

Horringer cum Ickworth

Masterplan Report

Final Report
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Quality information



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Introduction

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View of St Leonard's Church

1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Support Programme led by Locality, AECOM was commissioned to provide design support to Horringer Parish Council.

As the National Planning Policy Framework (NPPF) (paragraph 131) notes, 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'.

1.1 Purpose of this document

This report sets out high-level design options for a 1-hectare site within Horringer, Suffolk. The focus site is designated within the Emerging West Suffolk Local Plan and it is expected that development proposals for around 15 dwellings will be put forward over the upcoming Local Plan period.

This report is therefore intended to be read alongside the Neighbourhood Plan and Design Guidance and Codes. To ensure that proposals align with policies and guidance contained within these documents, this report will reflect the community's preferred approaches to development within the focus site.

This report will subsequently support applicants and serve as a baseline for the Parish Council and West Suffolk Council when considering applications.



Figure 01: Telephone box repurposed as a lending library located along The Street (A143).

1.2 Wider Context

The focus site for this masterplan report lies within the parish of Horringer located approximately 3km to the south west of Bury St Edmunds, Suffolk. The parish includes the village of Horringer which is the primary settlement within the wider Neighbourhood Area (NA) that includes the neighbouring parish of Ickworth, which is almost entirely made up of the Ickworth Estate and its grounds.

Horringer features the vast majority of the Neighbourhood Area's residential development as well as some key services and facilities that support the local community. These include a community centre, a pre-school and primary school, St Leonard's Church, and two pubs.

The neighbouring Ickworth Estate is run by the National Trust and is a significant driver of tourism, employment and economic activity in the local area. In addition, the estate grants full access to the grounds for Horringer residents and features numerous walking trails, greens and recreational spaces, including Horringer Cricket Club.

Subsequently for residents, the grounds of the Ickworth Estate serve as the Neighbourhood Area's primary public space, offering access into the abundant countryside surrounding the village. Furthermore, this setting enhances the rural character of the site and underpins much

of its overall character. Further contextual analysis of the Neighbourhood Area, including the heritage and landscape value that influences the focus site, is available within the Horringer cum Ickworth Design Guidance and Codes that must be read in conjunction with this report.

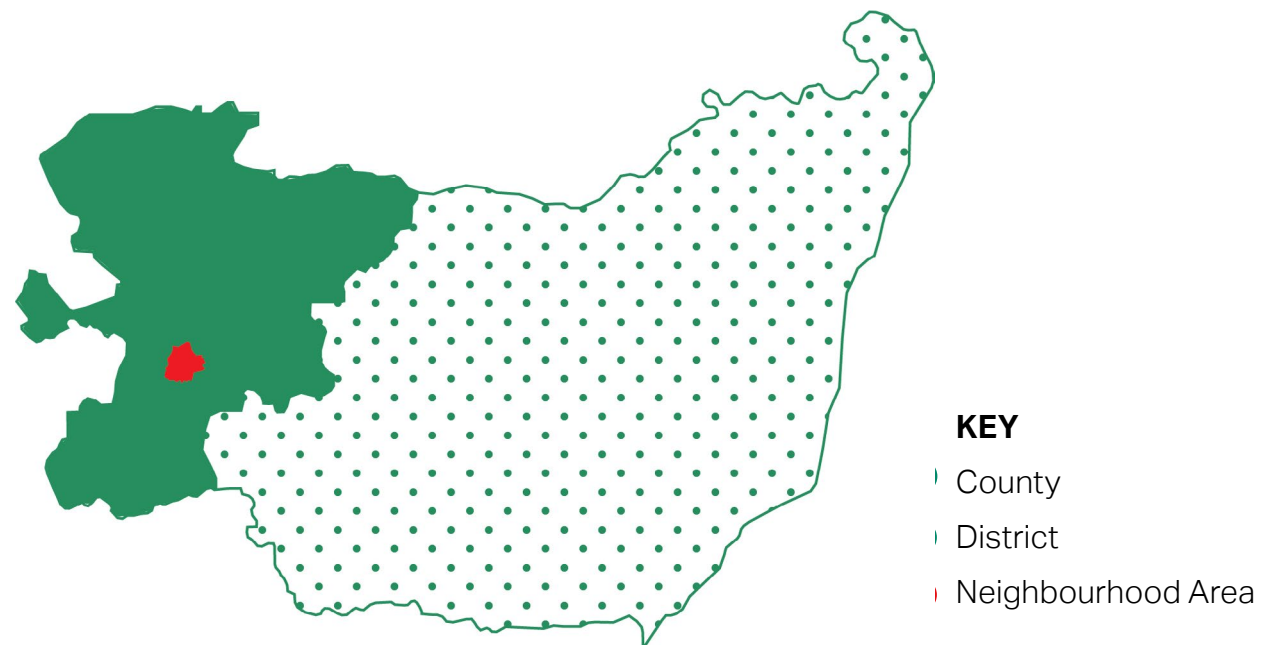


Figure 02: Diagram showing the Horringer cum Ickworth's location within Suffolk.

