EYE

Neighbourhood Masterplanning
and Design Guidelines

FINAL REPORT UPDATE

April 2020

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the power of community

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Quality information

Project role	Name	Position	Action summary	Date
Qualifying body	Eye Town Council	Neighbourhood Planning Group	Comments	08.04.2020
Director / QA	Ben Castell	Technical Director	Revision and approval of Final Report updates	28.04.2020
Researcher	Jimmy Lu	Senior Urban Designer	Report updates, drawings	28.04.2020
Researcher	Hoorieh Morshedi	Graduate Urban Designer	Drawings	28.04.2020
Project Coordinator	-	Project Coordinator	-	-

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Introduction

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1. Introduction

This section provides context and general information to better introduce the project and its location.

1.1 Background

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide Design support to Eye Town Council. The support is intended to provide design guidelines and masterplanning assistance to the group's work in producing a Neighbourhood Plan. A draft of the Eye Neighbourhood Plan (ENP) was published in late 2018 before an updated version was submitted for approval at a referendum between January and May 2020.

This work builds on initial consultation work carried out by AECOM for the Neighbourhood Plan Steering Group to inform the ENP. The main findings of the consultation were presented to the group prior to the preparation of this report and are covered in Section 1.6 of this chapter.

AECOM submitted an initial masterplanning and design guidelines report in 2019, which was approved by Eye Town Council and covered 5 sites. The present update, prepared between January and March 2020, amends the initial report with a concept design for an additional site proposed by the Examiner as well as other minor content updates.

1.2 Objectives

The objectives of this report are twofold, and were agreed with Eye Town Council at the outset of the project:

Design

This report provides design guidance that will influence the form of the development that has come forward in the ENP site allocations. The guidance is based upon observations of the town's rich historic character and feedback from engagement already undertaken by Eye Town Council.

Masterplanning

The masterplanning work focuses on 5 of the sites selected for housing allocation in the draft ENP update as well as an additional site that was removed from the ENP. It gives strategic recommendations on how they might best accommodate the new development. Particular attention was given to the housing targets set out in the ENP, the preservation of open space within these sites, and the enhancement of Eye's historic townscape.

1.3 Process

General Process

The following steps were undertaken to produce this report:

- Initial site visit;

- Urban design analysis and desktop research;

- Preparation of masterplanning for each site;

- Preparation of a draft report, subsequently revised in response to feedback provided by the Eye Town Council;

- Submission of a final report (April 2019); and

- Submission of a final report update (March 2020).

In 2018 AECOM provided support for the consultation work undertaken for the production of the ENP, however it does not form part of the process of preparing this report.

March 2020 Updates

The present document is an update to the design guidelines and masterplanning report prepared for Eye Town Council in 2019 to reflect updates to the draft ENP. The following deliverables were completed in time for the May 2020 Neighbourhood Plan referendum according to the timeline agreed with Eye Town Council:

Policies Maps updates:

- Addition of key view points to reflect Supporting Document 17;

- Addition of biodiversity corridors to reflect Supporting Document 28;

- Revised the housing proposal sites to reflect updates to the housing allocation sites in the draft ENP; and

- Revised Local Green Spaces (Policy Eye 18).

Design guidelines and housing proposal site layout updates:

- Revised housing allocations (Policy Eye 1);

- Revised Paddock House site layout (Policy Eye 5);

- Addition of a new housing allocation site (Land South of Eye Airfield Phase 2, Policy Eye 8); and

