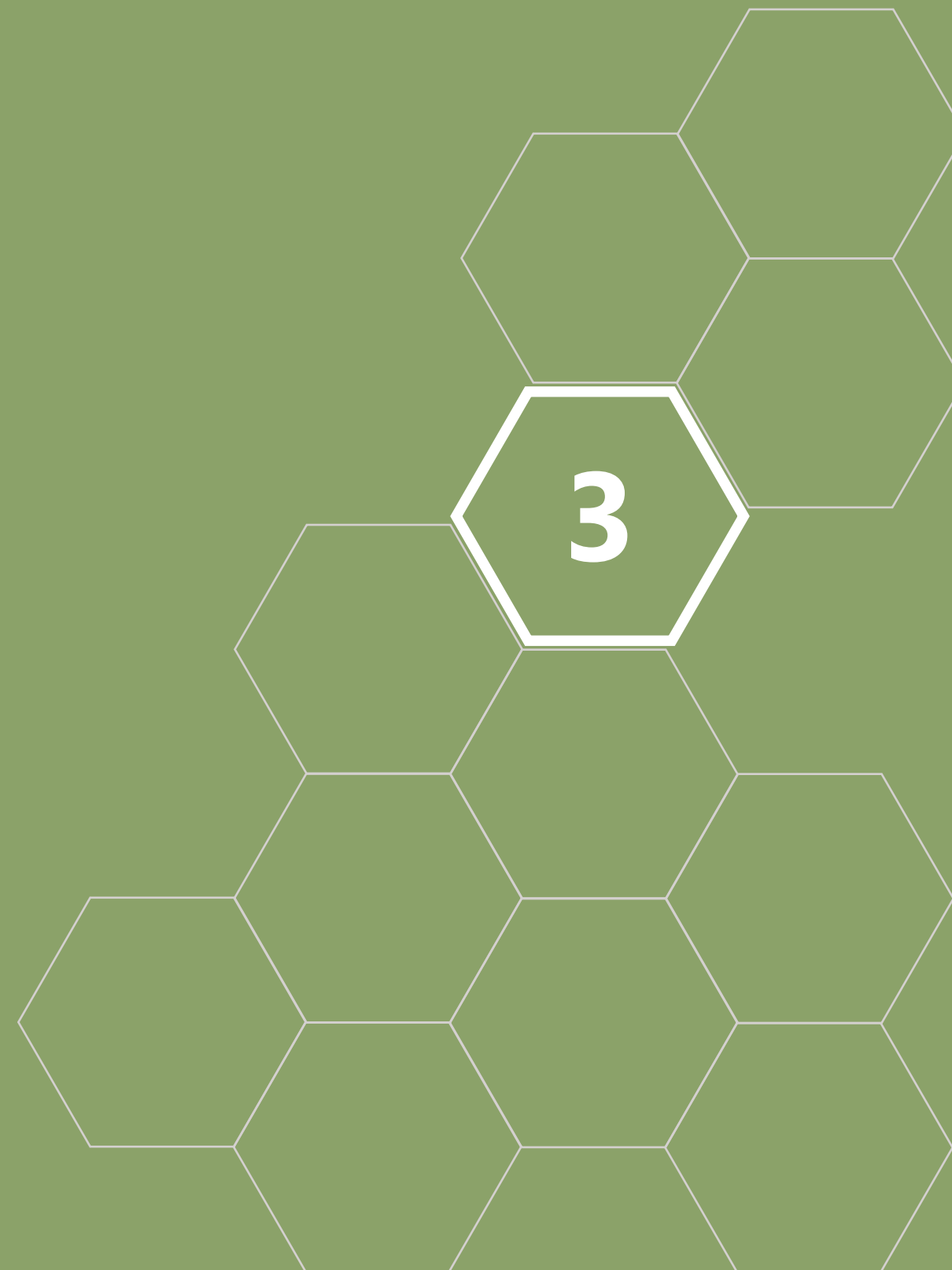


Fig 04: Site photographs view location map

Fig 03: Site photographs (RPS Group)

3.0 Context

- 3.1 Wider Context
- 3.2 Planning Background
- 3.3 Accessibility
- 3.4 Community Facilities
- 3.5 Townscape
- 3.6 Heritage Considerations



3.0 Context

3.1 Wider Context

The Town of Clare is located in the southwest corner of Suffolk County. It is found along the River Stour is located some 10km east of the town of Haverhill, a regional centre in Suffolk. This part of the county is largely rural and agricultural in character, with several small villages and a few larger towns in close proximity to Clare e.g. Haverhill, Bury St Edmunds and Sudbury.

In terms of wider connectivity, the Town is closest to the town of Haverhill with Sudbury the next closest town some 10km to the southeast along the A1092, and over 20km in a northerly direction to Bury St Edmund's.

This part of Suffolk includes many historic, attractive villages including Clare itself, Cavendish, Stoke by Clare and Long Melford. Clare is highly accessible given its position at the junction of two A-roads in this part of the county: the A1092 running east to west and connecting to the A134 which in turn connects Bury St Edmunds to Sudbury, and the B1063 running north to Newmarket.



Fig 05: Street sign in Clare village



Fig 06: Wider context

3.2 Planning Background

On 1 April 2019 Forest Heath District Council and St Edmundsbury Borough Council was replaced by a single district council called West Suffolk Council . The application site is shown edged red on the accompanying Site Location Plan.

The site did fall within the jurisdiction of the former St Edmundsbury Borough Council and the adopted Local Plan which, insofar as it relates to the proposed development, comprises:

- Core Strategy (adopted December 2010)
- Rural Vision 31 (adopted September 2014)
- Joint Development Management Policies Document (adopted February 2015)

The new West Suffolk Council is in the process of preparing a new Local Plan ‘The West Suffolk Local Plan’. It is recognised that there is a need for a substantial number of new housing units in the West Suffolk Area. Clare is designated as a Key Service Centre in the Core Strategy in recognition of the important role it has to play in serving the residents of the settlement and those in the immediate surrounding area. Clare has an active community which is reflected in the Clare Community Plan (October 2010) developed by the Town Council, Clare Business Association and the Clare Society.

Strategic Issue 2 identifies the housing requirement derived from the standard methodology for calculating local housing needs contained in national guidance. The minimum housing requirement is 16,000 dwellings (800 dwellings per annum) between 2020 and 2040. It is acknowledged in the consultation documents that the 16,000 dwellings housing requirement is a minimum figure, and that further work will be needed to define the housing target. However, there is no reference in the text for Strategic Issue 2 of the requirement to consider whether adjustments should be made to the housing figure derived from the standard methodology.

Depending on the methodology used for calculation, the number of new housing units needed is at least 800 homes per year as a minimum, however this is likely

to be significantly higher. Using standard methodology, the housing need for 800 homes per year or 16,000 homes for the 20 year period of 2020-2040 for the West Suffolk emerging Local Plan. This is a minimum starting point for determining the number of homes needed. Paragraph 010 of the Planning Practice Guidance (PPG) identifies other factors which might indicate a further increase to the housing need figure. Such factors include growth strategies, strategic infrastructure and unmet needs from neighbouring areas. These factors should be taken into account to determine whether the housing target should be increased above the standard method figure.

West Suffolk is within the Cambridge to Norwich Tech Corridor, which aims to deliver economic growth by aligning commercial and residential development around sustainable modes of transport. The Suffolk Framework for Growth (January 2019) identifies a number of strategic infrastructure projects to accommodate growth and to meet economic priorities, including improvements to freight and passenger rail services and capacity and junction improvements to the A14. The Cambridge South East Transport project by the Greater Cambridge Partnership aims to deliver improvements to public transport, walking and cycling in the A1307 and A1301 corridor between Cambridge and Haverhill. This Project would improve transport connections from Haverhill to the science and research sites at Granta Park, Babraham Research Park and at Cambridge Biomedical Campus. The Mayor for Cambridgeshire & Peterborough is promoting a Cambridgeshire Autonomous Metro system, which extends into West Suffolk with proposed stops at Haverhill and Mildenhall. The Metro would connect Haverhill and Mildenhall, and neighbouring towns and villages with Cambridge.

Demand for new housing in West Suffolk has been exceptionally high and the delivery of new homes has not kept up with this need. It is unlikely that West Suffolk will be asked to accommodate unmet housing needs from neighbouring areas, but that will need to be discussed and agreed through the Duty to Cooperate process before

it can be confirmed. It is noted in the latest monitoring information (Authority Monitoring Report for 2017/2018 and 2018/2019 – updated October 2019) that the delivery of affordable housing is poor and below the overall level of affordable housing expected. The delivery of additional affordable housing is identified as a top priority for West Suffolk. In addition, Paragraph 024 (Id. 2a) of the PPG also suggests an increase to the housing target should be made if it could help deliver the required levels of affordable housing. A further uplift above the standard method should be applied to determine the number of housing units needed.

The site to the north of Cavendish Road, Clare constitutes a sustainable location for additional growth and can make a significant positive contribution to the District’s housing need requirements. The site is in close proximity and convenient for working at large employment sites in the area, at Haverhill, Mildenhall and other neighbouring towns. The site benefits from an excellent position on the east side of the Village, and additional footpaths proposed will improve connectivity with the wider town. The site is adjacent to existing built form and would therefore form a logical inclusion for additional growth on the east side of Clare.