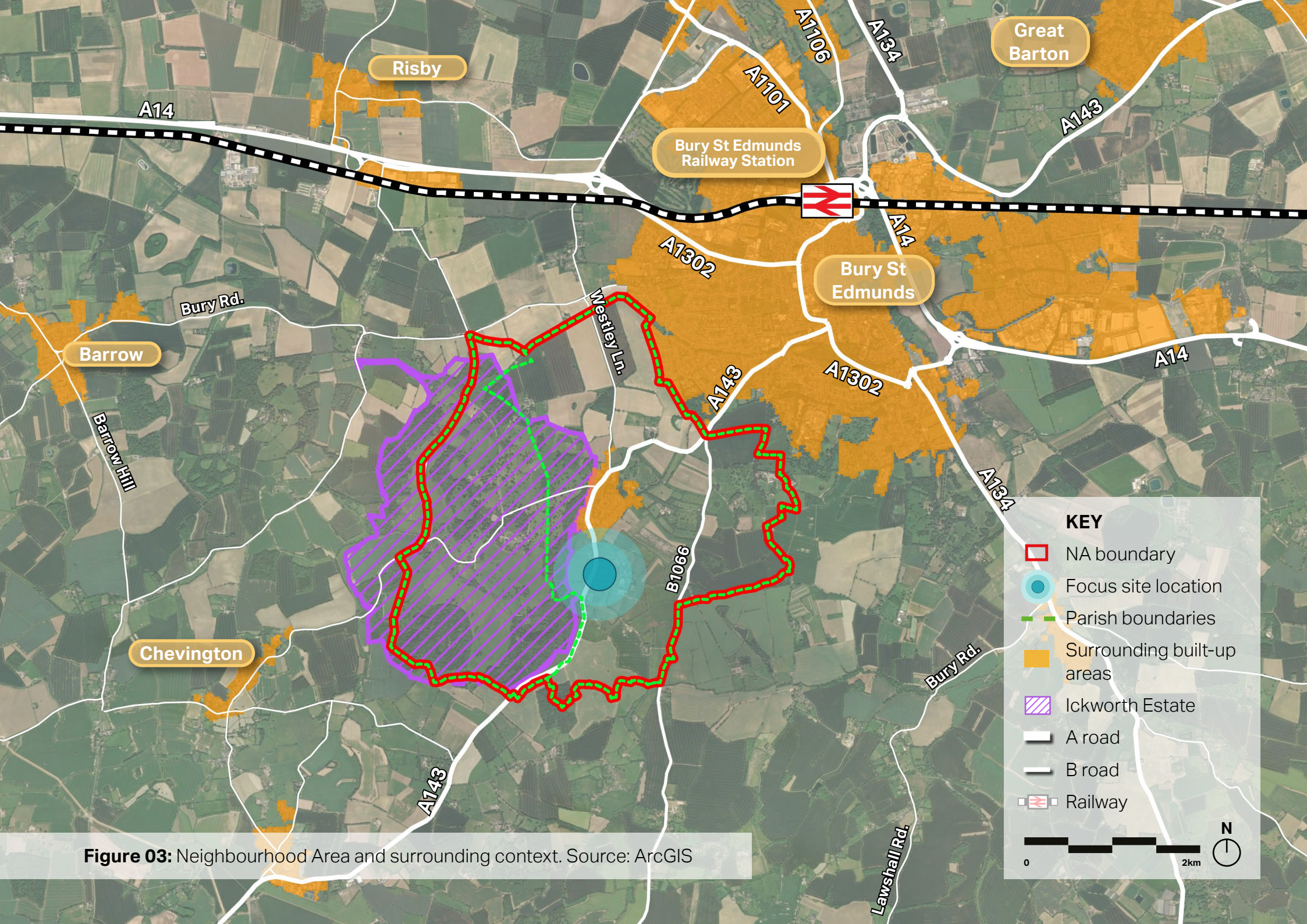


Figure 03: Neighbourhood Area and surrounding context. Source: ArcGIS

1.3 Site Context

The focus site is located to the south of Horringer and spans an area of approximately 1 hectare. It lies along the A143, an important route that links Bury St Edmunds with Haverhill alongside other settlements to the south of the village. Along this route are some limited bus services to Haverhill and Bury St Edmunds which are accessible immediately north of the site.

Glebe Close forms the site's eastern edge and features its existing access point. It is a cul-de-sac with a narrow carriageway and already sustains vehicular access for nearby properties. It is accessed from Sharpe's Lane, a key local route featuring multiple residential properties, many of which make up the site's northern boundary. This route eventually links with the B1066 which is an important connecting route running north-south through Suffolk.

The site is set within a highly valued rural landscape, with dense woodland making up its southern edge. Furthermore, the site lies in close proximity to the Ickworth Estate grounds, further underscoring the site's valued landscape setting.



Figure 04: Site context. Source: ArcGIS

1.4 Process and engagement

A one-day site visit took place in January 2025 commencing with an in-person meeting between AECOM and representatives of the Neighbourhood Plan Steering Group to explore the group's key aims and objectives and to address any initial concerns.

This was followed by a tour of the parishes on foot. This activity allowed AECOM to appraise local character and the features informing its sense of place, such as heritage and landscape features. The exercise also provided valuable local insight into the area's pertinent design issues and opportunities, good and bad practice, as well the overall context for which the evidence-base of the Neighbourhood Plan will reflect.

This document has resulted from a collaborative effort between the Neighbourhood Plan Steering Group and AECOM, reflecting the priorities of local residents. The design coding process includes the following steps:



Figure 05: A brief chronological breakdown of the key elements and milestones used throughout the duration of the production of this document.

1.5 How to use this document

This document will be used differently by different people in the planning and development process.

A valuable way the proposed masterplan can be used is as part of a process of co-design and involvement that seeks to understand and takes account of local preferences for design quality. As such these proposals can help to facilitate conversations to help align expectations, aid understanding, and identify key local issues.

Furthermore, the following masterplan is solely intended to demonstrate feasibility for development within the focus site. The proposals demonstrate the best practice design principles that reflect the communities preferences for development and should be used as a starting point for any future proposal on site.