- Revised descriptions of the site at Eye Healthcare to reflect its removal from the ENP as a housing allocation site.
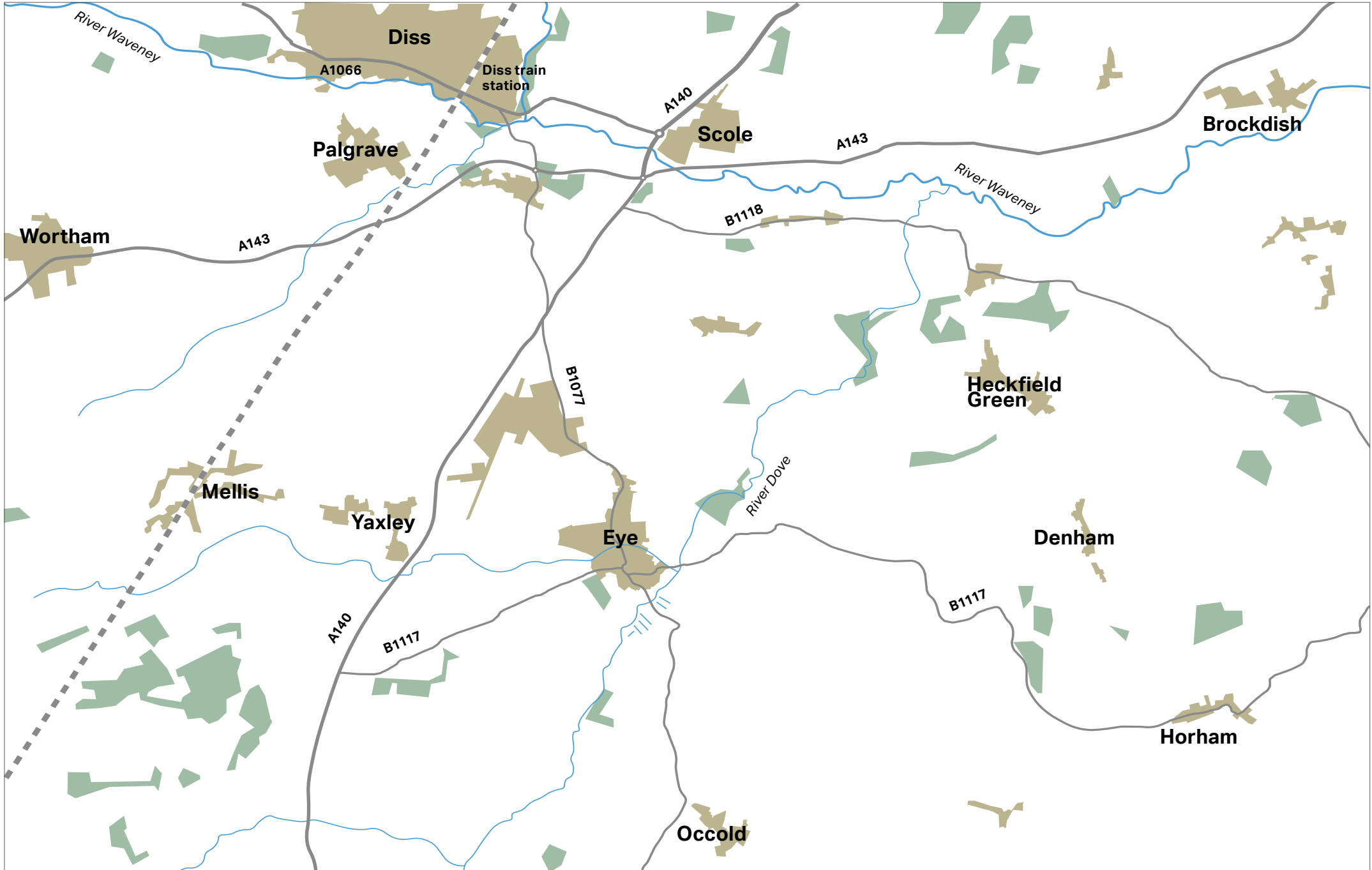
Strategic plan showing Eye within the local context (source: Google Maps)

1.4 Design Context in Eye

Location

Eye is a small market town located in the north of Mid Suffolk. It is located 6 km south of Diss, 28 km north of Ipswich, and 37km south of Norwich. It is situated at the junction of B1077 and B1117.

Evidence of settlement in the Eye town centre dates from the Roman period, although there is archaeological evidence of anterior human presence in the area. It is believed that early settlements were established on the higher ground of a site then almost surrounded by water and marshland formed by the River Dole. Following the Norman conquest, Eye Castle was constructed on the higher ground and much of the Saxon town centre was replaced to build a bailey that produced the circular outline of the town centre. The town developed thanks to the market situated west of the Castle despite remaining small in size. In the 20th century an RAF airfield was established north of the town and was later converted into an industrial estate.

Despite having lost its railway station, Eye has a hospital, a health centre, a library, a fire station, a police station, a town hall and a market, in addition to numerous shops and businesses. The Bank serves as a coffee house, events space, and cultural centre. The town has a secondary school, Hartismere School, as well as a primary school, St Peter and St Paul CE Primary School.