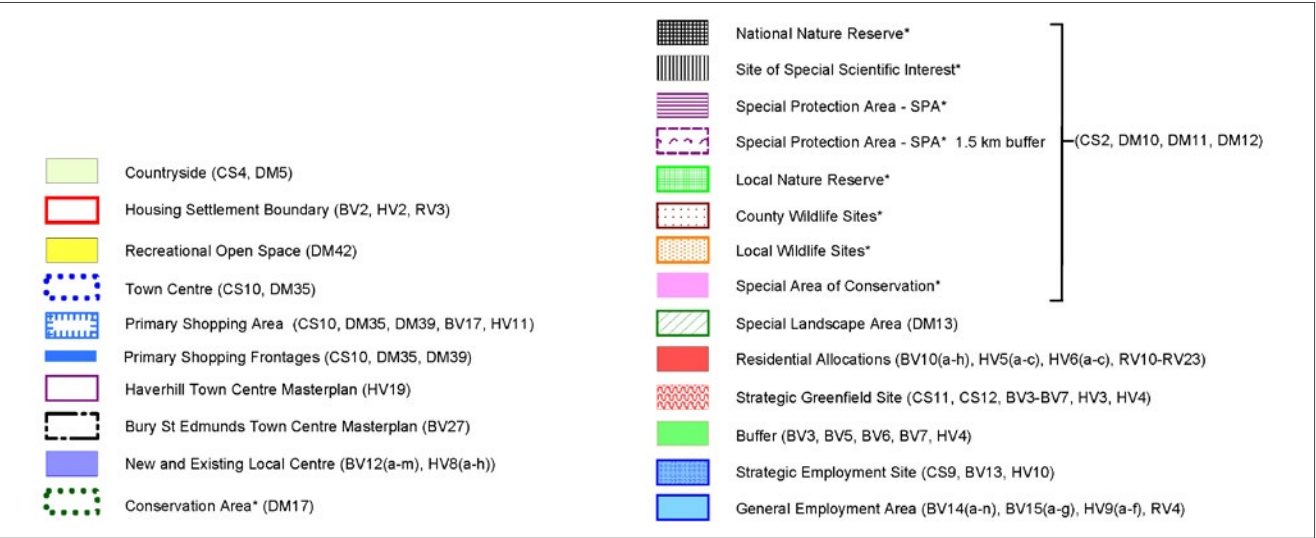
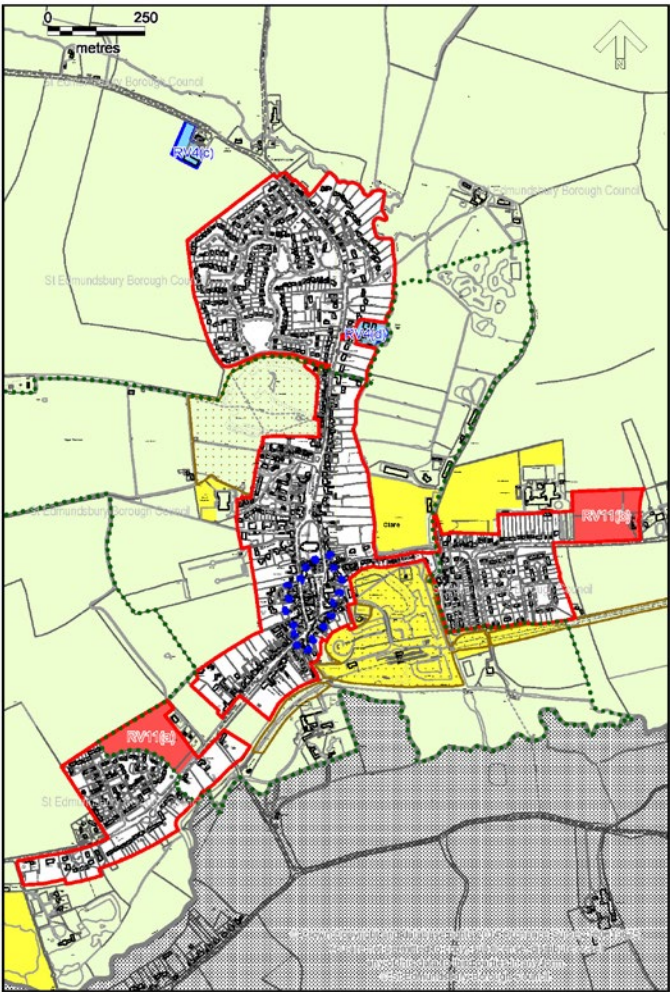


Fig 07: Inset from St Edmundsbury borough Council Local Plan policies Map (February 2015)

RV11 (b) Development

The allocated parcel of land immediately next to the Site which fronts Cavendish Road is currently the subject of a full planning application. This application was submitted in June 2017 and has a resolution to approve for 53 dwellings. The application was preceded by the preparation of a development brief for the Site prepared by Carter Jonas on behalf of Land Charter Homes.

The application proposes a total of 53 homes with mixture of 1-4 bed dwellings arranged around a crescent-shaped street design, with an area of open space at the front of the site facing Cavendish Road. The layout follows closely the concept plan set out in the development brief.

The decision notice has not yet ben issued, however the principal of development of the site has been fully established through the St Edmundsbury Local Plan and development brief for the site.

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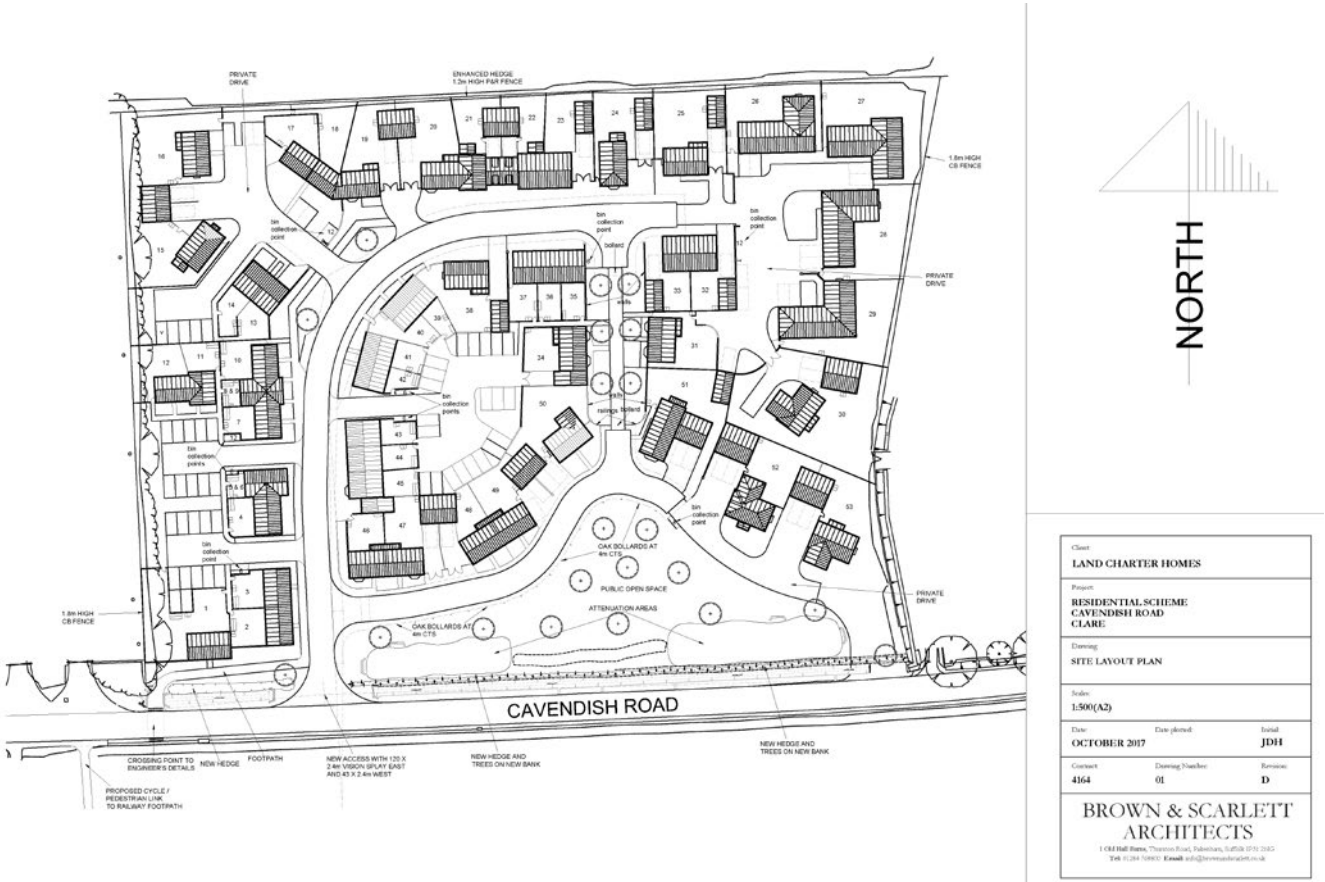


Fig 08: Approved development to the south of the Site

3.3 Accessibility

The plan opposite illustrates the accessible nature of the site, including local pedestrian and cycle links, access to public transport and the highway network. The main connections are also listed below.

Pedestrian and Cycle Links

- Stour Valley Path (next to Site)
- Clare - Cavendish (7 miles)
- Cavendish Road - footpaths both sides to Stour Valley School

Public transport

Rail

- Sudbury Station - 10 km
- Bury St Edmunds Station - 25km

Bus

- 236 - Sudbury - Long Melford - Clare
- 374 - Clare - Glemsford - Whepstead - Bury St Edmunds
- 756 - Clare - Long Melford - Sudbury
- 757 - Thomas Gainsborough School - Long Melford - Clare
- 18 - Clare - Haverhill
- X13 - Cambridge - Linton - Haverhill
- 237 - Gt Cornard - Sudbury - Long Melford - Stour Valley Community School (Connecting Communities in St Edmundsbury)

Local Highway Network

- Cavendish Road (to Long Melford) - 6.5 miles of 11 mins
- A134 (to Bury St Edmunds/ Sudbury) - 6.5 miles or 11 mins