Table 01 highlights a list of potential users and how they may apply the content of this masterplan report:

Potential users	How they will use the report
Applicants, developers, & landowners	As a guide to the community's and the Local Planning Authority's expectations on design, allowing a degree of certainty – they will be expected to follow the masterplan as planning consent is sought.
Local planning authority	As a reference point, embedded in policy, against which to assess planning applications. The masterplan should be discussed with applicants during any pre-application discussions.
Horringer Parish Council	As a guide when commenting on planning applications, ensuring that the masterplan is complied with.
Local community organisations	As a tool to promote community-backed development and to inform comments on planning applications.

Table 01: A list of potential users of this document and how they will apply the masterplan.

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Policy Study

2

View of landscape near the site

2. Policy Study

2.1 Planning policy context

The NPPF 2024, paragraph 132 states that:

'Plans should... set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development...'

The Government is placing significant importance on upfront design standards detailing how sites should be developed. To align with these goals, this report's main objective is to illustrate the community's priorities for development on a site allocated within the West Suffolk Local Plan.

This report will sit alongside the new Horringer cum Ickworth Neighbourhood Plan to ensure that proposals remain sympathetic to the character of the area.

Other research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, *The Value of Good Design*¹) has shown that good design of buildings and places can improve health and well-being, increase civic pride and cultural activity, reduce crime and anti-social behaviour and reduce pollution.

Therefore this document seeks to harness an understanding of how quality design can sensitively incorporate the best aspects of Horringer cum Ickworth's overall character into any future development within this report's focus site.

Additionally, the following national and local policy documents have further informed the principles and masterplan options within this report to ensure they are best aligned with the needs and opportunities identified for the Neighbourhood Area:

1. Available at: <https://www.designcouncil.org.uk/our-resources/archive/reports-resources/value-good-design/>



Figure 06: Dwelling located along Glebe Close in close proximity to the focus site.



Figure 07: Cottage located along the A143, also in close proximity to the site.

National planning documents

2007 - Manual for Streets

Department for Transport

The Manual for Streets is the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes developments that avoid car dominated layouts and place the needs of pedestrians and cyclists first.

2019 - National Design Guide MHCLG

The National Design Guide (Ministry of Housing, Communities and Local Government 2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2020 - Building for a Healthy Life Homes England

Building for a Healthy Life (BHL) is the government-endorsed industry standard for well-designed homes and neighbourhoods. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of developments.

Local planning documents

2025 - West Suffolk Local Plan

West Suffolk District Council

The Emerging West Suffolk Local Plan West Suffolk will replace existing legacy documents that currently make up the St Edmundsbury area Local Plan. The document designates Horringer cum Ickworth as a Type A village, capable of meeting some key day-to-day needs of residents. Furthermore, the document designates the focus site for this report and features strategic planning policies that are relevant to all development within the Neighbourhood Area.

2023 - West Suffolk Climate Change and Sustainable Building Planning Advice Note (SPG)

West Suffolk District Council

This Supplementary Planning Guidance (SPG) provides advice and guidance that promotes sustainable development throughout the district. It includes detail on integrating renewable energy sources into new developments, as well as information on delivering biodiversity net gain.

2023 - Suffolk Parking Guidance

Suffolk County Council

A key document outlining the parking requirements for all new developments. This provides applicants with calculations for parking provision on site.

2022 - Suffolk Design: Streets Guide Suffolk County Council

The Streets Guide is a guidance document designed to assist the delivery of well-designed streets in Suffolk. It sets new approaches to designing how sites for development should be accessed by focusing on the routes people need to travel by foot, wheel or cycle instead of vehicular accesses being starting points for the design process.

2019 - Affordable Housing SPD St Edmundsbury Borough Council

A Supplementary Planning Document (SPD) providing applicants with necessary affordable housing requirements. This includes the required numbers, tenure and additional guidance for more specialist affordable housing.

2.2 Site-Specific Policy

Prior to any development proposal, applicants should consider the key policy considerations that impact the focus site. Below is an outline of important Local Plan policies, alongside key principles from supplementary documents and guidance. While not included below, development proposals must also align with any necessary Neighbourhood Plan policies as well as detail within the accompanying design guidance and codes.

2.2.1 Local Plan Designation

The focus site is currently earmarked for allocation within the West Suffolk Local Plan. Specifically, within the West Suffolk Local Plan (Submission Draft) 2024, **Policy AP63** allocates a one-hectare site for at least 10 homes between Glebe Close and the A143/ Chevington Road in Horringer.

The policy requires adequate access, sustainable travel links such as a footpath and cycle connection to Chevington Road, and enhancements to the nearest bus stop. It also mandates the provision of accessible

informal and formal open spaces, play areas, and green and blue infrastructure, including strategic landscaping and sustainable drainage systems. Existing boundary hedgerows and trees are to be retained with suitable buffers.

2.2.2 Landscape Considerations

A **Locally Valued Landscape** (LVL) applies to the entire Site. The Emerging Local Plan **Policy SP5** identifies landscapes within West Suffolk that are of local value and deserving of recognition for their unique qualities. This includes the Horringer Farmland and Parks that apply across all of Horringer, underscoring the local landscape's overarching value.

Any development must therefore offset any loss or damage to the characteristics that underpin their scenic quality and significance of the LVL and the landscape character area. Furthermore, **Policy LP18** focusing on development in the countryside, emphasises the need for sustainable development given the site's rural location.

It is noted that the site lies approximately 11km from the Bradfield Woods Site of Special Scientific Interest (SSSI) and approximately 6km from the Breckland SPA. These landscape areas are particular sensitive to recreational pressure. This is detailed in **Policy SP8** of the Emerging Local Plan and necessitates appropriate consideration of the site proximity to key ecological assets.

Proposals should therefore take measures that mitigate the potential impact of development on nearby ecological assets. To do this, proposals should feature incentives for localised recreation activities such as dog walking.

