

# BEYTON

## Site masterplans

FINAL REPORT

Updated August 2022



**AECOM**

**Note:** Cover image does not show the full extension of Beyton Parish. It is for illustrative purpose only.

## Quality information

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INTRODUCTION  
01

# 1. INTRODUCTION

## Introduction

Through the Department for Levelling Up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Beyton Parish Council.

The Steering Group is making good progress in the elaboration of its Neighbourhood Plan and has requested professional advice on design guidelines for future development within the parish. This document should support Neighbourhood Plan policies that guide the assessment of future development proposals and encourage high-quality design. It advises on physical development helping to create distinctive places integrated with the existing parish.

## Objective

The main objective of this document is to develop two bespoke masterplans for two sites already selected in a Call for Sites. One option will be produced for the *Site south of Bury Road* and one option for the site *Land opposite The Bear*. The *Site south of Bury Road* will include two alternative masterplan suboptions, for two different boundary extents of the site.

These masterplans will try to gather the aspirations that any future development, in those or other sites in Beyton, should pursue to retain and enhance the village's intrinsic features.

The core method to produce these masterplans can be divided in the following steps:

- **Review of relevant policy and documentation (Local Plan, Village Design Statement, Feedback & Site Options and Housing Needs Assessment).** These documents constitute the base to understand the objectives and aims

for the plan, incorporating both the policy and the residents' aspirations.

- **Extraction of Design Principles.** The design principles are distilled from the review of the relevant policy and documentation. They are the result of selecting a set of objectives pertinent to Beyton. These principles are then organised around seven encompassing categories: mobility, character & landscape, community, environment, housing mix, housing standards and energy.
- **Production of Design Codes.** The design codes constitute the specific actions that satisfy the objectives laid out in the Design Principles. These are the concrete design responses that the proposed masterplans in Beyton implement.
- **Masterplans.** The masterplans are the spatial result of applying the design principles and codes. They are the expression of the design actions that satisfy the objectives of the policy and the views of the residents.

## Process

Following an inception meeting, AECOM and the members of Beyton Neighbourhood Plan Steering Group carried out a high level assessment of the village. The following steps were agreed with the group to produce this report:

- Initial meetings.
- Urban design analysis.
- Preparation of design principles, design codes and any other guidelines to be used to assess future developments.

- Development of a masterplan for each of the two selected sites: Land opposite The Bear and Site south of Bury Road, including two suboptions for the Site south of Bury Road.
- Draft report.
- Final report.

## The area of study

Beyton is a parish in the Mid Suffolk District, approximately 8 miles (13 km) east of Bury St Edmunds, 2 miles (3.2 km) south-east of Thurston and 8 miles (13 km) north-west of Stowmarket. The village lies approximately 50m above sea level on land that rises slightly to the north.

The main Ipswich to Bury St Edmunds road used to pass through the village, along one of the sides of the triangular village green. This connection is now bypassed by the modern A14 dual carriageway to the north.

The parish has a population of 713 according to the 2011 census.

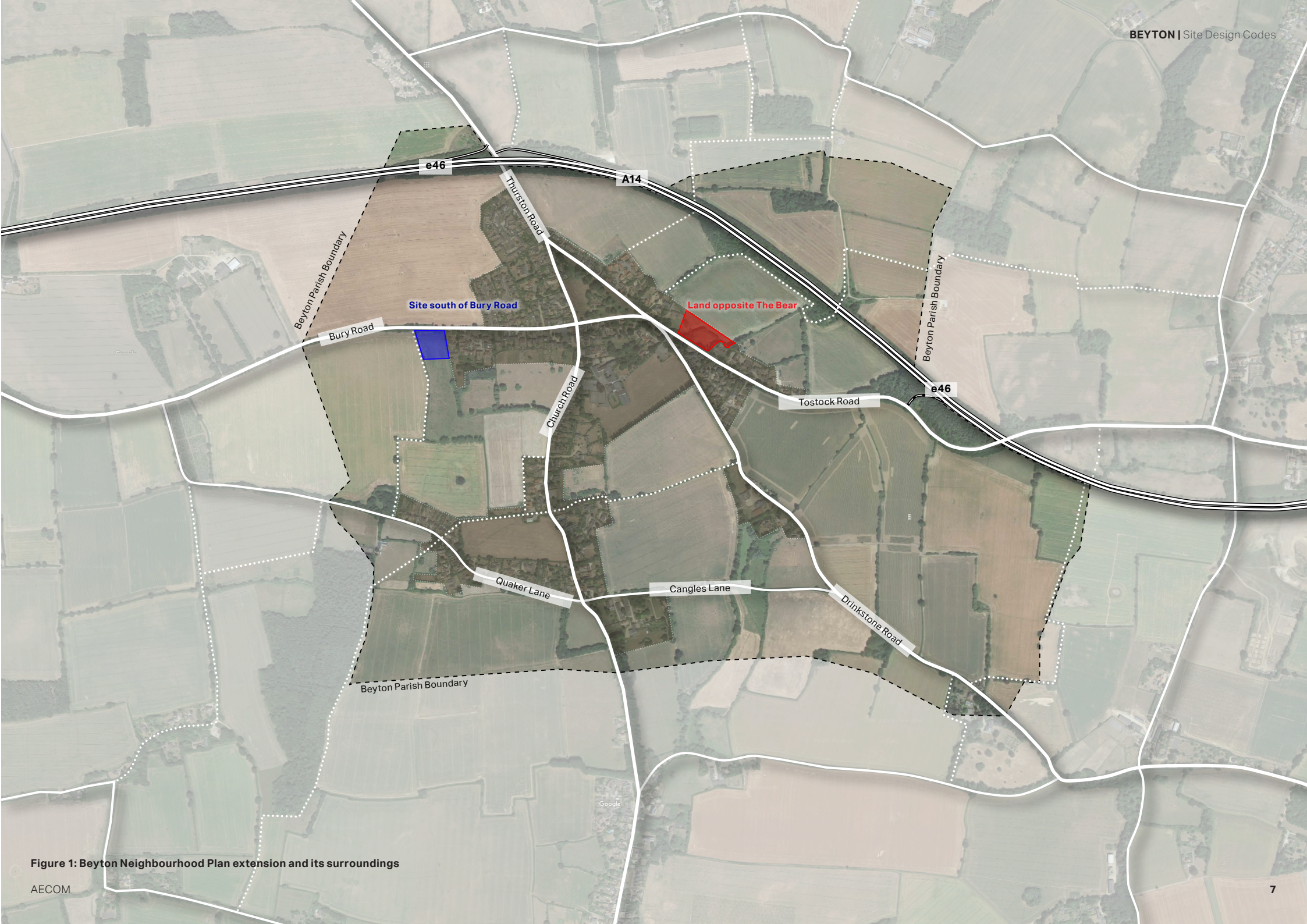


Figure 1: Beyton Neighbourhood Plan extension and its surroundings







**SITE ANALYSIS**

**02**

# 2. SITE ANALYSIS

## Mobility

Beyton is limited by the A14 to the north. It links Bury St. Edmunds, to the west, to Stowmarket, to the east, bypassing Beyton. Exit 46 connects the A-road to the village via Thurston Road to the north and Drinkstone Road to the south.

The parish centre itself is structured around the triangular village green, from which secondary roads spread. Thurston Road runs to the north, Bury Road and Tostock Road run east-west and Church Road and Drinkstone Road run south.

From this network of roads, a branching structure of smaller driveways and cul-de-sacs gives access to the residential areas. If design care is not taken, this structure can result in car-dominated street escapes, and may not provide many alternative mobility options.

Thurston, 2 miles north of the village, has a train station. The railway runs roughly parallel to the A14 to the north.

The parish also has an extensive network of Public Rights of Way (PRoW), some of them bridging over the A-road, that connect to the surrounding countryside, enhancing the rural feel of the parish. However, pavements are frequently interrupted inside the village and in access ways to the settlement and hinder safe pedestrian and accessible movement within and outside the village. This talks about the car prevalence within the parish as the primary mode of transport.