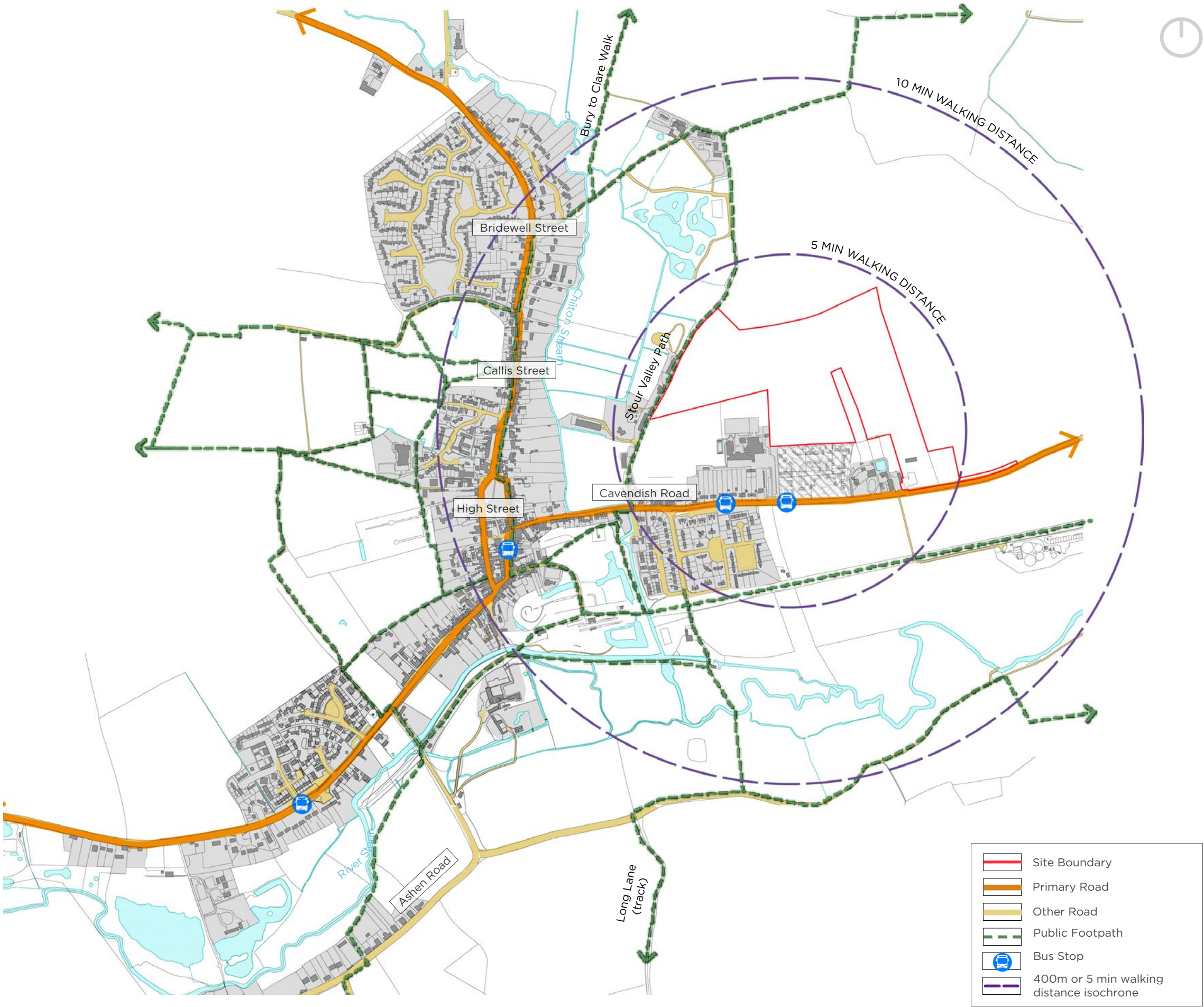


Fig 09: Transport and accessibility

3.4 Community Facilities

There are a range of essential community facilities available in walking distance within Clare, which can serve a growing community. These are shown on the map opposite and listed below.

- Education**
- Stour Valley Community School
 - Samuel Ward Academy, Haverhill

- Doctor's Surgery**
- Clare Guildhall Surgery
 - Stonehall Surgery
 - Clare Surgery

- Shops**
- Co-op Food, Clare
 - Clare Pharmacy
 - Guv'nors Barbers

- Public Houses**
- The Cock Inn
 - The Globe
 - The Swan
 - Cafe Clare

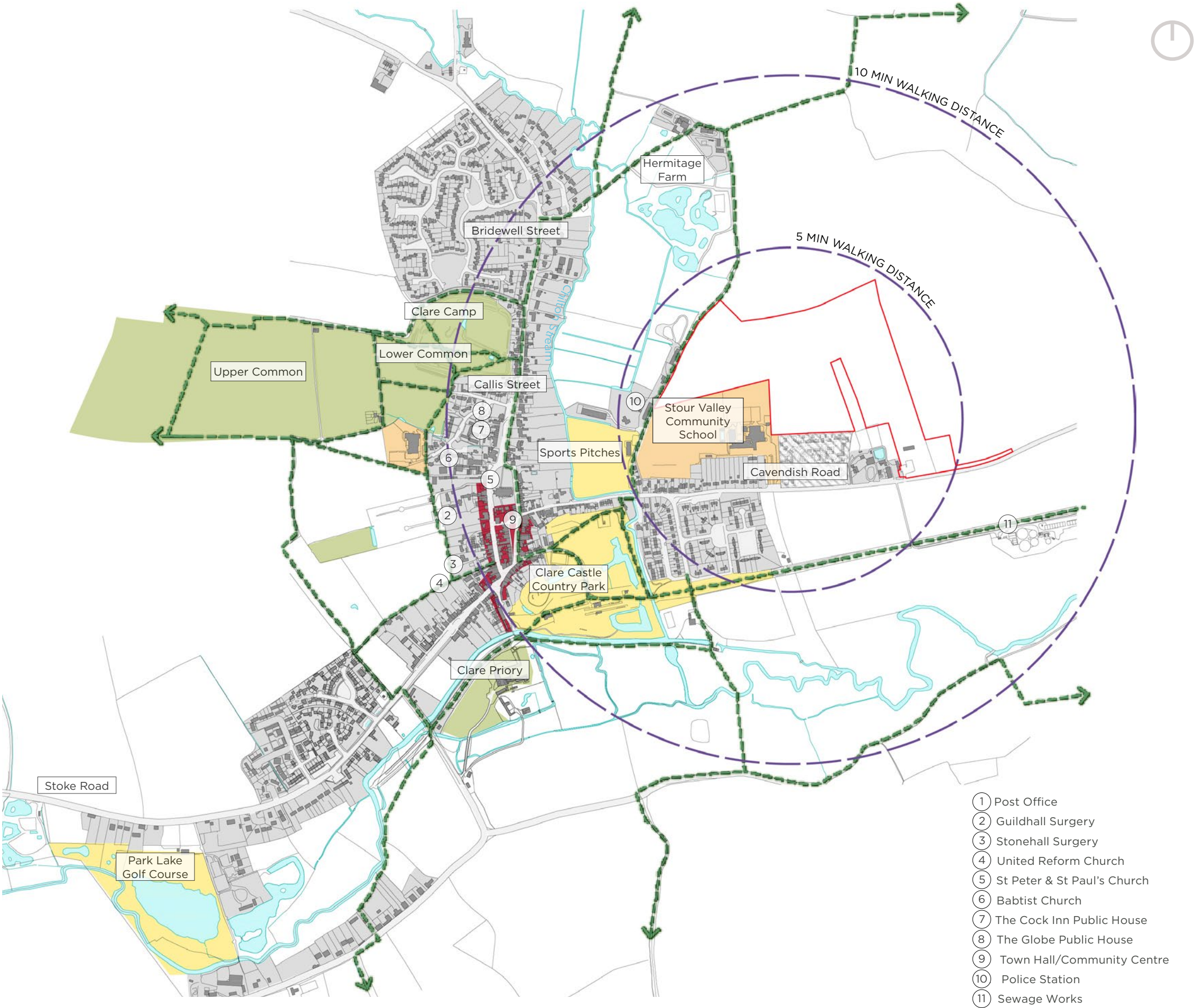


Fig 10: Community facilities

3.5 Townscape Analysis

Settlement Pattern

Clare is a historic market town, which developed following a linear pattern along the three primary streets: Bridewell Street/Callis Street to the north, Cavendish Road to the east and Nethergate Street to the south-west. This linear development pattern has been influenced by the natural boundaries, including: River Stour corridor to the south and Chilton Stream to the north-east, and its associated flood plains.

The town is focused around Market Hill, which forms a dense and compact centre with St Peter & St Paul’s Church at its heart. To the south of Market Hill is Clare Castle Country Park which includes the redundant railway station and the remains of the castle.

The outlying areas to the east, west and south are large areas of open space and common land, contrasting with the dense character of the centre.