2.2.3 Housing Requirements

The West Suffolk Local Plan aims to ensure a sustainable mix of housing that effectively responds to local need. Furthermore, the Emerging West Suffolk Local Plan requires at least 40% affordable housing for greenfield sites of this size. The **West Suffolk Affordable housing SPD** also

states that the tenure and mix of affordable and market homes will be considered based on the most up to date data for housing requirements.

This data is contained within the **West Suffolk Housing Evidence Report**, with the proposed housing tenure mix detailed in Table 02. The housing tenure and mix

profile within this document is also reflected within the West Suffolk Local Plan.

However, a more detailed, locally specific Housing Needs Assessment (HNA) was carried out for the Horringer cum Ickworth Parish Council in 2025. In preparation of the new Neighbourhood Plan, the HNA outlined the necessary housing mix within needed to

meet local demand. This is detailed below in Table 03.

These figures deviate slightly from the those included within the West Suffolk Local Plan. Instead, the Horringer cum Ickworth HNA proposes a higher proportion of 1- and 2-bedroom dwellings that need to be provided. As these figures align closely



Figure 08: Typical landscape character within the Ickworth Estate and in close proximity to the focus site.

Housing size	Market homes (per cent)	Affordable routes to home ownership (per cent)	Affordable housing for rent (per cent)
1 bedroom	0-10	10-20	30-40
2 bedroom	30-40	40-50	30-40
3 bedroom	40-50	30-40	15-25
4+ bedroom	10-20	0-10	5-15

Table 02: West Suffolk housing tenure and mix. Source: <https://cambridgeshireinsight.org.uk/wp-content/uploads/2024/03/west-suffolk-housing-evidence-base-update.pdf>

with Horringer cum Ickworth's specific local need, the proposals considered within this report will reflect the figures from the HNA, with affordable housing numbers conforming with local policy.

2.2.4 Sustainable Travel

Local policy focuses heavily on encouraging active travel and sustainable modes of transport. In particular, policies are aimed at encouraging a range of travel modes other than journeys in private cars. Policies also encourage sustainable travel links with local services and facilities and improved active travel links to existing Public Rights of Way.

These aspirations for development are reflected in Emerging Local Plan **policies SP3, LP9 and LP31**. Subsequently, these policies ensure that active travel is considered an integral part of any development proposal.

Development within the focus site also represents an opportunity to improve the quality of the bus stop located north of the site along the A143. **The Suffolk Design:**

Streets Guide sets out clear guidance for the design of bus stops, ensuring that proposals meet a key design objective that incorporates sustainable travel options into road layouts, ensuring they are "overlooked" and "associated with other activity".

2.2.5 Parking Requirements

The **Suffolk Guidance for Parking SPD** outlines the necessary parking for residential development. It states that parking standards are to be viewed as a

minimum numbers of spaces per dwelling. These are detailed in [Table 03](#).

The guidance states that "where densities are lower, space for car parking can be provided 'on plot' within the curtilage of the dwelling". The report also provides positive attributes for communal and on-street parking interventions. These are likely to be necessary in order to accommodate visitor parking, which is set out within the guidance at 0.25 spaces per-dwelling.

Housing size	Suggested mix (end of plan period) - %	Reach target to achieve suggested mix - %
1 bedroom	8.9	22
2 bedroom	28.1	47
3 bedroom	42.3	31
4+ bedroom	20.6	0

Table 03: Suggested dwelling size for new developments within Horringer cum Ickworth. Source: Horringer cum Ickworth Housing Needs Assessment, 2025.

The report includes guidance for garage sizes and dimensions, considering the increasing usage of garages for storage rather than solely for parking cars. The guidance excludes garages with dimensions below 6m x 3m as an accepted parking space.

Applicants should therefore consider this as part of any proposals for the focus site. Additionally, the dimensions of garages should consider the need for secure cycle storage, allocating at least 1.8 x 2m of space, with a clear access route to storage from the carriageway of at least 0.9m. Where cycle storage is not provided within a dwelling curtilage, then secure, covered communal solutions should be provided.

2.2.6 Design-led Proposals

The Emerging West Suffolk Local Plan also prioritises high quality innovative designs that are representative of the community's needs and aspirations. **Policies SP3 and LP11** emphasise this point, ensuring that proposals have a high regard for the wider context and the needs of local communities.

Housing size	Vehicle minimum (per-dwelling)	Cycle minimum (secure, covered solutions)
1 bedroom	1	2
2 bedroom	2	2
3 bedroom	2	2
4+ bedroom	3	2
Visitor	0.25	2 per 8 dwellings

Table 04: West Suffolk housing tenure and mix. Source: <https://cambridgeshireinsight.org.uk/wp-content/uploads/2024/03/west-suffolk-housing-evidence-base-update.pdf>

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Masterplanning

3

View of the proposed site from Chevington Road (A143)

3. Masterplanning

This chapter sets high-level masterplan options for the focus site. This work is underpinned by analysis of the site's constraints and opportunities to ensure that proposals are rooted in a detailed understanding of the site-specific context.

3.1 Masterplanning Approach

This chapter supports developers and other applicants when producing or reviewing planning applications for the focus site. It provides high-level design layouts and principles that are rooted in an analysis of the site's constraints and opportunities.

The options included within the report aim to respond to the key **elements that make up the distinctive character within Horringer cum Ickworth**. They will align with local policies and the Horringer cum Ickworth Design Guidance and Codes. This chapter therefore includes the following sections:

- 3.2 Site Constraints:** including the key spatial and infrastructural features that will limit or impact the potential for development on the site.
- 3.3 Site Opportunities:** detailing the important development opportunities that will ensure high-quality designs that enhance the wider built environment.
- 3.4 Design Principles:** outlining the relevant sections from the Horringer cum Ickworth Design Guidance and Codes apply to the site options.
- 3.5 Site Options:** responding to site-specific opportunities and constraints, these will outline masterplanning approaches rooted in the local community's preferences for development.