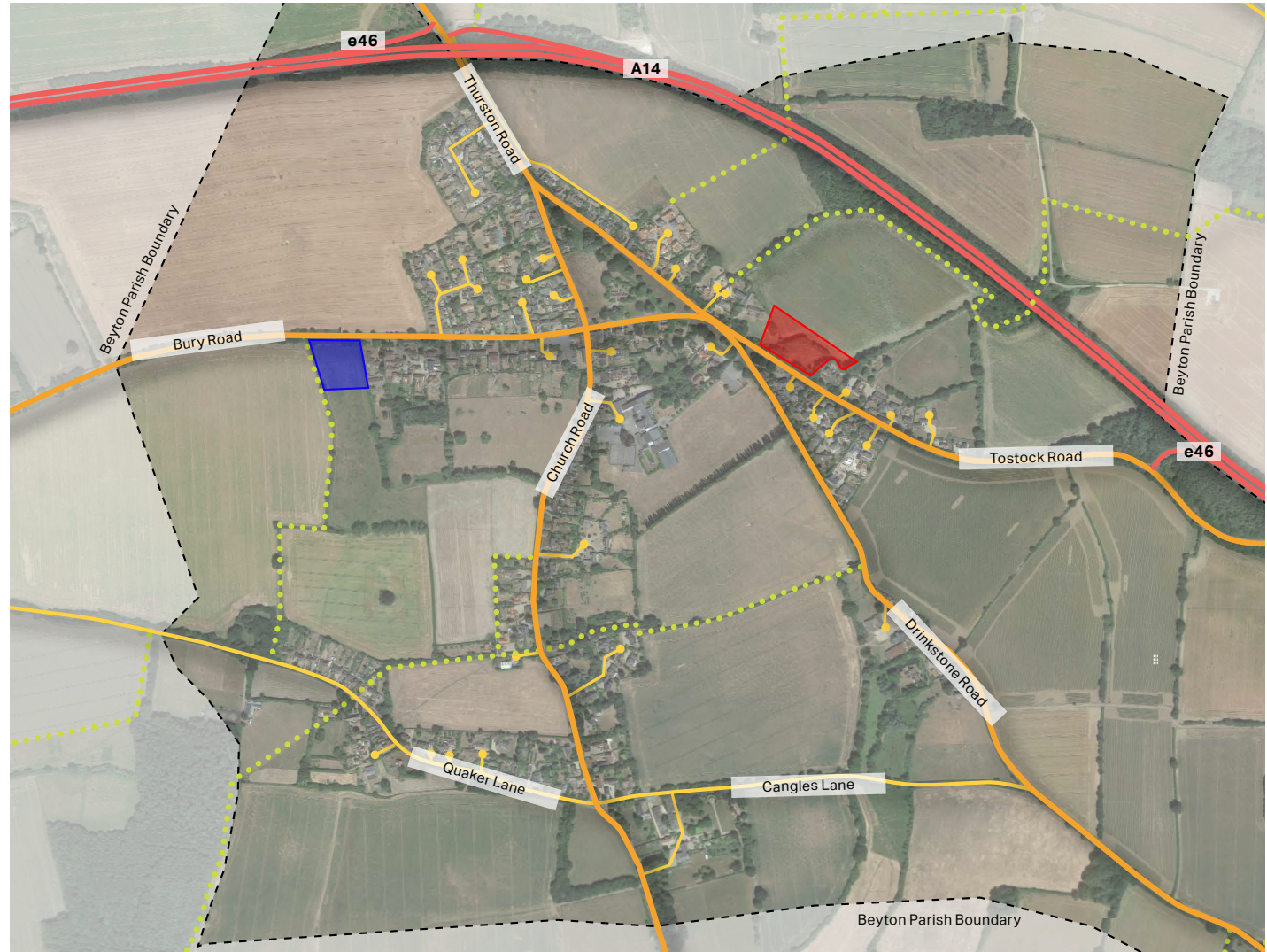


Figure 2: Mobility plan

**KEY**

- Site south of Bury Road
- Land opposite The Bear
- Parish boundary
- A road
- Secondary road
- Local road
- Cul-de-sac / driveways
- Public Right of Way

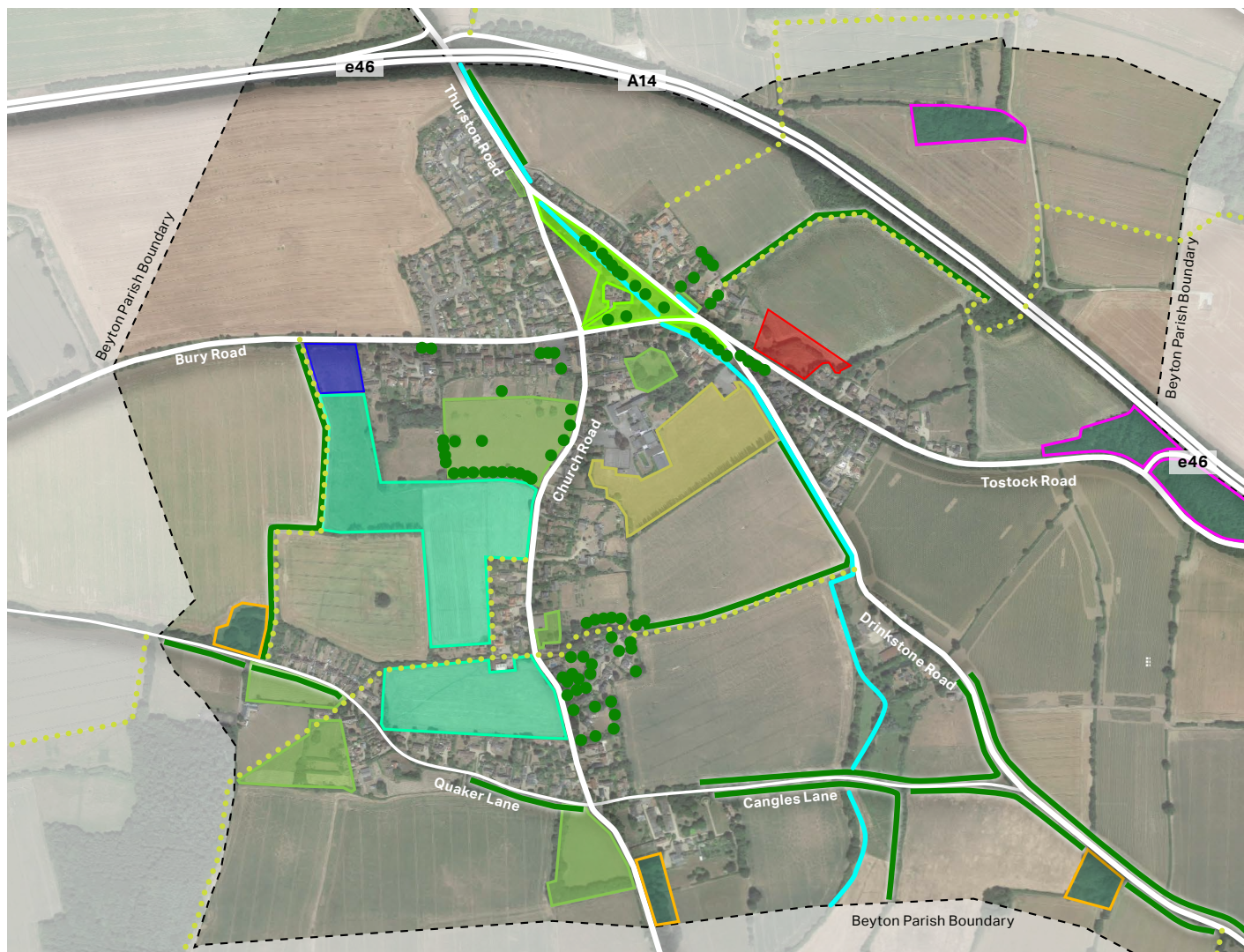


Figure 3: Landscape plan

**KEY**

- Site south of Bury Road
- Land opposite The Bear
- Parish boundary

- Woodpasture and parkland (BAP)
- Woodland (National Forest Inventory)
- Other local woodland
- Local public green space
- Publicly accessible private green space
- Playing Fields (Beyton Middle School)
- TPOs and significant trees
- Significant hedgerows
- Watercourses
- Public Right of Way

## Environment & Landscape

Beyton is surrounded by open rural land and pasture. Several pathways connect the built core of the settlement with the surrounding agricultural landscape. These paths are sometimes limited by relevant hedgerows and trees, in some cases protected. Small pockets of woodland are sprinkled over the landscape.

The northern part of the village surrounds a large triangular green, that constitutes the main formal landscape element. The green and some adjacent green extensions across Bury Road have been protected. Some of the trees and groups of trees inside the village have been protected with a TPO.

Some larger green spaces are located along Church Road, some of these are privately owned, but publically accessible. They constitute, together with the school playing fields, the largest green amenity spaces for the residents in the village.

A small stream runs north-south along the village green. Beyton is just north-east of the heads of two of Suffolk's river systems. The Lark heads off westwards towards Bury St Edmunds, whilst the Black Bourn passes south and then east of the village before proceeding northwards towards Thetford and The Wash.

# Noise

The primary noise source in Beyton is the A14. Parts of the village are object to substantial levels of noise, particularly around the northernmost tip. The northern tip of the Conservation Area falls within the noise impact area from the road.

Part Three of the 1990 Environmental Protection Act defines what Statutory Nuisance is. However, it sets no acceptable maximum noise levels. For reference, a whisper is about 30 dB, normal conversation is about 60 dB, and a motorcycle engine running is about 95 dB. Noise above 70 dB over a prolonged period of time may start to damage hearing.

Both sites remain under the 60dB threshold, which is an appropriate level of noise.

To protect current and future residential areas from noise and safeguard them from unacceptable levels of noise and to secure the quite and peaceful environment of the village it is specially important to maintain any natural green screening towards the noise source, and propose tree screening in new development proposals.