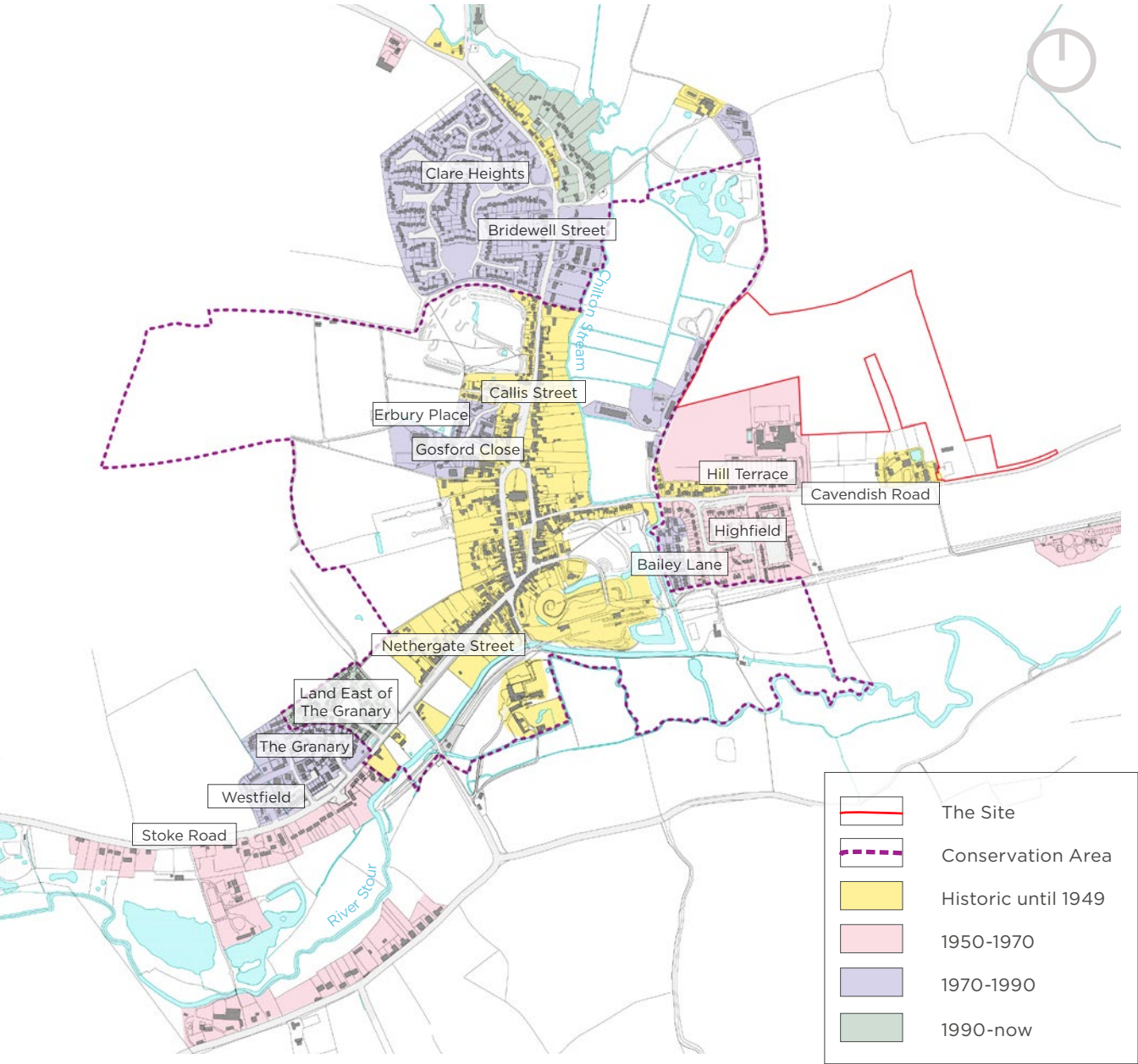


Fig 11: Character areas

The modern developments are located at the outer fringes of the town and comprise: Erbury Place and Gosford Close at Callis Street; Clare Heights at Bridewell Street, Hill Terrace, Highfield and Bailey Lane at Cavendish Road; and the Granary, Westfield and most recent Land East of the Granary at Nethergate Street/Stoke Road.

Site History

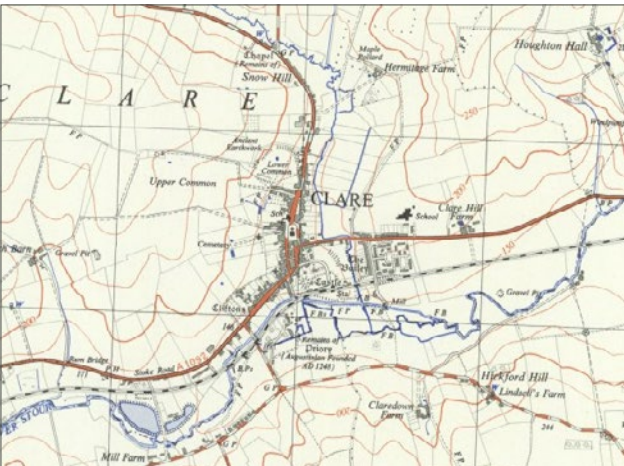
Between the period from 1885 to 1948 the site was divided into several large field strips oriented east-west very close to the arrangement shown in the Tithe map of 1847. During the same period there is also little to no development beyond Clare’s historic core. The first significant changes occur during the late 1950s and early 1960s with the amalgamation of fields and loss of intervening boundaries. This coincides with the introduction of mechanised farming techniques, which utilised a much larger field system for arable cultivation. By 1968 most of the field boundaries had been removed and by 2002 the present irregular single field arrangement was established.

By 1968 Clare had started to expand to the east of the historic core with development on both sides of Cavendish Road (Hill Terrace to the north, and Highfield to the south). During the same period a secondary modern school opened in Clare (south-west of the site) and the railway line, which from 1865 connected Clare with Cambridge to the west and Ipswich to the east, closed in 1967.

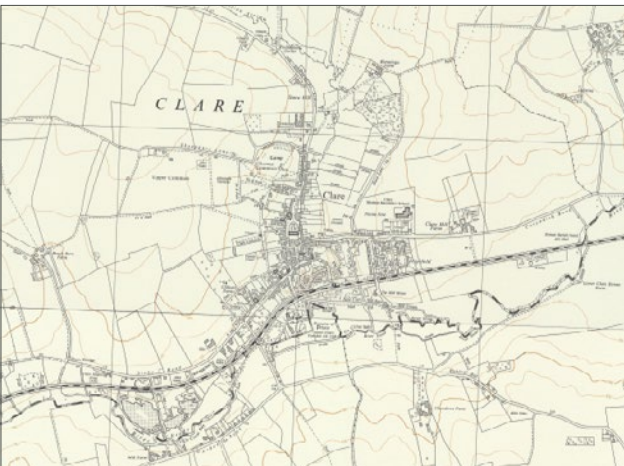
After 1970, development on the east side of Clare was limited and included infill development at Bailey Lane south of Cavendish Road and opening of sport facilities west of the site. At the same time further expansion took place to the north of the town centre and to the south-west along Nethergate Street.



1888 Map



1937 Map



1969 Map

Fig 12: Historic maps of Clare

Built environment

Scale and form

The buildings within historic core tend to be grouped in terraces with a mixture of gables and eaves fronting the streets. Most buildings are two storeys in height, often with attic. Few three storey buildings are located in the commercial centre.

The built form within the outer fringes, comprise some old farm complexes (including the adjacent Clare Hall) and late 20th century developments of predominantly semi-detached and detached houses. These tend to be low density developments up to two storeys in height with occasional single storey bungalows (Highfield).

Continuity and Enclosure

The building line is strong and well defined throughout the historic centre, with most properties typically built hard up to the pavement edge with occasional small set backs and front gardens.

The later developments have more informal building line with larger front gardens, informal courtyards and allocated parking spaces in front of properties.

The character of Cavendish Road changes from very defined within the Conservation Area to much more informal and open where it reaches the site.

Public Realm and Landscape

Large areas of open space are located to the south, east and west of Clare’s centre.

The churchyard is a significant open space within Clare’s centre. Nethergate Street and the south end of Callis Street are wide, tree-lined streets, spacious and green in contrast to the relatively narrow streets elsewhere in the centre.

The countryside beyond is glimpsed in the occasional gaps in the street frontages.

A simple and understated tarmac finish is used on most of the road surfaces and footpaths.

Materials and Details

Ridge cresting, gables with bargeboards, overhanging eaves and chimneys are prominent features contributing to the interest and variety of the roof scape.

Georgian façades, as well as Victorian and early 20th century sash windows, fanlights and door cases, are as important to the character of Clare as its exposed timber framed and pargetted buildings.

Clay plain tiles are the predominant material on steeper pitched roofs of earlier properties. Slate is used on the shallower roof pitches often found on Victorian and later properties.

Whilst the character along Cavendish Road is more suburban (especially outside of the conservation area), there are some high quality infill developments which pick up the variety of materials used in the town centre.

Town Centre



Images of the central area of Clare

Cavendish Road



Strong building line along historic section of the road

Large detached houses overlooking semi public courtyard

Small courtyard within modern conversion at Barehams Yard



Informal frontage along the corner with Harp Lane,

Large two storey semi-detached houses with deep set backs and front gardens at Hill Terrace

Highfield and Bailey Lane



Low density bungalows within northern part of Highfield

Fig 13: Local character photographs (Google street view)

3.6 Heritage Considerations

The site is positioned adjacent to, but outside of, the Clare Conservation Area and comprises part of the wider setting of the following heritage assets:

- Parish Church of Saint Peter and Saint Paul (Grade I);
- Clare Castle (Grade II* & Scheduled Monument);
- Earthwork on Lower Common (Scheduled Monument);
- Clare Hall (Grade II); and
- Clare Conservation Area.

There are a significant number of listed buildings within Clare Conservation Area, however, these have little or no historic associations with the site.

The Site was associated with Hill Farm and Clare Hall, probably for several hundred years. Clare Hall dates from the seventeenth century and its historic association with the site, documented in 1847, remained until the latter part of the twentieth century when the farmland passed into separate ownership.

Although the farm buildings on the Site are likely to be historically associated with Clare Hall they are not considered to form part of its principal setting. The setting is established by the mature planting trees and ancillary buildings, which screen the listed building from all parts of the site. Two significant views have been identified in which the site forms part of the rural backdrop to the town and Conservation Area. These include views from the Earthwork on the Lower Common and Clare Castle.

It has been recommended that potential development should be carefully sited and mitigated to avoid any fundamental change to the character of the setting of the Conservation Area and to avoid obstruction of the identified key views and vistas.

Suggested appropriate mitigation includes maintaining a reduced scale, using suitable facing materials and introducing trees or well defined hedgerow for screening.