Please note that full transport, utilities, drainage, landscape, and ecology studies, alongside any other technical matters that require further investigation must be carried out by applicants prior to the preparation of any detailed designs for the site .



Figure 09: Large house within Horringer with quality design features such as bay windows and a distinct buff brick facade.

3.2 Site Constraints

The focus site features multiple physical considerations that constrain development. These are a mix of infrastructural, landscape, and access constraints which are considered within each of the options put forward in this report. Any future applicant looking to develop this site must also appropriately respond to these constraints.

- The site is located at the settlement edge within a smaller built-up area to the south of the village. As such, development proposals must consider the site's spatial relationship with the surrounding landscape, ensuring that built forms are appropriate for the site location. Designs must also contribute positively to the overall settlement edge conditions.
- Edge conditions are defined by an abundance of green infrastructure, including mature hedgerows, trees and drainage ditches along the site's western edge. These are well developed and create a substantial green buffer and must therefore be preserved where possible.
- Additionally, the site's northern edge is marked by shared boundary treatments with adjoining properties' back gardens. These boundary treatments must not be disrupted by any new development.
- There are three individual trees with designated Tree Preservation Orders (TPOs) within close proximity to the site. Additionally, there are TPO sites along the site's southern edge, providing protection to the dense woodland area that constitutes the site's edge conditions here.
- There are two areas of surface water flooding risk. The first is in the north west corner of the site and is unlikely to impact development. A more substantial area is located more centrally. Proposals should subsequently account for this.
- The existing Glebe Close access is narrow and located far away from the primary movement corridor along the A143. Other nearby access constraints include a TPO designated tree and the driveway of a neighbouring property.
- Glebe Close itself is a narrow residential road and is inconvenient for both private and refuse vehicles as well as active travel modes. It is also unlikely to sustain the enhanced levels of traffic associated with development on site. Therefore, Glebe Close is unable to serve as the primary access point for the site. However, direct access for up to two private driveways may be considered to be appropriate.
- Infrastructural constraints are minor and unlikely to impact development. However, it should be noted that a fiber cable runs along the A143, with an easement of approximately 2m. Additionally, overhead cables run along Sharpe's Lane.

- Within close proximity to the site are three Grade II Listed Buildings. It is unlikely that development will interfere with their overall setting. However, designs should be mindful of the intrinsic heritage value of the surrounding context.
- Access directly from the A143 is preferred. However, the location of the access point on site will have to account for a visibility splay of 43m in each direction converging at a point 2.4m in depth from the edge of the road. This is to account for the 30mph speed limit along the A143. As speeding along the A143 is a common occurrence, additional traffic calming measures will most likely be needed.
- Based on the location of the prior access point onto the site along the A143, the presence of a TPO designated tree located at the site's north west corner rules out a centrally located access point along the site's western edge. Therefore, access is likely only possible closer to the site's south west corner.
- Given the number of dwellings under consideration within proposals for this site, a shared surface should be considered in order to provide access to dwellings on site. Subsequently, these should meet all local technical standards.

See Suffolk Design: Streets Guide for full details regarding local technical design standards for access and routes. Available at: <https://www.suffolk.gov.uk/asset-library/imported/5647-21-Suffolk-Design-Street-Guide-v26.pdf>