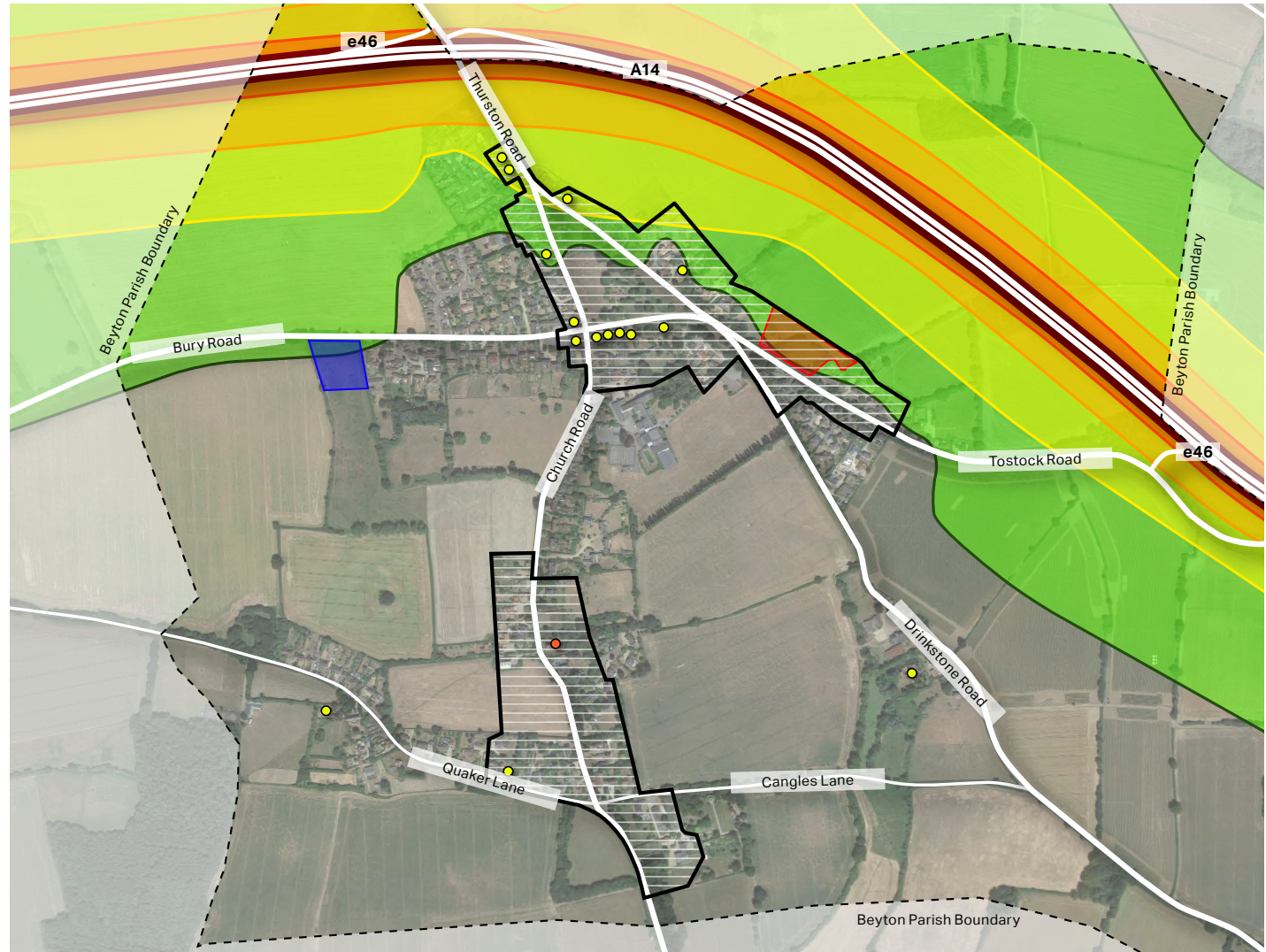


Figure 4: Noise plan

**KEY**

- |                         |                                    |              |                             |
|-------------------------|------------------------------------|--------------|-----------------------------|
| Site south of Bury Road | Road noise - 16 hours 55 - 59.9 dB | 70 - 74.9 dB | Conservation area           |
| Land opposite The Bear  | 60 - 64.9 dB                       | over 75 dB   | Listed building - Grade II  |
| Parish boundary         | 65 - 69.9 dB                       |              | Listed building - Grade II* |

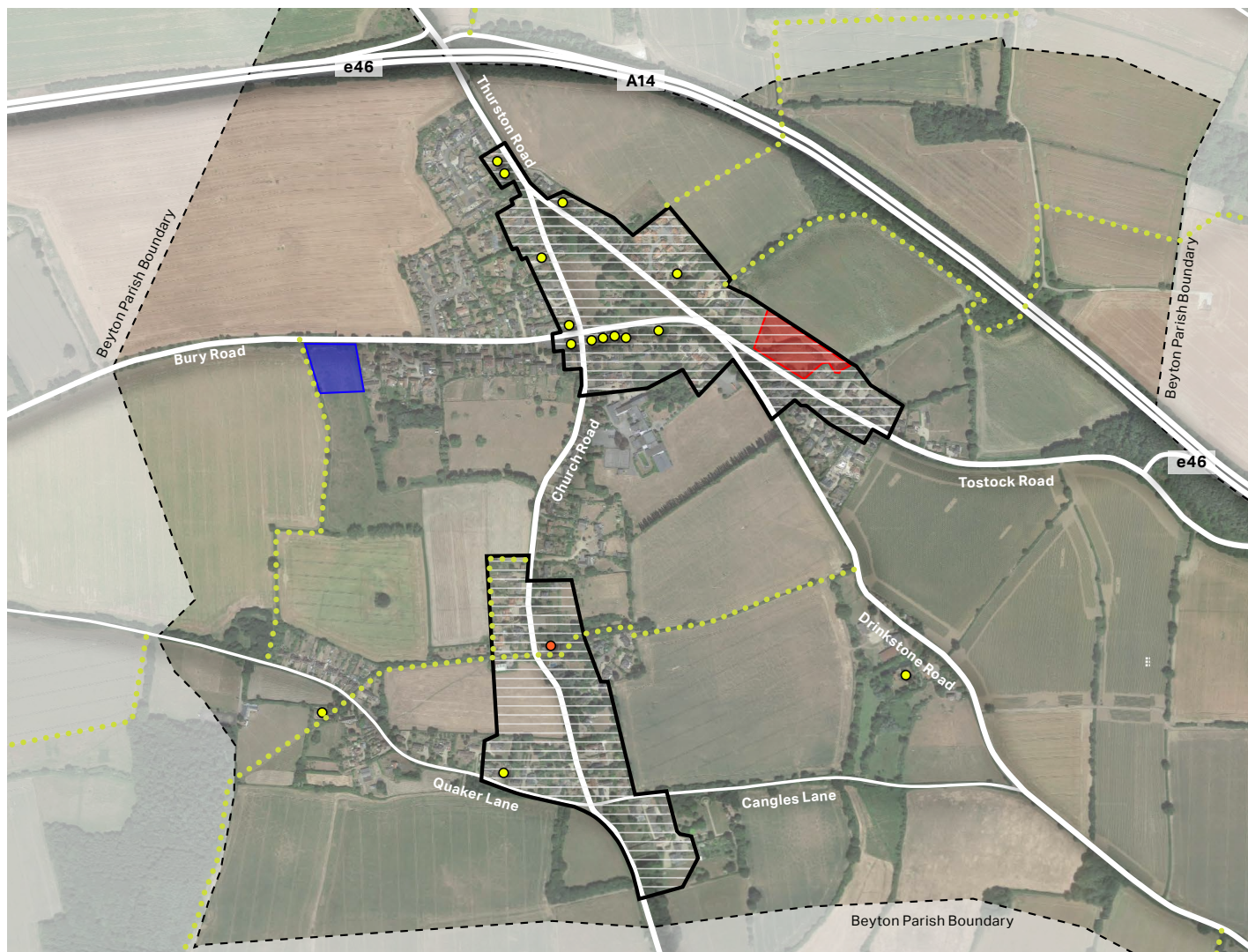


Figure 5: Heritage plan

**KEY**

- Site south of Bury Road
- Land opposite The Bear
- Parish boundary

- Conservation area
- Listed building - Grade II
- Listed building - Grade II\*
- Public Right of Way

## Heritage

### Conservation Area

Originally designated by West Suffolk County Council in 1973, and inherited by Mid Suffolk District Council at its inception in 1974, the conservation area in Beyton comprises two portions.

The northern area contains the village green and the surrounding areas, the southern area is structured along Church Road and contains the parish church with its round tower.

# Heritage

## Listed buildings

Beyton contains no grade I listed buildings, the majority being grade II. The Church of All Saints is the only grade II\* listed building in the village.

The grade II listed buildings are mostly farmhouses and cottages. They are normally constructed with timber-frame structure and have thatched roofs, although a number have now been re-roofed with plain tiles or pantiles.

Grange Farm was refronted in red brick in the 19th century with interesting diaper work to the side elevation. It is included in the proposed boundary for the Land opposite The Bear site.

One 19th century house on The Green, Holly House, is particularly notable for its good pediment and pilasters on the doorcase, and some fine cast iron railings to the frontage.

The Church of All Saints displays a round tower (which is actually oval) that is thought to be Saxon or Norman and of a 13th century origin. The larger proportion of the church dates from the rebuild of 1853-1854 under the direction of Bury St. Edmunds architect J. Johnson.



Figure 6: Church of All Saints



Figure 8: Grange Farm entrance to Tostock Road



Figure 7: Holly House



Figure 9: Holly House and adjacent door detail



Figure 10: Traditional facade finishes taken from Beyton examples



## Heritage

### Traditional materials

Overall the village presents a good selection of Suffolk's many and varied local materials.

The Church is in flint with a plaintile roof; the older farmhouses are of rendered timber frame construction with thatched roofs.

The 18th and 19th centuries have also left their mark with their replacement roofs in plaintile or pantile and some buildings in local brick, both red and white, usually with slate roofs. A number of these brick buildings have subsequently been reabsorbed into the local colour-washed vernacular by the application of a coat of paint.

Around the village there are also several instances of black boarded outbuildings with pantile roofs and a scattering of remnant flint walls.

Most of the 20th century domestic infill does follow the local vernacular in terms of walling materials, if not their design or their roofs which seem to be consistently in concrete tiles. Some of the more recent agricultural buildings, however, are a little more intrusive with their fletton brickwork and asbestos roofs.

A black rendered skirting appears to be typical of the vernacular in cottages. New developments have respected the skirting by a change of material in a low band when the building meets the ground.



Figure 11: Traditional stone and brick fencing and boundary walls in Beyton



Figure 12: Low skirting on The White Horse and similarly on new developments

# Character

Beyton is an eminently rural settlement, defined by its open spaces and links to the countryside. The parish has identified important views from public places that protect that character.