Parish Church of St Peter and St Paul



Clare Hall located centrally to the south of the site



Clare Castle to the west

Fig 14: Listed buildings within Clare

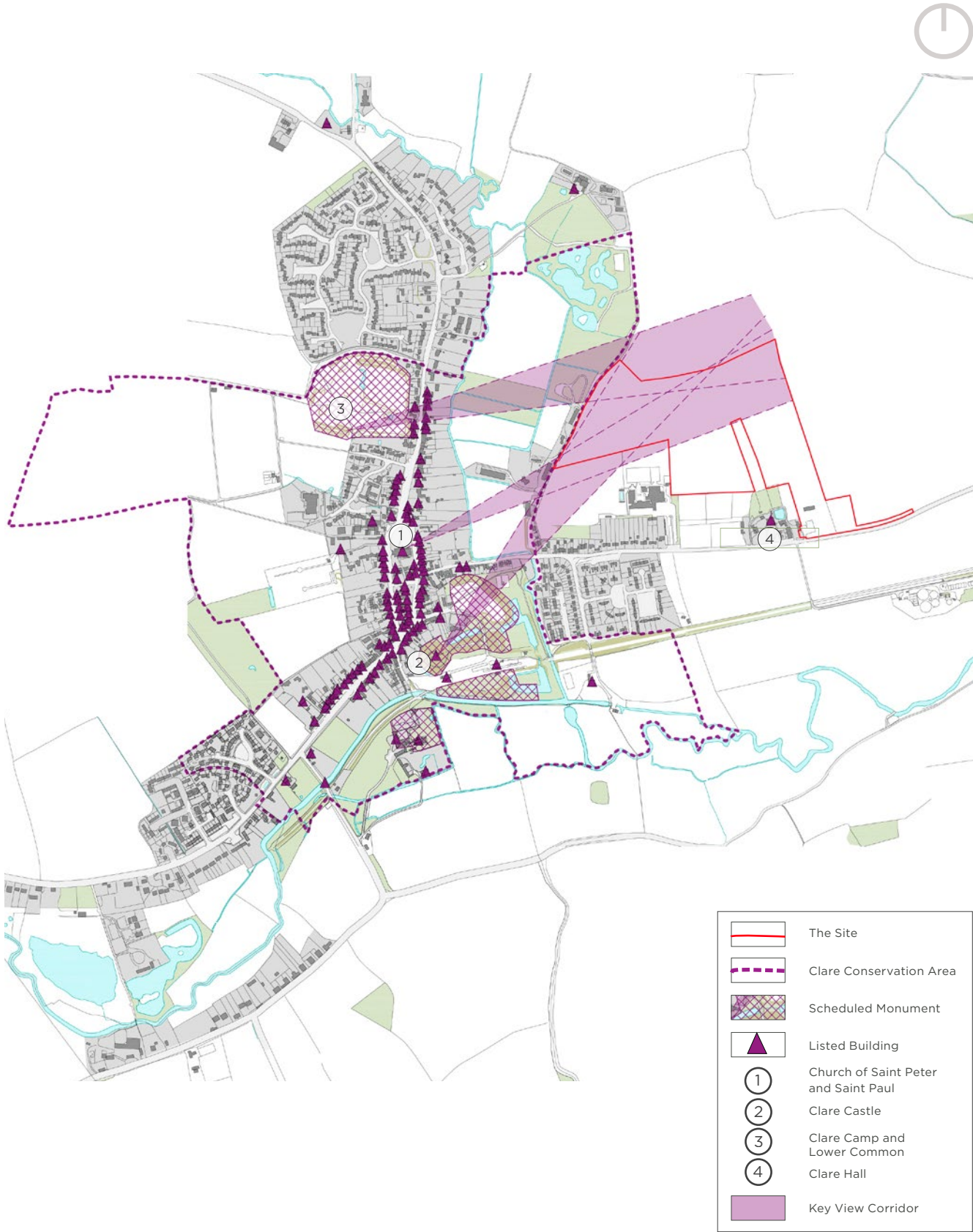


Fig 15: Heritage considerations map

4.0 Technical

4.1 Technical Studies

4.2 Key Considerations



4.0 Technical

4.1 Technical Studies

Transport and Access

Cannon Consulting Engineers have advised on engineering matters including highways access. The proposal is for the principal site access will be taken from Cavendish Road. Visibility along this road frontage is relatively good although Cavendish Road does bend slightly north east of the Site.

There are several trees that align the boundary of Cavendish Road in this location, the majority of which can be retained (subject to the final location of the access). Any access will need to work in tandem with future drainage facilities given this area is a lower part of the Site where drainage will need to be directed.

We have considered two potential access arrangements: one which would be located at the extreme easterly end of the frontage along Cavendish Road, and the other slightly beyond the boundary of the redline of the Site as set out in this Vision.

Access to the site is deliverable and achievable to meet the Suffolk Highways access requirements.

There are pros and cons to each option. Option 1 will lead to removal of some trees along the eastern boundary, however it will be possible with this access to reduce the speed limit in this part of the village (which is known to be exceeded on a regular basis) from its current 30mph posted position west of Clare Hall to a position east of the Site, and in so doing create a safer highway environment for all.

Option 2 overcomes the requirement for tree removal along the eastern boundary and at the same time creates space for the potential provision of “gateway” features at the front of the Site. However the current speed restriction location will remain in its current position. In addition, the entrance is moved further away from the main part of the Site as well as creates an entrance further

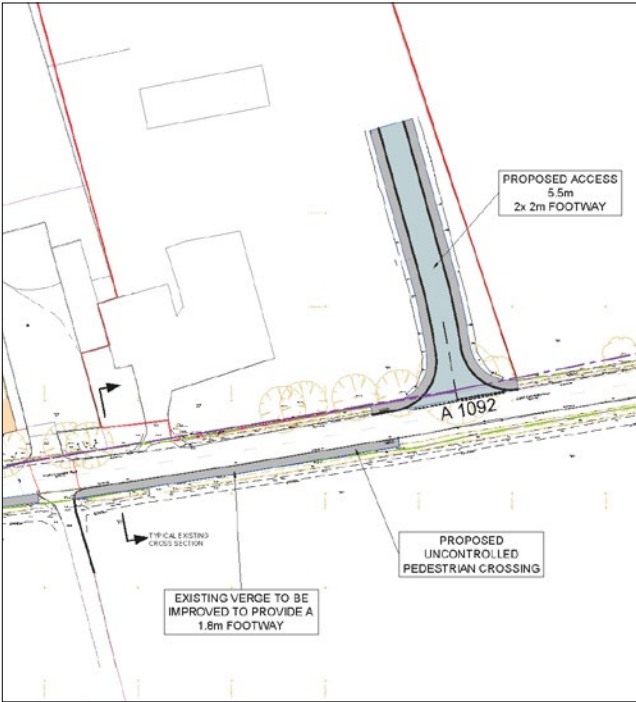


Fig 16: Proposed Site access - preferred option (Cannon CE)

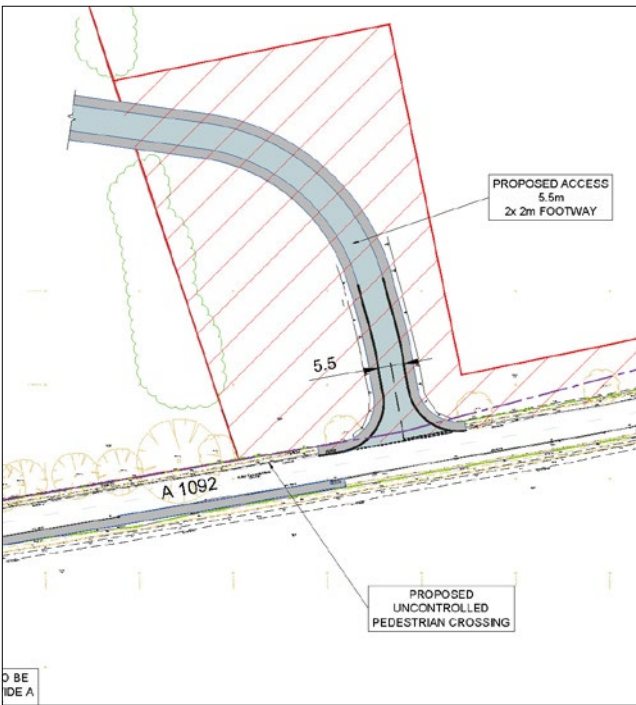


Fig 17: Proposed Site access- option 2 (Cannon CE)

from the village itself.

In summary, neither option is preferred and we are keen to work with the town council and the highways authority to ensure the optimum solution is progressed following further consultation and review.

Walking and Cycling Accessibility

In either option, a 5.5m carriageway will be provided with two 2-metre footways. The existing footpath on the south side of Cavendish Road will be extended to match the westerly boundary of the new access and provide convenient access into the centre of the town.

Further into the Site it should be possible to limit the number of footways to either a single side of streets or design streets without footpaths and as slow speed, “shared surfaces” for all modes of traffic.

There is also potential for good links to both the Stour Valley Way as well as to the school immediately next to the Site. The Site will therefore have excellent connectivity to its immediate surroundings and help underpin the benefits of walking and cycling to and from the town and beyond.



Fig 18: Stour Valley Path along the north-western Site boundary (Cannon CE)



Fig 19: Level difference between the Site and Stour Valley Path at the southern end of Site (Cannon CE)

Drainage

Canon Consulting has provided drainage advice as part of the project. They note that the Site sits within Flood Zone 1 which represents a low probability of flooding, however just beyond the western boundary of the Site the lower lying land form is situated in areas of Flood Zone 2 and 3.

An Infiltration SuDS GeoReport obtained from the British Geological Survey (BGS) shows that groundwater flooding is unlikely to be an issue at the site as groundwater levels should be at least 5m below ground level year round. Anglian Water (AW) asset plans show that there are no adopted surface water sewers in the vicinity of the site and therefore no associated flood risk.

The BGS report shows that the site geology might support the use of infiltration drainage facilities (private soakaways, permeable paving, infiltration basins etc). Infiltration testing and intrusive investigations would determine whether infiltration drainage techniques would be possible, what form they might take, and their sizes and locations. Should infiltration be ruled out (either for part or all of the site) then surface water runoff would be discharged to the existing land/field drainage network at a controlled rate.

The site’s topography, and red line boundary, mean that it is best divided into three drainage sub-catchments. Each will require its own surface water management feature/s (provided within each sub-catchment). The three drainage sub-catchments align with the proposed areas of development.

With regard to wastewater a pumped solution will be necessary’

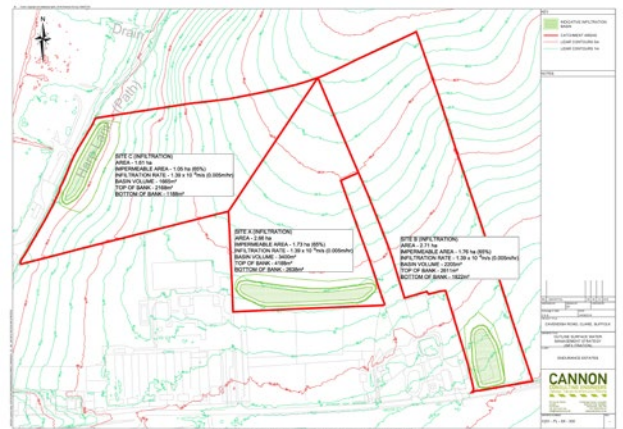


Fig 20: Recommended drainage provision by Canon CE

Tree Survey

Tree advice has been provided by the Landscape Partnership. They note that there are two principal parts of the Site where trees are found: along the frontage with Cavendish Road, and along the site boundaries.