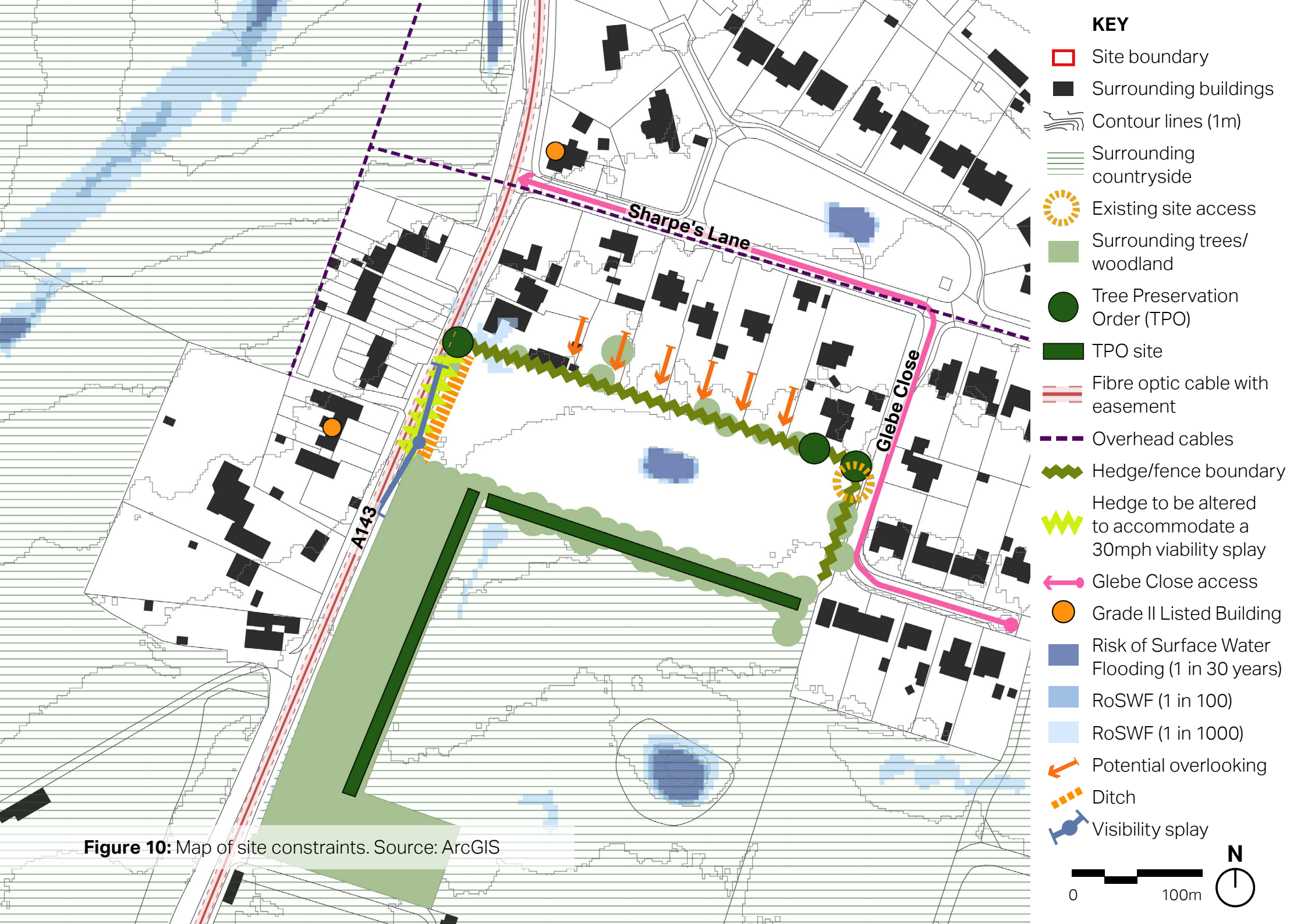




Figure 11: Grade II Listed 3 and 4 Godfrey along the A143 underscoring the heritage setting in close proximity to the site.



Figure 13: Neighbouring dwelling and protected tree near the existing site access along Glebe Close.



Figure 15: Previous access along the A143 with dropped kerb. This is unlikely to meet visibility standards for vehicular access.



Figure 12: View of southern and eastern edges of the site with dense hedges and mature tree cover.



Figure 14: Narrow profile of Glebe Close access from Sharpe's Lane.



Figure 16: Dense hedgerows and ditch along the site's western boundary along the A143.

3.3 Site Opportunities

Further to each of the key constraints to development on the site, it is also important to identify development opportunities. Proposals for the site should take advantage of these opportunities in order to deliver sustainable, high-quality development that is appropriate to the surrounding context.

- The site's rural location provides a substantial opportunity to 'repair' settlement edge conditions, creating a well-transitioned and distinctive development that contributes positively to Horringer's natural surroundings.
- Building fronts could be positioned in a manner that ensures dwellings are outwardly facing towards the open countryside. Other active frontages could also be created along the A143. However, other arrangements may also be acceptable.
- The site is relatively level with little elevation change for much of its area. This gives greater scope for designs layouts without the need to respond to challenging topographic changes.
- There is an opportunity to introduce a prominent corner feature that would create a gateway effect that marks the entrance into the village. This feature could also be used as a signal for vehicles entering Horringer to reduce their speed.
- Similarly, the existing mature trees and vegetation that surround the site, particularly along its southern boundary, will help transition development within its rural surroundings while providing a substantial green buffer.
- There is an opportunity to improve access onto the site by creating a new entry point via the A143. This is a more rational layout which will reduce traffic pressure along Sharpe's Lane and Glebe Close and provide some informal level of traffic calming along the A143.
- By opening up access onto the site from the A143, the site is able to serve as a primary walking route between Glebe Close and the existing Public Right of Way on the western side of the A143. This improves overall pedestrian connectivity in the neighbourhood, encourages active travel, and provides improved access to the surrounding Ickworth Estate. This also improves opportunities for access to local Public Rights of Way, helping mitigate potential impacts on nearby national and internationally designated sites
- A setback away from the A143 would also allow for proposals on site to retain the existing hedgerows along the site's western boundary while also allowing for better pedestrian movement along the A143 by rerouting the footpath behind the existing hedgerows.
- Additionally, this intervention could allow for an improved bus stop, located a more advantageous position with more room for people to wait, secluded from the busy traffic along the A143.
-





Figure 18: Level site conditions with view of potential pedestrian link between Glebe Close and the A143.



Figure 20: Nearby access to the Ickworth Estate via a footpath.



Figure 22: Existing bus stop along A143 with opportunities to improve accessibility on the route's eastern side within the site.



Figure 19: View of the dense woodland to the south of the site enabling screening and transition into surrounding landscape.



Figure 21: Junction of Sharpe's Lane and the A143 with likely to access an increased in vehicular movement.



Figure 23: Existing conditions along the site's western edge along the A143.

3.4 Placemaking Principles

3.4.1 Horringer cum Ickworth Design Guidance and Codes

The key placemaking principles detailed in this report are grounded in the site's context and its wider setting within the village of Horringer. However, proposals put forward here should also be read in conjunction with the relevant principles outlined within the Horringer cum Ickworth Neighbourhood Plan and Design Guidance and Codes. In particular, the following guidance and codes will apply to the following masterplan options:

Design guidance relating to settlement patterns and subsequent design codes:

- SP.01 Retaining Horringer' settlement pattern and density
- SP.02 Enhancing village gateways and pedestrian movement
- SP.03 Interface between buildings and green spaces

Design guidance relating to built form and subsequent design codes:

- BF.01 Scale, mass, and form of new buildings
- BF.02 Local vernacular, architectural features and materials

Design guidance relating to rural character and subsequent design codes:

- RF.01 Improving connections with the Ickworth Estate and surrounding countryside
- RF.02 Retaining the settlement edge with the countryside

Design guidance relating to eco-housing, sustainable drainage, and biodiversity are incorporated into the proposed options within this report. However, any future proposals for the site should also consider these principles as a distinct and critical feature of any future development on the focus site.