Any new development should consider its potential impact on the character of the village and the surrounding countryside. Design actions and landscaping proposals should consider the impact on these views and respond accordingly.

The Neighbourhood Plan would not support proposals that have a detrimental impact on the setting of the village in the surrounding countryside and the setting of buildings and spaces within the village.

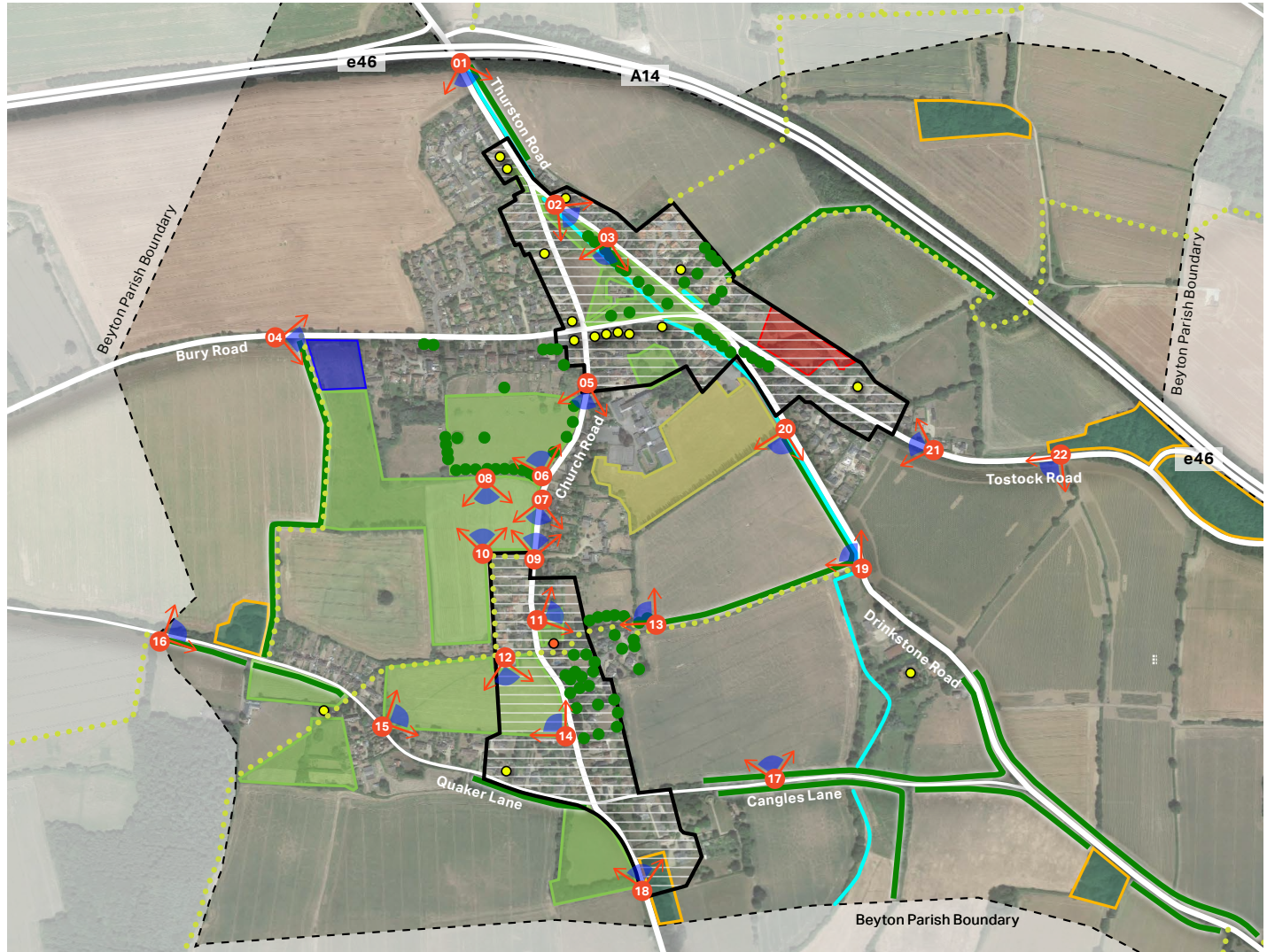


Figure 13: Character plan

**KEY**

- Site south of Bury Road
- Land opposite The Bear
- Parish boundary

- Open space
- Woodland
- Playing Fields (Beyton Middle School)
- TPOs and significant trees
- Significant hedgerows

- Watercourses
- Public Right of Way
- Conservation areas
- Listed Buildings
- Key vistas identified by Parish





View 01



View 02



View 03



View 04



View 05



View 06



View 07



View 08



View 09



View 10



View 11



View 12



View 13



View 14



View 15



View 16



View 17



View 18



View 19



View 20



View 21



View 22

## Land opposite The Bear

The site was not originally put forward to Mid Suffolk but was submitted as part of the Call for Sites (2019).

There is existing planning permission for two dwellings on the south-eastern end of the site. However, a larger site was proposed for 5-10 homes through the Call for Sites.

Consideration	Finding
<b>Net site area</b>	0.8 ha
<b>Location</b>	The site is well located in the centre of village close to The Bear pub, the Thurston Sixth Campus and village green.
<b>Access to site</b>	Existing vehicular access is suitable and there is pavement.
<b>Heritage</b>	Development would be visible from the road and the pub opposite and the site falls within the conservation area, so any development would need to be sensitively designed to integrate with existing development.
<b>Natural features</b>	The landscape is not highly sensitive, particularly as the A14 runs along the back of the field behind the proposed site (approx. 550m to the north east of site).
<b>Dwellings (estim.)</b>	5-10
<b>Conclusions</b>	<p>The site would extend the village to the west and the group should be wary of extending linear development further. However, it is preferable that development extends to the west than to the east towards the A14.</p> <p>While the A14 provides a more defensible boundary to the east of the village which would prevent significant expansion of the village to the east, the western side of the village does not have such a defensible boundary and the Neighbourhood Plan group should be cautious about extending linear development in this direction. Expansion in this direction is nonetheless preferable in highways safety and noise terms.</p>



Figure 14: Land opposite the Bear

**KEY**

- Land opposite The Bear
- Conservation area
- Motorway (in white)
- Listed building
- Key view

- Local road (in white)
- Public right of way
- Land bridge
- Open green space
- Playing Fields (Beyton MS)
- TPO / significant tree or hedgerow

- Land bridge
- Open green space
- Playing Fields (Beyton MS)
- TPO / significant tree or hedgerow

**Opportunities**

- Screening trees
- Hedgerow
- Access to site
- Connection to PRoW

**Constraints**

- Prevent development to open fields
- Adjacent building (The Grange) (in white)



Figure 15: view a



Figure 16: view b



Figure 17: view c



Figure 19: view d



Figure 20: view e



Figure 21: view f



Figure 22: view g



Figure 18: view h

## Site south of Bury Road

Mid Suffolk's Strategic Housing and Economic Land Availability Assessment considered a larger site extending further south of Bury Road. It concluded that the site was not suitable as it has poor connectivity to the existing settlement and is not consistent with the settlement pattern.

A smaller section of the original site was submitted through the Call for Sites for re-assessment.

Consideration	Finding
<b>Net site area</b>	0.6 ha
<b>Location</b>	On the outskirts of the settlement adjacent to the settlement boundary.
<b>Access to site</b>	<p>Access would need to be created onto the road. The road is busy, and access would need to be designed carefully to ensure good visibility. It is advised that the local highways authority is consulted.</p> <p>Pavement access stretches close to the site, ending approx. 100m to east of the site. The local planning authority could be consulted as to whether pavement access could be extended.</p>
<b>Heritage</b>	There are no listed building in the vicinity of the site.
<b>Natural features</b>	Landscape is relatively open here with views over the fields to the west and south; however, it is not highly sensitive. The site is not clearly bounded to the south or west, though some trees mark the western edge. There is a hedgerow along the front of the site. Development would have some impact on houses to east of site, however, they would be relatively well-screened by hedge/ trees in between.
<b>Dwellings (estim.)</b>	7
<b>Conclusions</b>	The site would extend the village to the west and the group should be wary of extending linear development further. However, it is preferable that development extends to the west than to the east towards the A14. While the A14 provides a more defensible boundary to the east of the village which would prevent significant expansion of the village to the east, the western side of the village does not have such a defensible boundary and the Neighbourhood Plan group should be cautious about extending linear development in this direction. Expansion in this direction is nonetheless preferable in highways safety and noise terms.



Figure 23: Site south of Bury Road

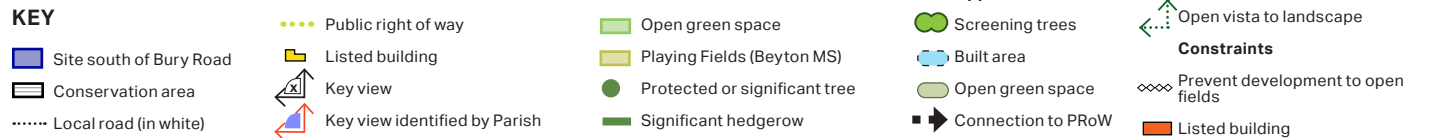




Figure 24: view a



Figure 26: view b



Figure 28: view c



Figure 25: view d



Figure 27: view e



Figure 29: view f



Figure 30: view g



Figure 31: view h





**MASTERPLAN: LAND OPPOSITE THE BEAR**

**03**

# 3. MASTERPLAN: LAND OPPOSITE THE BEAR

## General Design Principles

Consideration	Finding
<b>Net site area</b>	0.8 ha
<b>Location</b>	The site is well located in the centre of village close to The Bear pub, the Thurston Sixth Campus and village green
<b>Access to site</b>	The existing vehicular access is kept and serves the entire site.
<b>Heritage</b>	The development is included in the conservation area and the actions described in the design codes in relation to the character category are carefully taken into account.
<b>Natural features</b>	The existing trees and hedgerows are largely retained in the proposal and they act as a natural screening from the road, plus biodiversity benefits. Additional hedgerow planting is encouraged to cover the walls of gardens to the road. Facing buildings are staggered to maximise distant countryside views to the north.
<b>Dwellings</b>	8
<b>Others</b>	Buildings lines around it are laid out in such a way as to provide interest to the space. The pockets of parking are recessed from the main building line to prevent car dominating the streetscape. Buildings lines are arranged to create 'organic clusters' that mitigate the linear condition of the site. Together with the parking pockets they create a series of natural squares.