In the case of the trees along Cavendish Road, there are several semi-mature(?) deciduous trees which can be retained for the most parts and integrated into the landscape design for this part of the Site.

In respect of boundary trees, the future site design needs to respond to the position of tree roots and provide separation from building forms and site infrastructure. The retention of trees on these boundaries will help soften the impact of development early on

The majority of trees are located either along the Cavendish Road frontage. A number of trees along these boundaries are Category “C” trees (low quality) however there are some Category “B” trees (moderate quality) and one Category “A” tree. Later in this report we have assessed two different access options which each have different implications on the impact of trees (one option requiring greater tree removal than the other). In the case where trees require removal, re-planting within the Site will be possible and we will seek to retain most street trees along Cavendish Road through either access proposal as well as plant trees across the development.

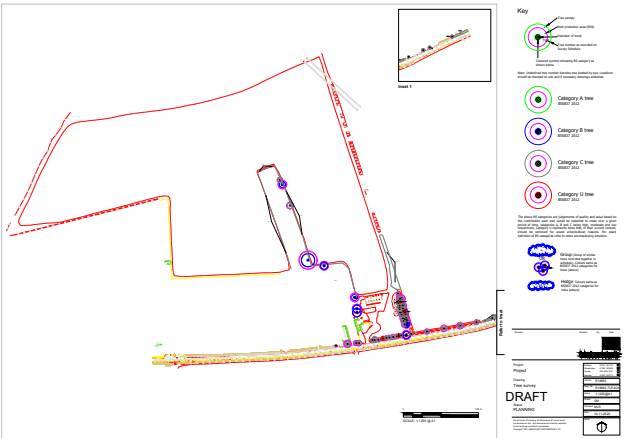


Fig 21: Tree Survey produced by TLP

Landscape

Landscape advice has also been provided by the Landscape Partnership. They note that the northern part of the Site has less capacity to accommodate residential development; specifically the agricultural land that runs in an east-west fashion south of the northern boundary.

The southern parts of the Site, however, have more capacity to accommodate residential development given they are situated closer to existing development forms and the built up area of town, rather than situated on the higher, rolling farm land to the north. They recommend a woodland buffer along the north of potential southern development blocks as well as the creation of footpaths and restoration of some hedges

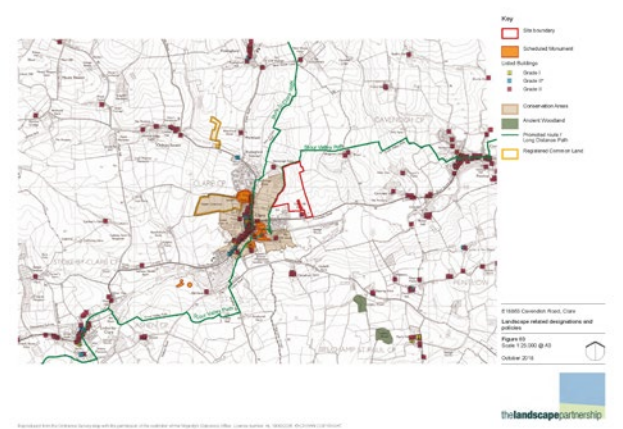


Fig 22: Landscape designations and policies map by The Landscape Partnership

Ecology

Applied Ecology have visited the Site on two different occasions; first in July, 2018 and then again earlier in July, 2020. They observed several species of birds and evidence of badger habitat. They also considered the presence of bats, however noted that the Site is unlikely to be of particular importance to foraging bats. The badger setts noted were all what are considered low status, outlier setts.

Further ecology work would be undertaken in future as required and to evidence wildlife conditions at that time, however at this time Applied Ecology have not raised any concerns in principle to the development of the Site.

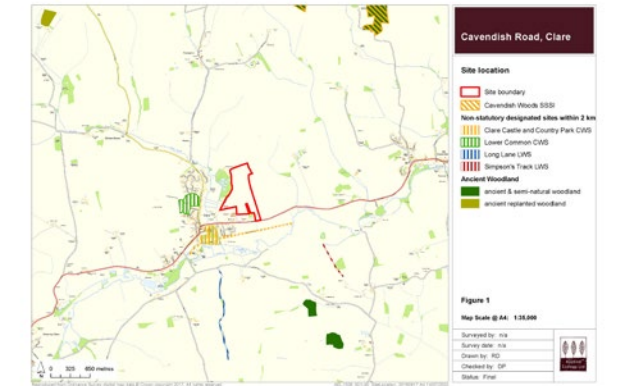


Fig 23: Landscape designations within the vicinity of the site, produced by Applied Ecology Ltd

4.2 Key Considerations

The plan opposite illustrates the key characteristics identified through the contextual and technical analysis of the site demonstrated through Chapters 2.0-4.0 of this document.

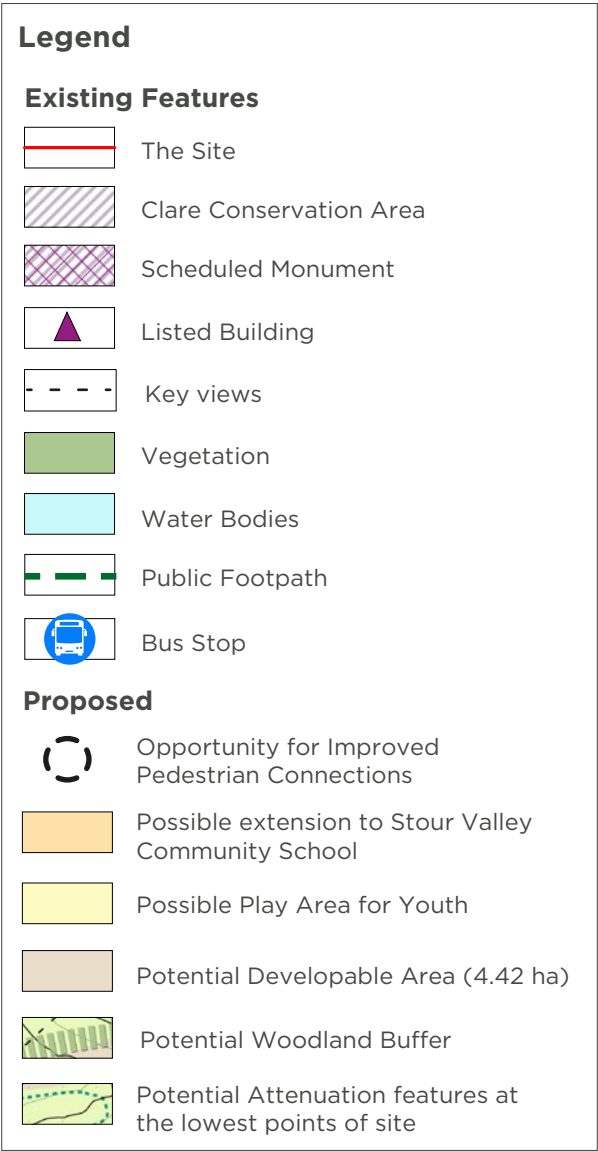


Fig 24: Characteristics plan

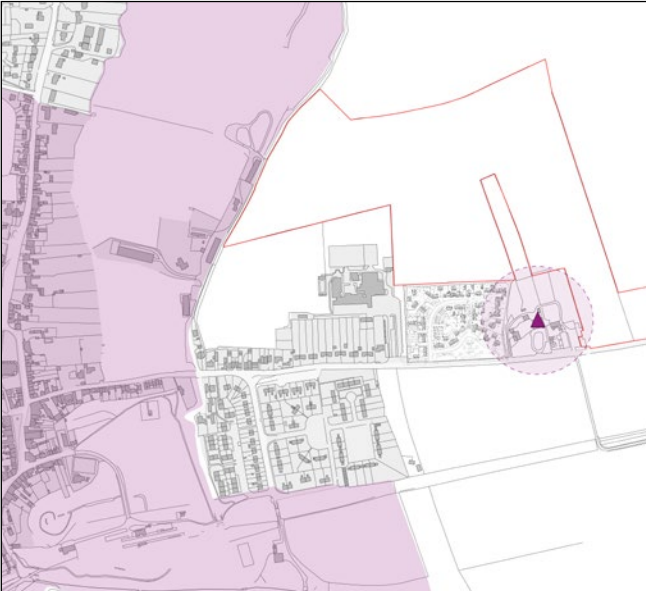
5.0 Design

- 5.1 Design Rationale
- 5.2 Vision & Principles
- 5.3 Options Assessment
- 5.4 Concept Masterplan
- 5.5 Illustration



5.1 Design Rationale

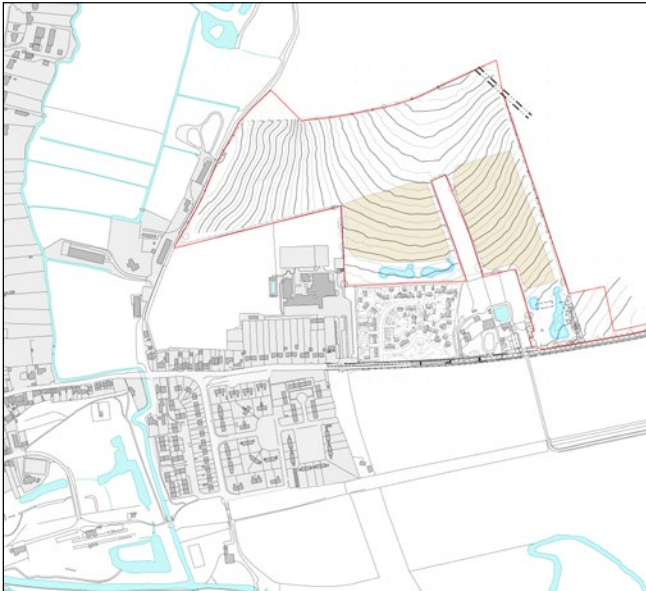
Design Drivers



1. **Heritage** - Respect the wider setting of Clare’s heritage assets, including the adjacent grade II Listed Clare Hall and Clare Conservation Area.