3.4.2 Efficient Land Use

While the Emerging Local Plan designates the focus site for 10 dwellings, additional consideration should be given regarding this figure. It is argued that 10 dwellings for this site wouldn't be an efficient use of land, particularly given the enhanced local need for smaller dwellings within the Neighbourhood Area.

As such, additional homes could comfortably be accommodated within the site without a detrimental impact on the character of the local area.

3.4.3 Affordable Housing

It is intended that affordable housing is distributed evenly throughout each option and not segregated away from market homes. Affordable homes within each option should also be indistinguishable in their design when compared with market homes.



Figure 24: Masterplan Option 1. Source: ArcGIS

3.5 Masterplanning Options

3.5.1 Option 1

Option 1 proposes a simple, linear arrangement of dwellings at the settlement edge. It features a range of housing typologies and a cohesive offering of public green spaces that are tied together with landscaping and activity areas. These complement the direct footpath that links Glebe Close with the A143, improving further onward access into the nearby Ickworth Estate.

Access & Movement

Vehicular access is provided along the A143 with ingress located at the site's south western corner to accommodate necessary visibility requirements. Proposals will also require sufficient traffic calming along the A143 to limit speeds to 30mph. Traffic calming proposals could include gateway treatments upon entry into the settlement area from the south, alongside horizontal deflection and side friction. These must be designed in accordance with the Horringer cum Ickworth Design Guidance and Codes.

Upon entry to the site, vehicles join a short residential route with a turning head located at the site's eastern edge. This route is



Figure 26: Option 1: Building heights plans. Source: ArcGIS

Figure 25: Option 1: Access and movement plan. Source: ArcGIS

is designed as a tertiary route and shared space. It is sufficiently scaled to accommodate all vehicles including cars, refuse vehicles and emergency vehicles, while remaining quiet enough to serve as a cycle and pedestrian route linking Glebe Close with the A143.

This route is publicly accessible and will provide a direct connection with the Public Right of Way located to the south west of the site. To achieve this, future proposals could also consider a crossing point, integrated within any new traffic calming interventions. Pedestrian movement is also improved along the A143 by introducing a pathway, screened from busy traffic by the hedgerow located along this edge. These interventions also help mitigate the potential impacts on nearby national and internationally designated landscapes.

In order to accommodate access onto the site, there will be a loss of hedges and trees along the western and eastern boundaries. However, any loss of hedgerows will be offset by introducing new green infrastructure. These proposals also ensure that TPO-designated trees are retained, although some maintenance may be required as these trees grow to ensure that

they do not breach a necessary visibility splay. A bus stop and shelter is included within the option located at the site's north west corner.

All dwellings feature on-plot parking. This allows for EV charging points to be integrated into the curtilage of each dwelling. However, to accommodate required parking numbers, terraced houses will also require an additional on-street parking space. However, electric charge points, potentially integrated into street furniture such as street lamps should also be considered for all on-street parking amenities.

Layout & Arrangement

The simple linear arrangement creates a cul-de-sac that positively addresses the surrounding landscape, natural assets, and proposed green spaces. Dwelling frontages also address the access route and proposed pedestrian link running east-west through the site.

Larger dwellings are strategically located with two principal elevations designed to retain active frontages at key corners. In particular, at the corner of the A143 and the new access route into the site, a three-

bedroom dwelling is intended to retain the existing building line along the A143. The building line within the development also harmonises with the immediate context. Here, varied setbacks retain a more organic settlement pattern.

Built Form

The option introduces a mix of detached, semi-detached, and terraced houses with an overall density of 15 dwellings per hectare. This is suitable for its location at the settlement edge while making efficient use of land. As such, the footprint and spacing between buildings conforms with the site's immediate context, reinforcing the overall settlement pattern within this part of the village.

Building heights similarly conform to the norm of the surrounding context. The majority of dwellings are 2 storeys in height, with the dwelling closest to Glebe Close limited to 1.5 storeys to better transition the proposal with the predominantly single-storey dwellings here.

Activity

The option proposes a large, continuous open green space forming the southern

edge of the site. It integrates the TPO site of dense woodland just beyond the site boundary and introduces a series of activity areas. These could include play equipment or rest areas with further landscaping to enhance biodiversity and replace any lost green infrastructure that was lost to facilitate access onto the site.

Additionally, a smaller green space is introduced to incorporate an area of sustainable drainage. This is centrally located within the site, covering an area that is susceptible to surface water flooding risk. This represents a further opportunity to improve the wider landscaping offering on site and increase biodiversity.

Land use	Metres ²	Percent
Developable area	3,153	33
Public/green space	5,004	52
Road infrastructure	1,464	15
	9,621	100

Table 06: Land use and distribution.

Dwelling size	Parking spaces	Visitor parking spaces	Total parking
1-2 bedroom	20	4	34
3 bedroom	10		
4 bedroom	0		
Totals	30		

Table 07: Proposed parking total.

Market/affordable housing distribution

Dwelling size mix	Number of units	Percentage	Market	Affordable
1-2 bedroom	10	66.6	6	4
3 bedroom	5	33.3	3	2
4 bedroom	0	0		0
Totals	15	100	9	6

Table 05: Unit distribution and size mix.



Figure 27: Masterplan Option 2. Source: ArcGIS

3.5.2 Option 2

Option 2 features two small development blocks made up of detached, semi-detached and terraced houses. Dwellings positively address the surrounding landscape, repairing the settlement edge. The proposal also includes an east-west pedestrian link between Glebe Close and the A143, improving connectivity with the nearby Ickworth Estate.