### Suggested tenure and size of accommodation

Tenure / mix	Site South of Bury Road (10 units)				
	n° units	1 bed	2 bed	3 bed	4+ bed
Owner-occupied	<b>5</b>	1	1	2	1
Private rent	<b>1</b>	0	0	1	0
Shared-ownership	<b>1</b>	0	1	0	0
Social / affordable rent	<b>1</b>	0	1	0	0



Figure 32: masterplan general design principles

**Note:** reference figures to left calculated on the basis of the Strategic Housing Market Assessment Update (January 2019). Refer to Policy Review in Design Codes.





# Response to the design codes

This section illustrates how the specific design actions listed in the Design Codes have been applied to the masterplan.

Design Code	Action at masterplan level
<b>MO.01</b> Urban to rural (PRoW)	MO.01.A - The masterplan does not impact PRoW.
<b>MO.02</b> Walking & cycling	MO.02.A - The road structure prevents long street stretches and creates a pedestrian-friendly space. MO.02.D - Suggested location for bicycle parking in the public square.
<b>MO.03</b> Parking	MO.03.A - 2 parking spaces per household. MO.03.B - Space for turning is provided as part of 'parking pockets' at farthest side of access road. MO.03.C - Parking spaces are recessed from building line. MO.03.D - Hedge planting proposed around parking spaces to further mitigate their presence.
<b>MO.04</b> Traffic	MO.04.A - Max. lane width 4.8m as speed control measure. MO.04.B - Most existing vegetation is retained towards Tostock Road to provide noise mitigation.
<b>CH.01</b> Rural character	CH.01.B - Tree planting provides visual and environmental benefit in front gardens. CH.01.C - Most existing vegetation is retained.
<b>CH.05</b> Built form	CH.05.A - No dwelling over 2 levels + pitch roof. CH.05.B/D - Dwellings organised in clusters with 'parking pockets', building frontages are organically laid out, reference drawn from Manor Farm Drive development. CH.05.C - Most existing vegetation is retained. CH.05.E - Existing hedgerow is retained and supplemented.
<b>CH.10</b> Streets	CH.10.A - Back gardens are never exposed. CH.10.B - Front gardens act as open defensive space. CH.10.F - Dissuasive hedge planting next to gables.

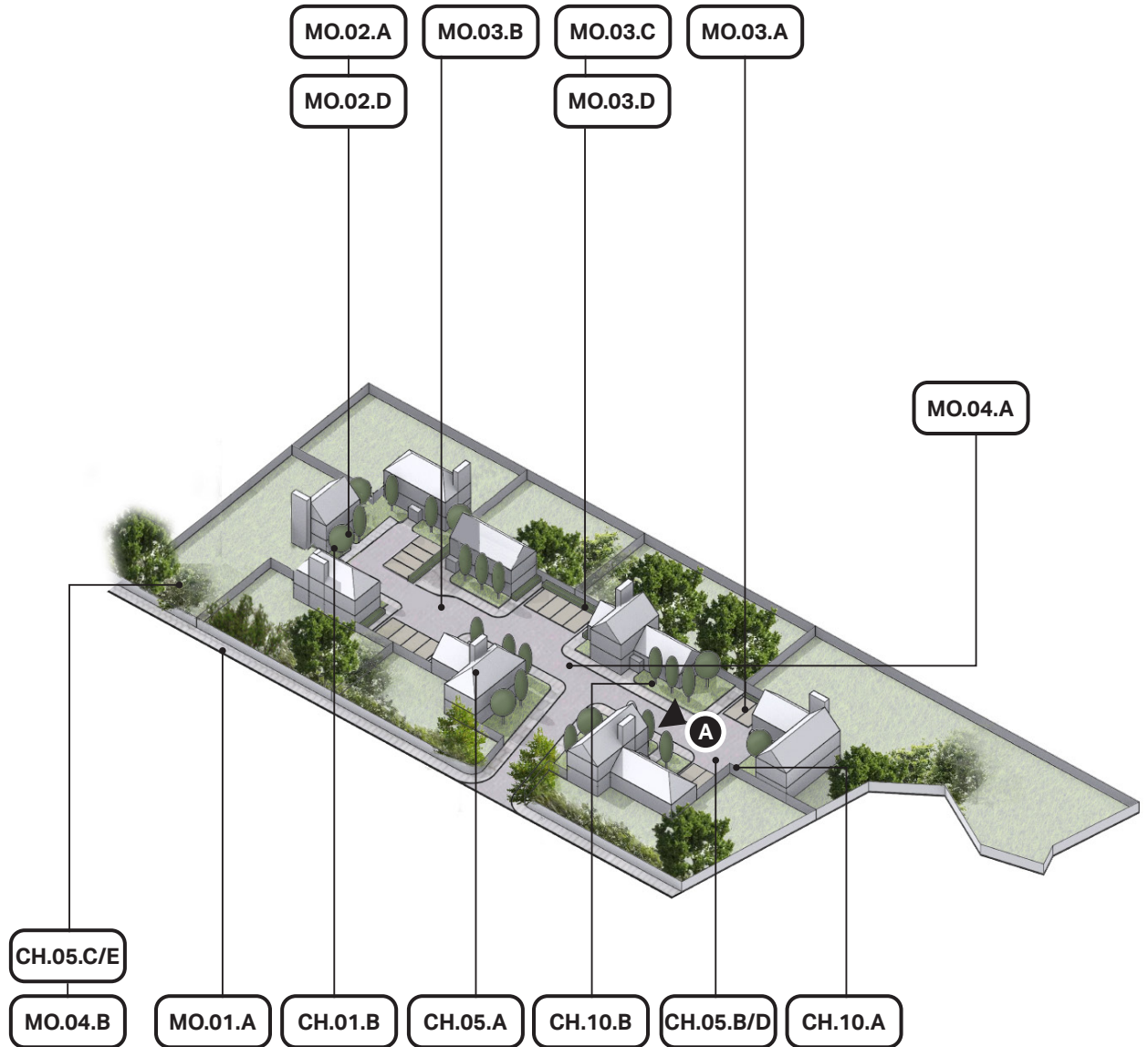


Figure 33: masterplan response to design codes

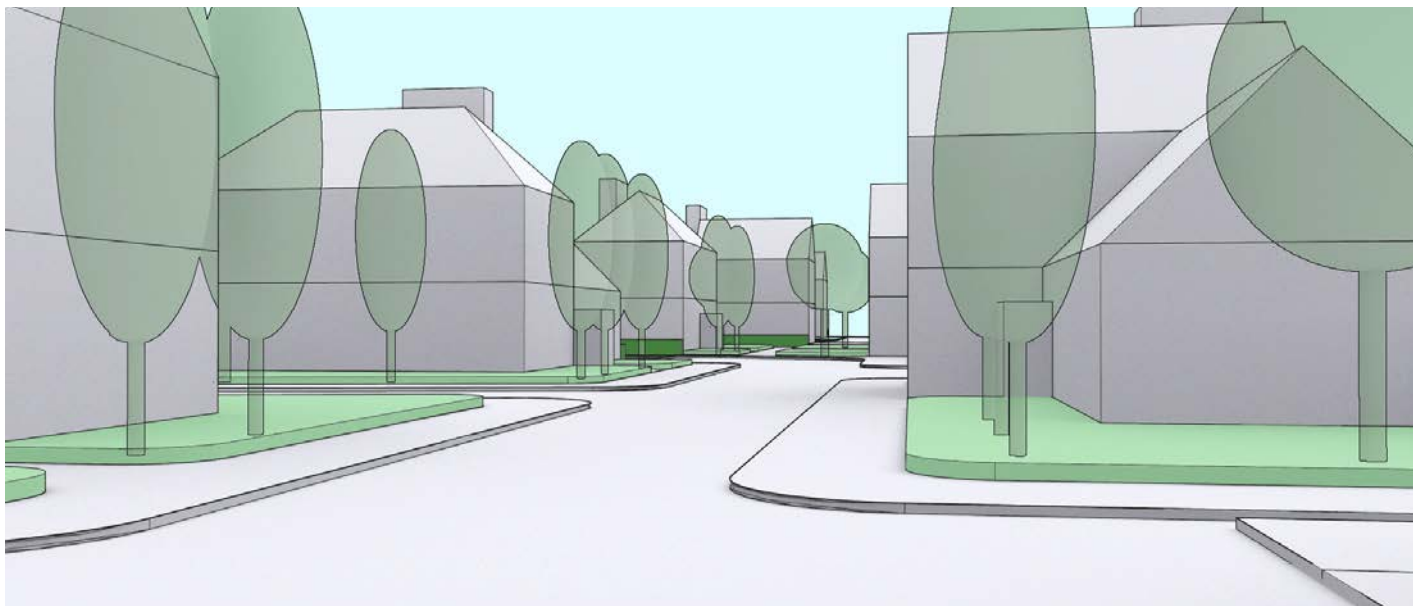


Figure 34: view A

## Streetscape

Special effort has been made to achieve a lively street space. The following actions contribute towards that goal:

- The frontages of adjacent buildings are turned into that public space creating additional visual interest.
- Front gardens with tree planting act as a defensive space to the dwellings while simultaneously protecting the windows that activate the street. To the same effect, space for hedgerows is allocated to gable ends.
- Parking spaces are relegated from the view, as they stay behind the line of the building main frontage.
- Building typologies use roofs and, mainly, L-shaped layouts to generate interest in the public space, opening and closing views as required.
- Buildings make use of accent and feature elements such as porches or chimneys to generate visual interest in the street scape.