2. **Significant Views** - Protect significant views and vistas from Clare Town Centre and the Stour Valley Path.



3. **Topography and Sustainable Surface Water Drainage** - Locate development on the lower part of the slopes to minimise effects on key viewpoints and assimilate development into the landscape.



4. **Landscape** - Incorporate at least 10m wide woodland buffer on the eastern site boundary and screen development along its northern edge. Retain all of the existing trees and hedgerows.



5. **Access and Movement** - Increase site’s permeability by creating a footpath link to the Stour Valley Path allowing access to town centre and wider countryside. Improve pedestrian and vehicular access to the adjacent Stour Valley Community School.



6. **Land Use** - Respond to the local land use context and site constraints, including the adjacent school and sport pitches to the west, residential allocation to the south and wider countryside to the north and east.



7. **Scale and Form** - Enhance the wider character of Clare town. Locate higher density on the lower parts of the slopes and closer to Cavendish Road and lower density along the northern countryside edge.

Fig 25: Design drivers plans

5.2 Vision & Principles

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- 1. **Strong Local Vision** - Involvement of the Town Council and stakeholder groups to gain consensus on the nature of the development and to ensure that the vision is specific to the Site and place.
- 2. **Clear Identity** - A distinctive local identity which takes character clues from Clare.
- 3. **Sustainable Scale** - Creation of a neighbourhood which can harbour close knit communities, with local facilities within easy walking/cycling distance.
- 4. **Well Designed Place** - A sustainable extension to Clare, with provision of community focussed open space on site and direct access to an expansive network of walking routes and open spaces.
- 5. **Great Homes** - Provision for new homes, which will be across a range of types, sizes and tenures. Committing to this diversity of dwelling types can assist with creating a mixed and balanced community.
- 6. **Accessibility** - Ensuring accessibility for all is at the heart of the masterplan. Integrating pedestrian and cycle infrastructure to streets and open spaces, to encourage more active lifestyles and reduce the reliance on the private car.
- 7. **Environment** - Creating green and blue “lungs” through the site and working with the prevailing landform on Site to promote sustainable urban drainage and areas for wildlife.
- 8. **Heritage** - Respecting heritage assets around the Site through careful consideration of future built form, protecting key views and use of setback and landscape to protect their setting.

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Fig 26: Vision precedent images

5.3 Options Assessment

During the course of preparing this vision for the Site at Cavendish Road, we have “tested” several development options in order to reach the best response in design terms to the surrounding context.

Feasibility Masterplan

The initial feasibility exercise explored three distinct development sites A-C. These are shown on Figure 27 below.

Identifying a Preferred Option

Development within Site C has been discounted due to landscape and heritage concerns regarding the prominence and sensitivity of the land to the north and to respect the wider landscape and townscape setting.

Following the reduction in developable area within the red line and due to the site specific requirements of a specialist use such as a retirement village, it was decided that Site A should be standard market and affordable housing (See Figure 27 below).

The preferred framework for the masterplan allows for two parcels of development land positioned either side of the north-south orientated plantation (that sits outside of the site and is not affected by the proposals), with access served off Cavendish Road to the south-east corner. Within the development parcels there is the potential to accommodate a Care Home as part of the overall mix. The inclusion of this use can be treated flexibly alongside the market and affordable housing. All land to the north is proposed as open space, with the potential to deliver a community-focused play area on the lower lying land to the west, serving the wider community of Clare and not just the site itself.

The preferred concept for the masterplan is shown below (Figure 29).

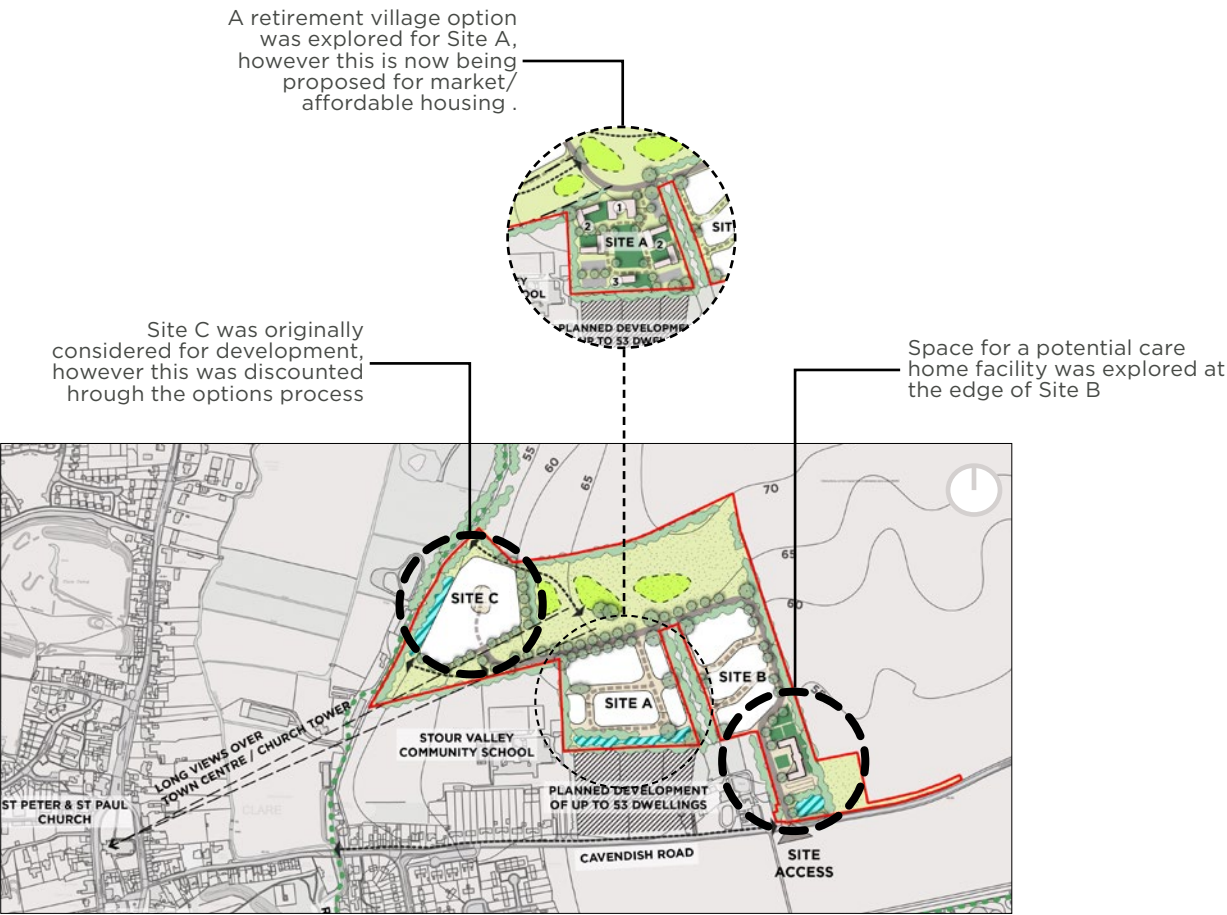


Fig 27: Feasibility Masterplan

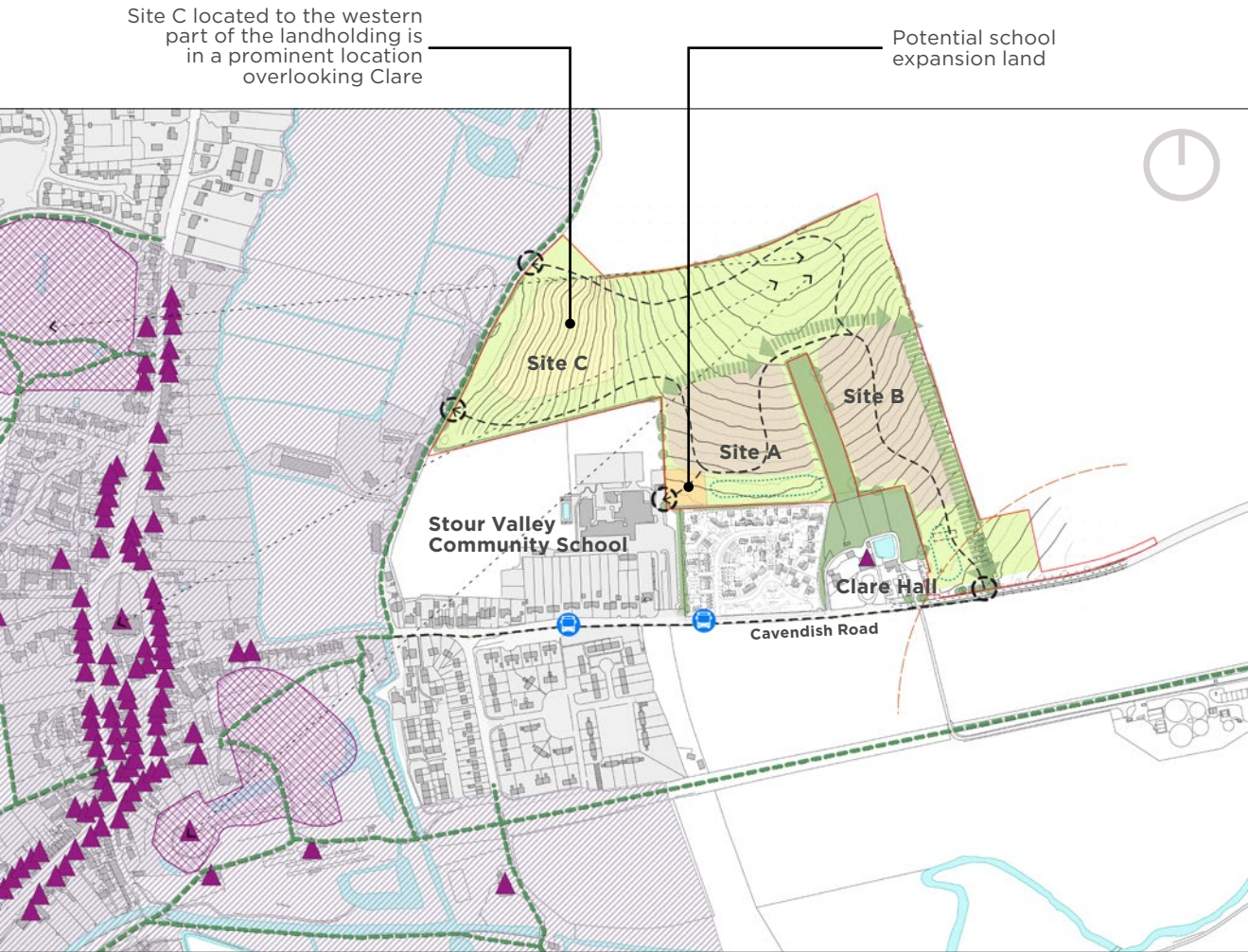


Fig 28: Preferred masterplan concept

5.4 Concept Masterplan

The illustrative masterplan presents an arrangement of open space, built form and internal shared surfaces, while seeking to respond to the constraints and opportunities identified and documented at Chapter 4.0. The layout shown is indicative and serves to demonstrate the amount of land that is deliverable and unconstrained for development, whilst conserving the key features identified.