Access & Movement

As with Option 1, vehicular ingress is located at the site's south western corner along the A143 in order to accommodate necessary visibility requirements. Any forthcoming proposals for the site must also include necessary traffic calming to ensure speeds along the A143 are contained to 30mph. Any traffic calming or gateway treatments must also be appropriate for the immediate context and designed in accordance with the Horringer cum Ickworth Design Guidance and Codes.

The access route is sufficiently scaled to accommodate multi-directional vehicular movement, including for refuse and emergency vehicles, with a turning head at



Figure 29: Option 2: Building heights plan. Source: ArcGIS

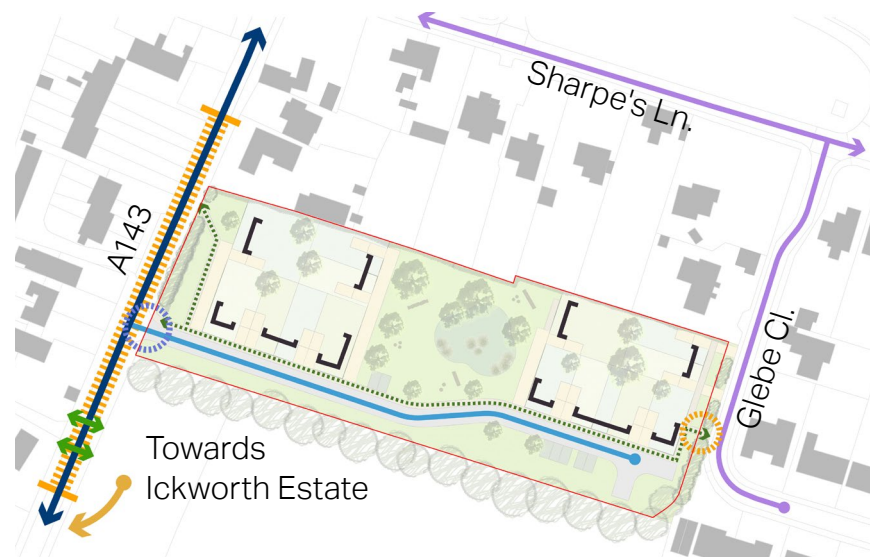


Figure 28: Option 2: Access and movement plan. Source: ArcGIS



the eastern edge of the site. This route is also designed as a tertiary route and shared space, enabling it to serve as a cycle and pedestrian route linking Glebe Close with the A143.

The route will be fully accessible to the public, allowing for a direct connection with the Public Right of Way located to the south west of the site. Any future proposals could also include a crossing points that are integrated within traffic calming interventions along the A143 to help achieve this link. All together, this would also mitigate any potential impacts of development on nearby nationally and internationally designated landscapes.

Similar to Option 1, proposals also include a segregated footpath at the site's western edge along the A143. This is well screened by the retained hedgerow, shielding pedestrians from the busy traffic along this route. Furthermore, a bus stop and shelter is included close to the site's north western corner.

Direct private driveway access is provided along the main access route for some dwellings, with others gaining access via longer private or shared driveways.

However, for two dwellings located at the north eastern corner of the site, direct driveway access is provided along Glebe Close.

On-plot parking is provided for most dwellings within this option. This allows for EV charging points to be integrated into the curtilage of each dwelling. However, on-street parking is required for one terraced unit on site, as well as for visitor parking. Subsequently, communal EV charging points should be introduced to ensure adequate access for residents and visitors using on-street parking.

This option also requires the partial loss of hedgerows and trees along the western and eastern boundaries to accommodate access. However, any loss of hedgerows will be offset by introducing new green infrastructure on site. Proposals also ensure that TPO designated trees are retained, though some maintenance may be required as these trees grow to ensure that they do not breach a necessary visibility splay.

Layout & Arrangement

This option features two small development blocks located either side of a public green space. These blocks are bound to

their south by the main access route, with frontages positively addressing this route, footpaths, driveways, green spaces, and the surrounding landscape.

Larger, three-bedroom dwellings are strategically located to signify key corners of the development. Similar to Option 1, this has been placed at the corner with the A143 to enhance the gateway qualities of the development. The prevailing building line and setbacks vary slightly to create a more informal character to the proposal. Block layouts also retain the prevailing building line along the A143 and Glebe Close, better integrating the development within its immediate context.

Built Form

The design principles that relate to built form don't deviate too far from Option 1. This option provides detached, semi-detached, and terraced houses with an overall density of 15 dwellings per hectare. However, the plot sizes within this option are generally larger, allowing for further spacing between dwellings that is appropriate for the site's rural setting.

As with Option 1, building heights also conform to the surrounding norm. Most

dwellings are 2 storeys in height, with three dwellings limited to 1.5 storeys.

Activity

Option 2 proposes a public green space between each development block. This integrates outdoor furniture and landscaping that invites rest and recreation and also includes an area of sustainable drainage to mitigate the impacts of a RoSWF area on site.

A narrow green space is located along the southern edge of the site. However, its principal purpose is to accommodate a necessary buffer between the proposed access route and the dense TPO-designated woodland along the site's southern edge.

Land use	Metres ²	Percent
Developable area	4,205	43
Public/green space	4,017	42
Road infrastructure	1,399	15
	9,621	100

Table 09: Land use and distribution.

Dwelling size	Parking spaces	Visitor parking spaces	Total parking
1-2 bedroom	20	4	34
3 bedroom	10		
4 bedroom	0		
Totals	30		

Table 10: Proposed parking total.

Market/affordable housing distribution

Dwelling size mix	Number of units	Percentage	Market	Affordable
1-2 bedroom	10	66.6	6	4
3 bedroom	5	33.3	3	2
4 bedroom	0	0		0
Totals	15	100	9	6

Table 08: Unit distribution and size mix.