**MASTERPLAN: SITE SOUTH OF BURY ROAD**

**04**

# 4. MASTERPLAN: SITE SOUTH OF BURY ROAD

Consideration	Finding
<b>Net site area</b>	0.6 ha
<b>Location</b>	On the outskirts of the settlement adjacent to the settlement boundary.
<b>Access to site</b>	The proposed access is located in the middle of the northern boundary onto Bury Road. The screen of trees is kept and a new pavement to the road is proposed. The facades of the dwellings to the road are staggered to create a compelling frontage to the street.
<b>Character</b>	Design codes in relation to the character category are carefully taken into account.
<b>Natural features</b>	The existing trees and hedgerows are largely retained in the proposal and they act as a natural screen from the road. Additional hedgerow planting is encouraged to cover the walls of gardens to the mentioned road.
<b>Dwellings</b>	8
<b>Others</b>	<p>The masterplan is organized along a central street from which pockets of parking branch off. These spaces are recessed from the main building line to prevent cars from dominating the street escape.</p> <p>Buildings lines are arranged to create ensembles that mitigate the linear condition of the site. Together with the parking pockets they create a succession of clusters of buildings. Frontages around them are laid out in a way that provides interest to the public street scape.</p>

**Suggested tenure and size of accommodation**

Tenure / mix	Site South of Bury Road (8 units)				
	n° units	1 bed	2 bed	3 bed	4+ bed
Owner-occupied	6	0	2	2	2
Private rent	1	0	0	1	0
Shared-ownership	0	0	0	0	0
Social / affordable rent	1	0	1	0	0

**Note:** reference figures calculated on the basis of the Strategic Housing Market Assessment Update (January 2019). Refer to Policy Review in Design Codes.



Figure 35: masterplan general design principles



## Response to the design codes

This section illustrates how the specific design actions listed in the Design Codes have been applied to the masterplan.

Design Code	Action at masterplan level
<b>MO.01</b> Urban to rural (PRoW)	MO.01.A - The masterplan does not impact PRoW. MO.01.B - The PRoW on the west is accessible via Bury Road.
<b>MO.02</b> Walking & cycling	MO.02.A - The road structure is gently curved, preventing long street stretches and creating a pedestrian friendly space. MO.02.B - N/A MO.02.C - Pavements are 2m wide and provided within the development and towards Bury Road. MO.02.D - Suggested location for bicycle parking next to the access to the development.
<b>MO.03</b> Parking	MO.03.A - 2 parking spaces per household and parking sheds at the end to prevent development beyond. MO.03.B - Turning space is provided as part of 'parking pockets' at the end of road. MO.03.C - Parking spaces are recessed from building line. MO.03.D - Hedge planting proposed around parking spaces to further mitigate their presence.
<b>MO.04</b> Traffic	MO.04.A - Max. lane width 4.8m as speed control measure. MO.04.B - Most existing vegetation is retained towards Bury Rd to provide noise mitigation.
<b>CH.01</b> Rural character	CH.01.A - N/A CH.01.B - Tree planting and front gardens provide visual and environmental benefit. CH.01.C - Existing vegetation is retained.
<b>CH.05</b> Built form	CH.05.A - No dwelling over 2 levels + pitch roof. CH.05.B/D - Dwellings organised in clusters with 'parking pockets', building frontages are organically laid out, reference drawn from The Birch development. CH.05.C - Existing vegetation is retained. CH.05.E - Existing hedgerow is retained and supplemented.
<b>CH.10</b> Streets	CH.10.A - Back gardens are never exposed. CH.10.B - Front gardens act as open defensive space. CH.10.C/D/E - N/A (Subject of detailed design).

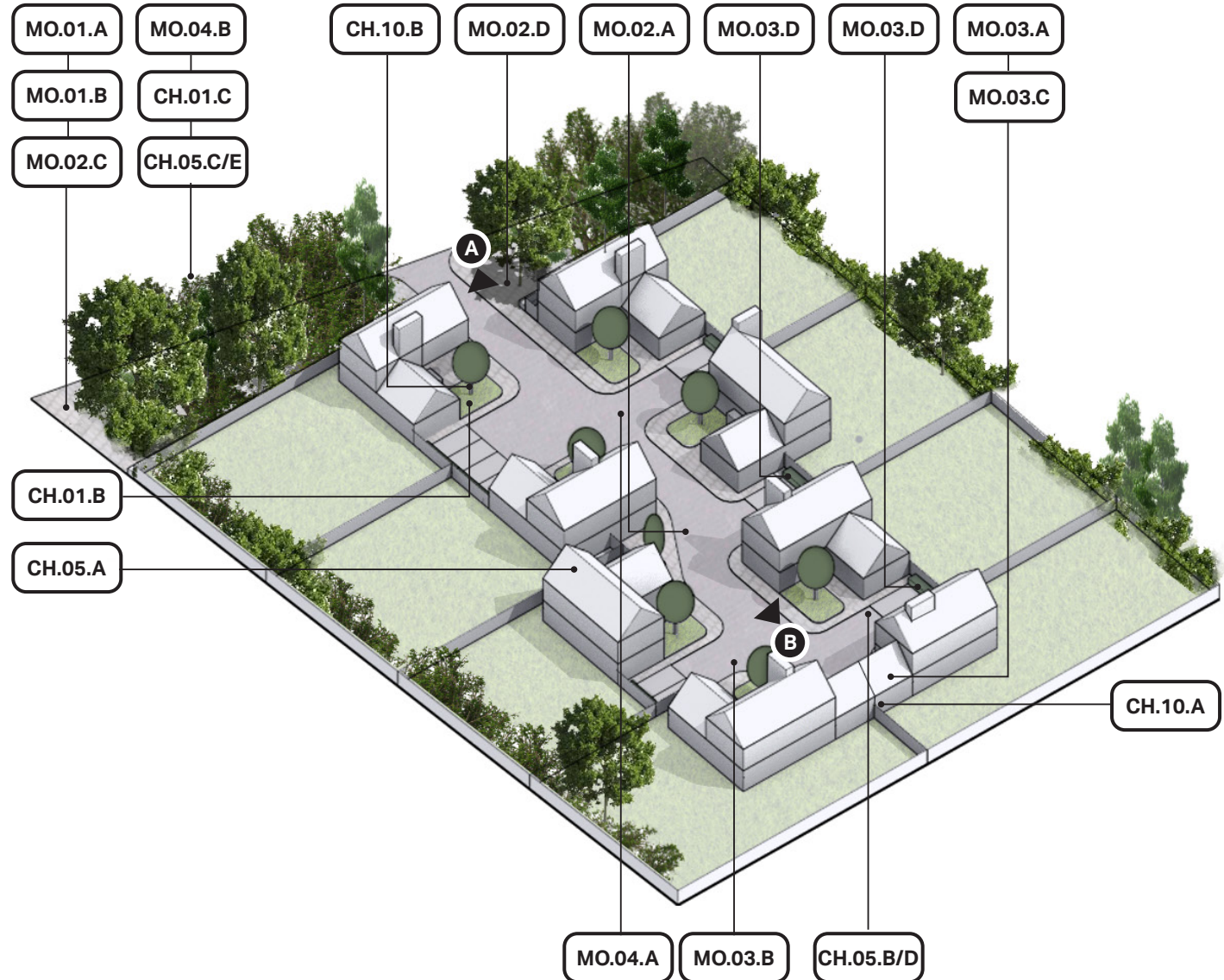


Figure 36: masterplan response to design codes



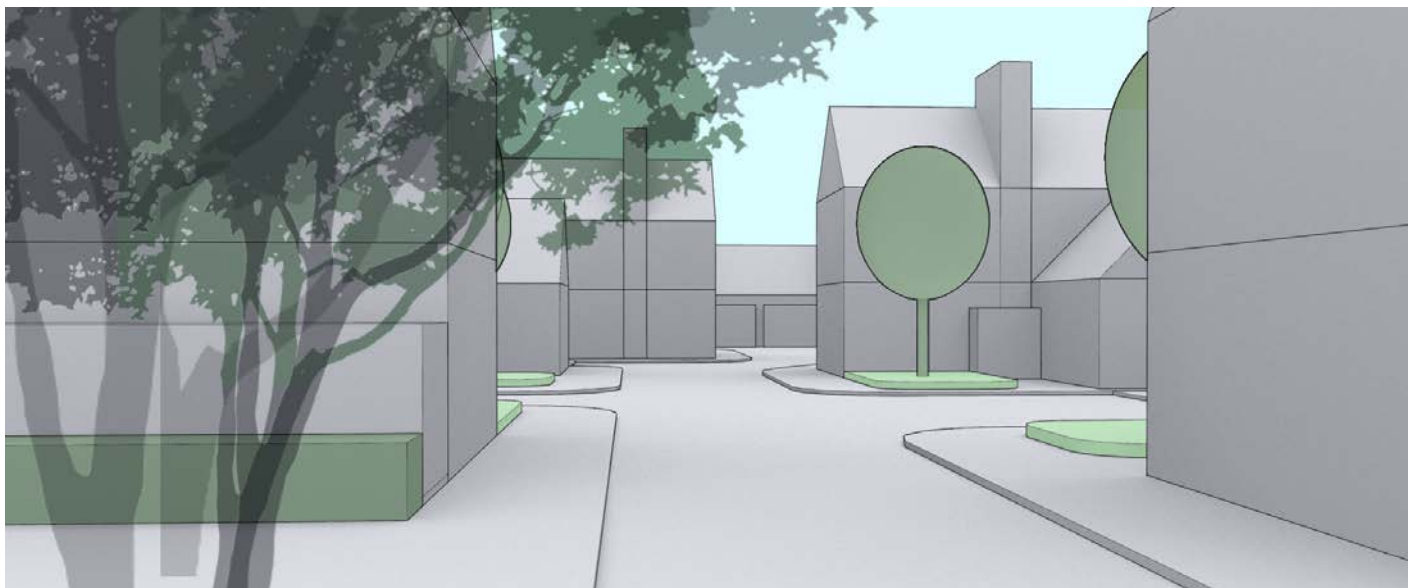


Figure 37: view A



Figure 38: view B

## Streetscape

Special effort has been made to achieve a lively street space. The following actions contribute towards that goal:

- The access street is curved and divides the development into two clusters of houses, breaking the monotony of a long continuous view.
- The existing planting to Bury Road is maintained, acting as natural screening to the road, but also enhancing the character of the access to the site.
- The building frontages are turned into the public space, contributing to the feeling of enclosure that each of the clusters of houses provides.
- Front gardens with tree planting act as a defensive space to the dwellings protecting the windows that activate the street. To the same effect, space for hedgerows is allocated to gable ends.
- Parking spaces are relegated from the view as they are behind the main line of buildings.
- Building typologies use roofs and I-shaped layouts to generate interest in the public space, opening and closing views as required.
- Buildings make use of accent and feature elements such as porches or chimneys to generate visual interest in the street scape.





**MASTERPLAN: EXTENDED  
SITE SOUTH OF BURY ROAD**

**05**

# 5. MASTERPLAN: EXTENDED SITE SOUTH OF BURY ROAD

Consideration	Finding
<b>Net site area</b>	0.8 ha
<b>Location</b>	On the outskirts of the settlement adjacent to the settlement boundary.
<b>Access to site</b>	The proposed access is located in the middle of the northern boundary onto Bury Road. The screen of trees is kept and a new pavement to the road is proposed. The facades of the dwellings to the road are staggered to create a compelling frontage to the street.
<b>Character</b>	Design codes in relation to the character category are carefully taken into account.
<b>Natural features</b>	The existing trees and hedgerows are largely retained in the proposal and they act as a natural screening from the road. Additional hedgerow planting is encouraged to cover the walls of gardens to the mentioned road.
<b>Dwellings</b>	14
<b>Others</b>	<p>The masterplan is organized along a central street from which pockets of parking branch off. These spaces are recessed from the main building line to prevent cars from dominating the street escape.</p> <p>Buildings lines are arranged to create ensembles that mitigate the linear condition of the site. Together with the parking pockets they create a succession of clusters of buildings. Frontages around them are laid out in a way that provides interest to the public street scape.</p>

**Suggested tenure and size of accommodation**

Tenure / mix	Extended Site South of Bury Road (14 units)				
	n° units	1 bed	2 bed	3 bed	4+ bed
Owner-occupied	<b>10</b>	1	3	3	3
Private rent	<b>1</b>	0	0	1	0
Shared-ownership	<b>1</b>	0	1	0	0
Social / affordable rent	<b>2</b>	0	1	0	1

**Note:** reference figures calculated on the basis of the Strategic Housing Market Assessment Update (January 2019). Refer to Policy Review in Design Codes.

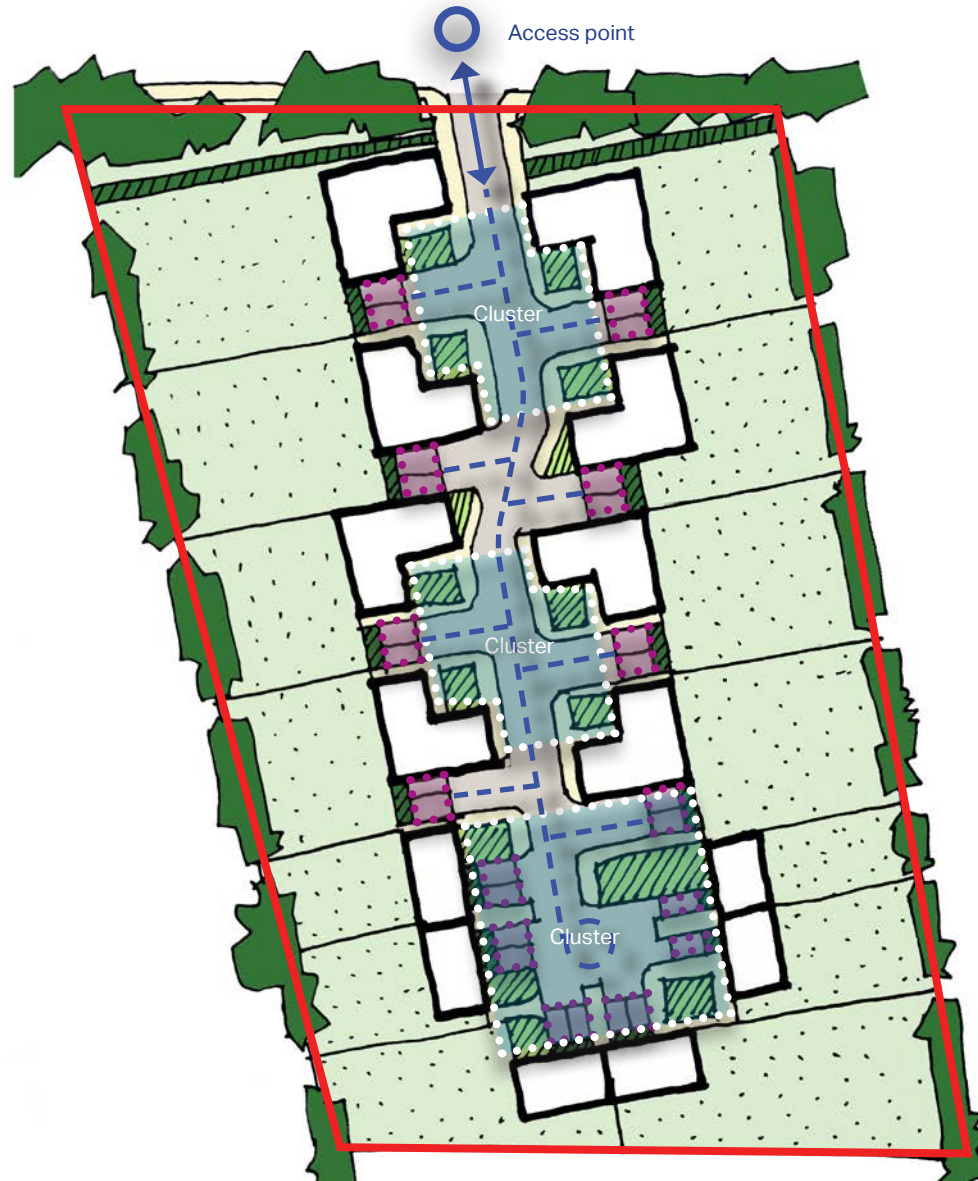


Figure 39: masterplan general design principles



# Response to the design codes

This section illustrates how the specific design actions listed in the Design Codes have been applied to the masterplan.

Design Code	Action at masterplan level
<b>MO.01</b>	MO.01.A - The masterplan does not impact PRow.
Urban to rural (PRow)	MO.01.B - The PRow on the west is accessible via Bury Road.
<b>MO.02</b>	MO.02.A - The road structure is gently curved, preventing long street stretches and creating a pedestrian friendly space.
Walking & cycling	MO.02.B - N/A MO.02.C - Pavements are 2m wide and provided within the development and towards Bury Road. MO.02.D - Suggested location for bicycle parking next to the access to the development.
<b>MO.03</b>	MO.03.A - 2 parking spaces per household.
Parking	MO.03.B - Turning heads are provided as part of 'parking pockets' at farthest side of both access roads. MO.03.C - Parking spaces are recessed from building line. MO.03.D - Hedge planting proposed around parking spaces to further mitigate their presence.
<b>MO.04</b>	MO.04.A - Max. lane width 4.8m as speed control measure.
Traffic	MO.04.B - Most existing vegetation is retained towards Bury Rd to provide noise mitigation.
<b>CH.01</b>	CH.01.A - N/A
Rural character	CH.01.B - Tree planting and front gardens provide visual and environmental benefit. CH.01.C - Existing vegetation is retained.
<b>CH.05</b>	CH.05.A - No dwelling over 2 levels + pitch roof.
Built form	CH.05.B/D - Dwellings organised in clusters with 'parking pockets', building frontages are organically laid out, reference drawn from The Birch development. CH.05.C - Existing vegetation is retained. CH.05.E - Existing hedgerow is retained and supplemented.
<b>CH.10</b>	CH.10.A - Back gardens are never exposed.
Streets	CH.10.B - Front gardens act as open defensive space. CH.10.C/D/E - N/A (Subject of detailed design).