Existing Features

The Site

Vegetation

Water Bodies

Proposed

1

Site Access

2

3

4



Fig 29: Illustrative masterplan

5.5 Illustration

The image opposite is an artists impression of the development proposals set within the wider landscape context.

The location from which the view is taken is shown on the view location map below.

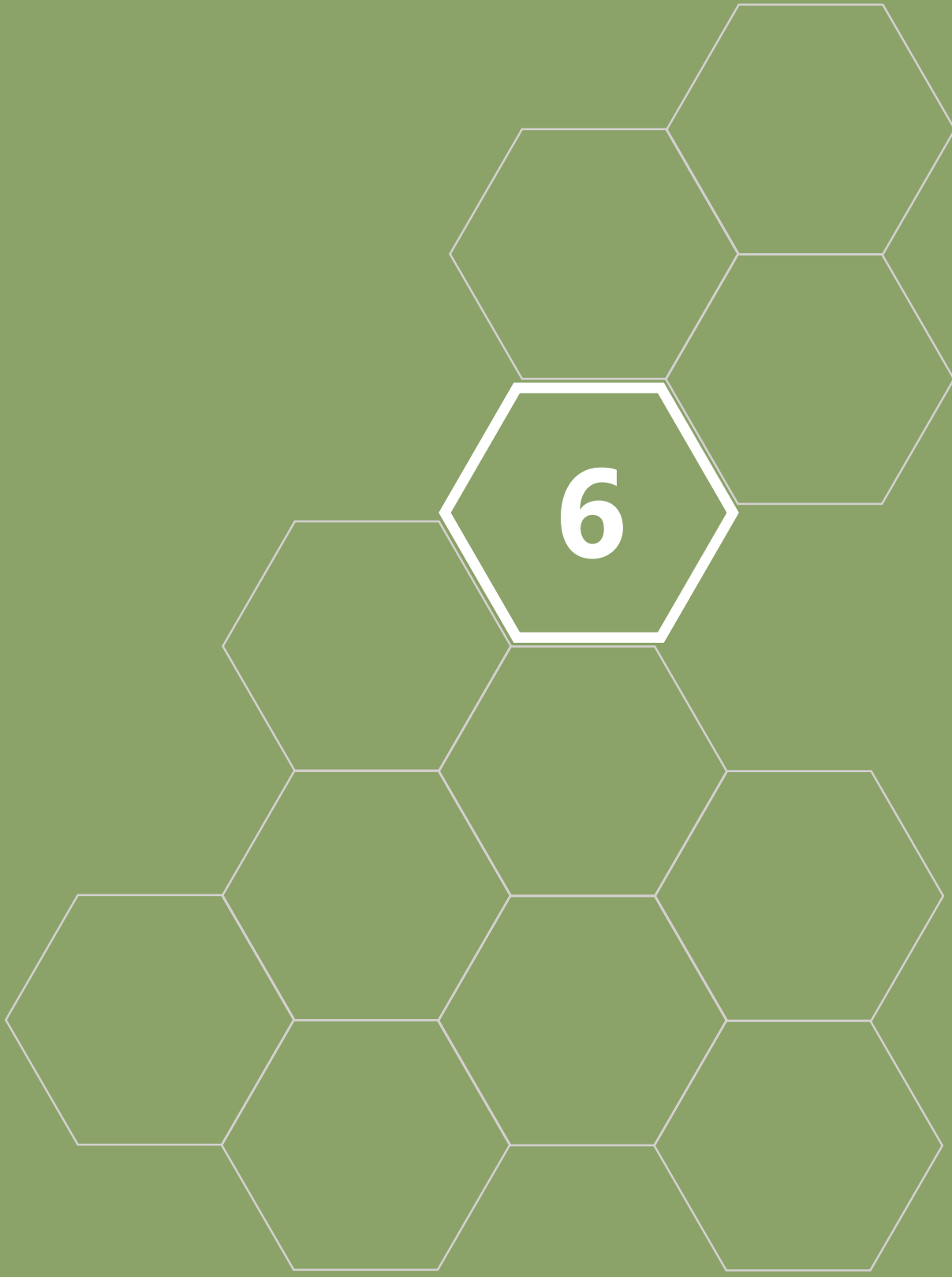


Fig 30: View location plan



Fig 31: Artists impression of the development proposal

6.0 Summary



6.1 Summary

The vision set out in this document demonstrates that the delivery of up to 140 homes on the site can be achieved in a way that respects the existing context of this part of Clare and delivers a density, form and scale of development appropriate to the location, character and setting of the site and existing landscape and heritage assets.

We look forward to discussing our plans with the parish and district councils along with the local community and town council in the coming months.

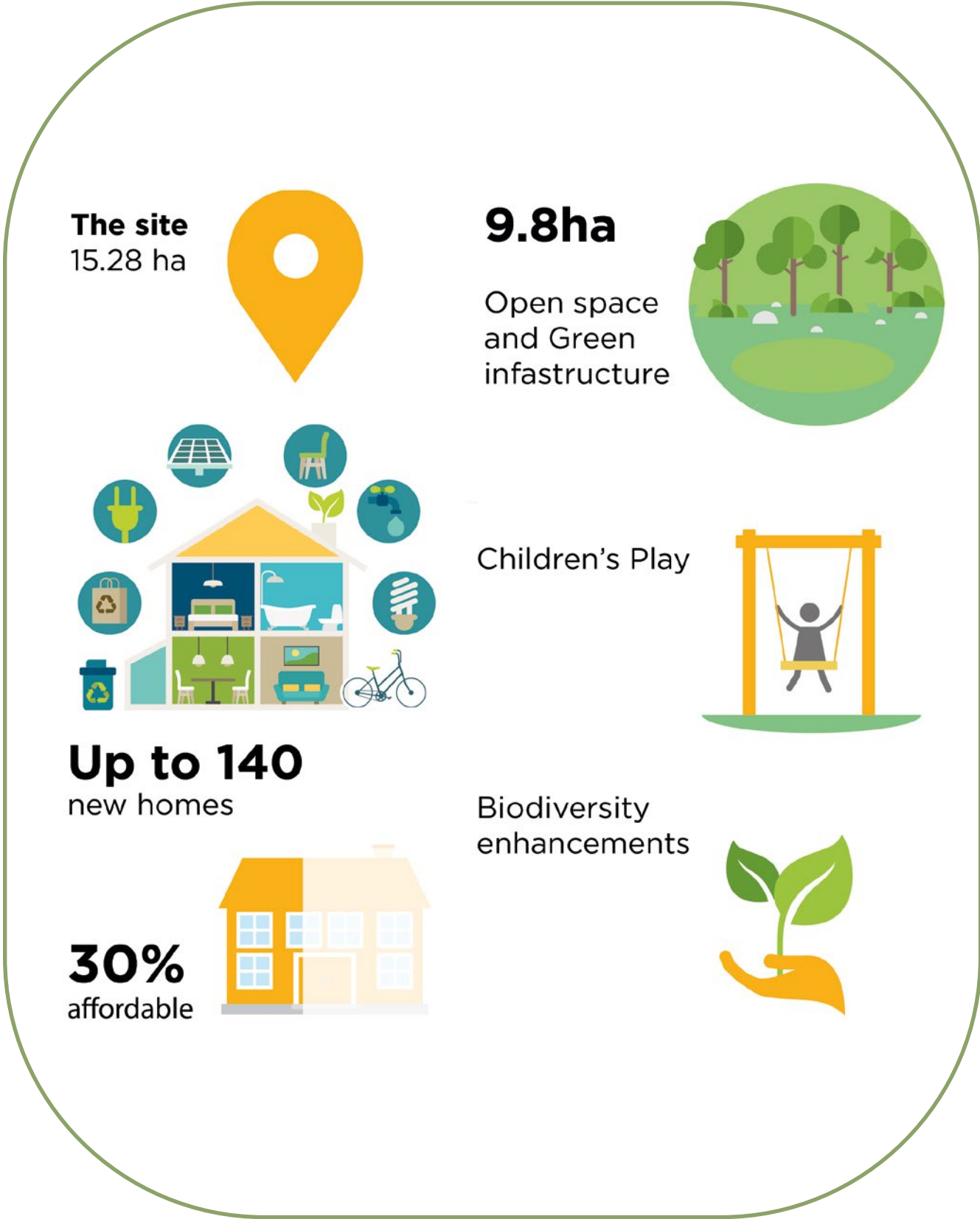


Fig 32: Infographic of key statistics about the development

Appendices

Appendix A: List of Figures



Appendix A: List of Figures

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- Fig 07:** Inset from St Edmundsbury borough Council Local Plan policies Map (February 2015)
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- Fig 12:** Historic maps of Clare
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- Fig 18:** Stour Valley Path along the north-western Site boundary (Cannon CE)
- Fig 19:** Level difference between the Site and Stour Valley Path at the southern end of Site (Cannon CE)
- Fig 20:** Recommended drainage provision by Cannon CE
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