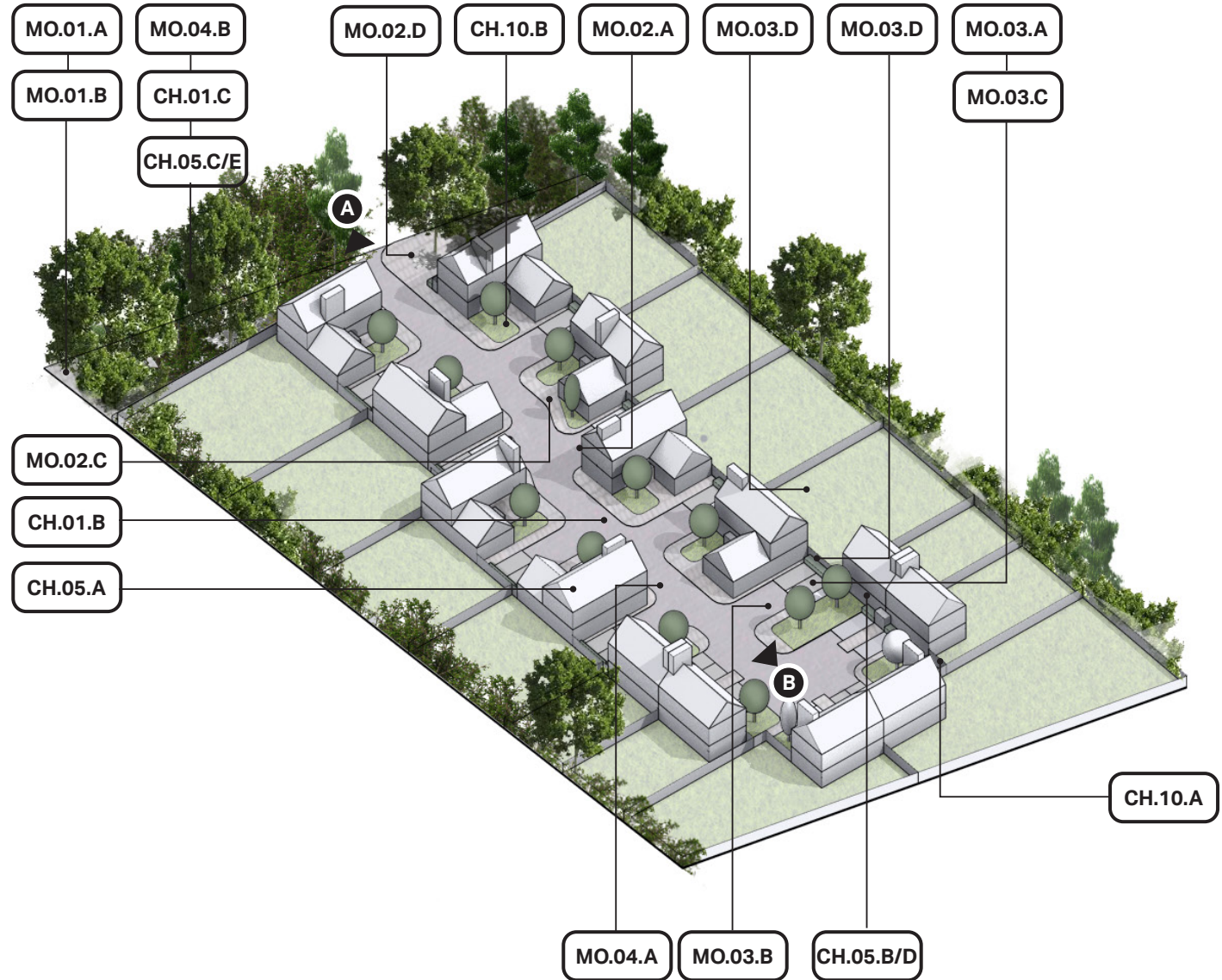


Figure 40: masterplan response to design codes



Figure 41: view A

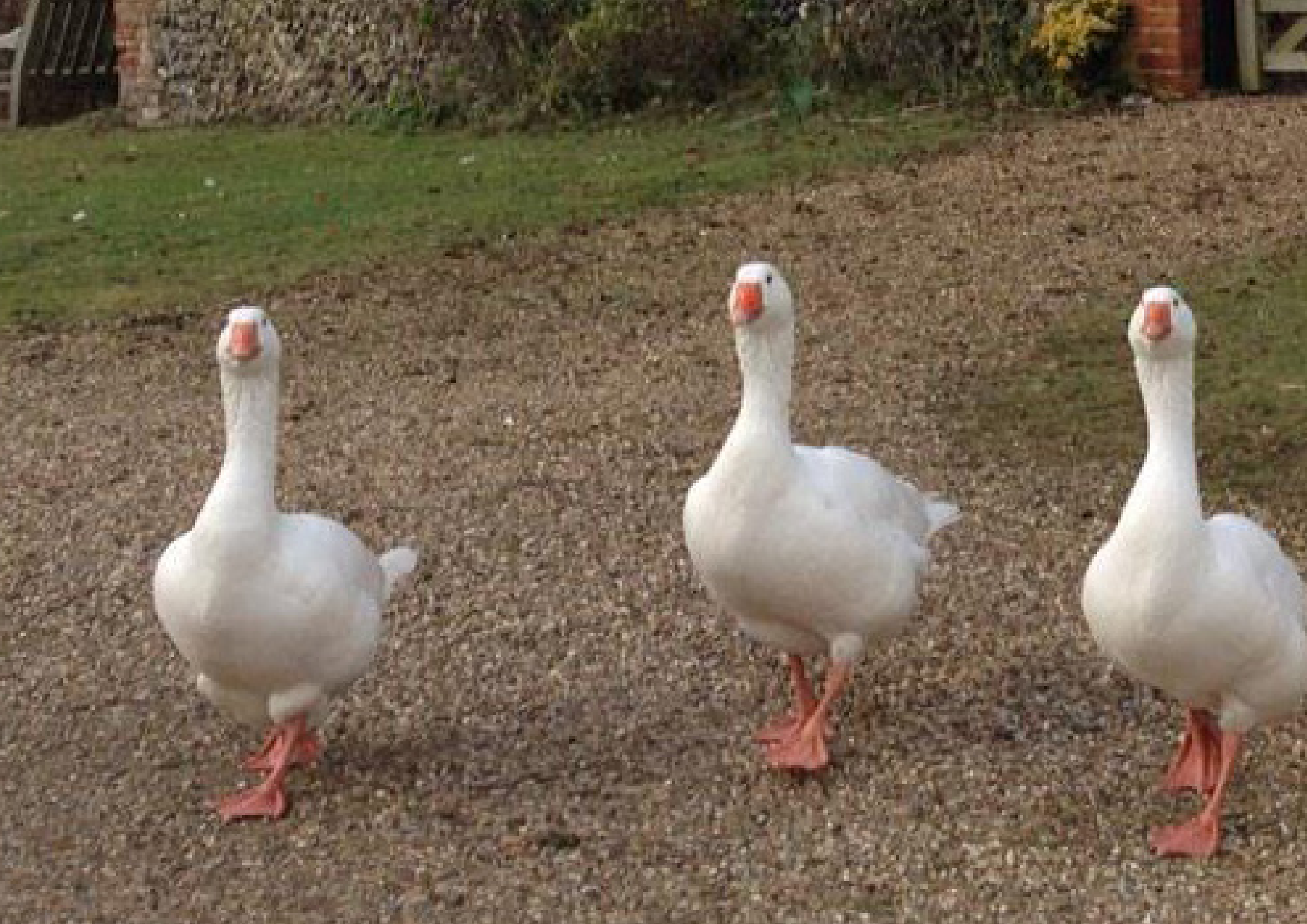


Figure 42: view B

## Streetscape

Special effort has been made to achieve a lively street space. The following actions contribute towards that goal:

- The access street is curved and divides the development into three clusters of houses, breaking the monotony of a long continuous view.
- The existing planting to Bury Road is maintained, acting as natural screening to the road, but also enhancing the character of the access to the site.
- The building frontages are turned into the public space, contributing to the feeling of enclosure that each of the clusters of houses provides.
- Front gardens with tree planting act as a defensive space to the dwellings protecting the windows that activate the street. To the same effect, space for hedgerows is allocated to gable ends.
- Parking spaces are relegated from the view as they are behind the main line of buildings.
- Building typologies use roofs and I-shaped layouts to generate interest in the public space, opening and closing views as required.
- Buildings make use of accent and feature elements such as porches or chimneys to generate visual interest in the street scape.







**NEXT STEPS**

**06**

# 6. NEXT STEPS

## Delivery

This section concludes the report with recommendations on how to embed findings in the Neighbourhood Plan and engage with local authorities.

This report considers the spatial and contextual character of Beyton and subsequently sets out the masterplan for the selected sites in Beyton Neighbourhood Plan. It demonstrates how future developments might create high quality places in a way which responds to and enhances the rich character and tranquil landscape of Beyton.

These masterplans respond to the design principles and design codes as examples to integrate the selected sites and potential future sites in the village. The intention is that potential sites respect the character of the village by complying with the design principles and codes set out in the design codes report.

This document can be a valuable tool for securing context-driven, high quality development in Beyton, especially on potential sites that might come forward in the future. It will provide more certainty to both developers and the community in securing developments that are designed to the aspirations of the community and that can speed up the planning process.

They are anticipated to be used by different stakeholders in the planning and development process in the various ways summarized in the table opposite.

Stakeholders	How to use this guideline
Applicants, developers, landowners	As a guide to community and Local Planning Authorities expectations on design, allowing a degree of certainty – they will be expected to follow these guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The design codes should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the design codes are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

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## About AECOM

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