A Conservation Area was established in 1970. There is a total of 157 listed buildings within the parish, including 139 in the town centre. Three buildings are Grade I listed, and seven are Grade II*. Some of the most prominent listed buildings and landmarks include:

- Eye Castle (Grade I)

- The Church of St Peter & St Paul (Grade I)

- Eye Grammar School & Guildhall (Grade I)

- Eye Town Hall (Grade II*)

- The Bank (Grade II)

Population

At the 2011 census the resident population was 2,154 and the workday population was 3,752 for the built-up area that forms the settlement of Eye.
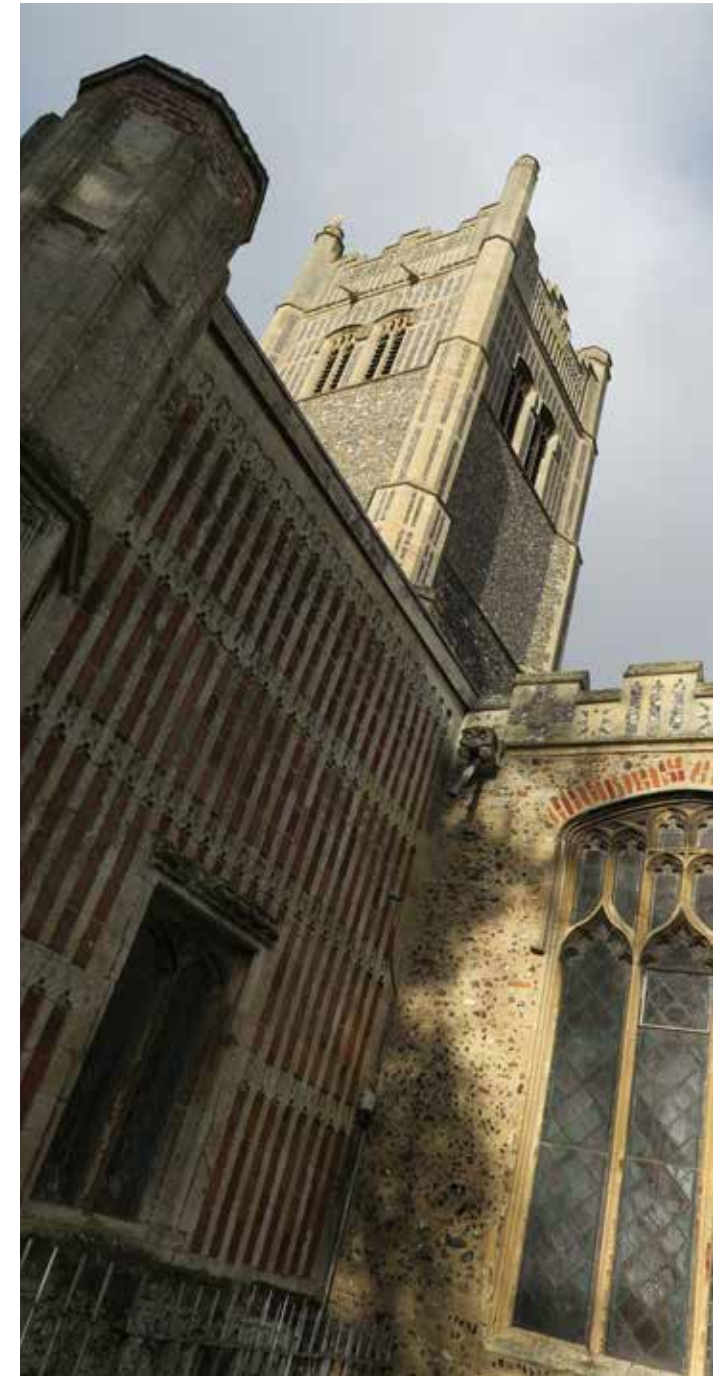
Church of St Peter & St Paul (14th-15th centuries)

Eye Guildhall (15th century with 19th century restorations)

19th century Grade II* listed Eye Town Hall. Banded red and Gault brick with flint detailing of diamond and half-diamond lozenges

View towards Grade I listed Eye Castle and the Church of St Peter & St Paul

The Bank, a coffee house, events space, and cultural centre housed in a classical sandstone-faced Grade II listed building

1.5 The Importance of Good Design

As the NPPF (paragraph 124) 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".

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.

Local people understand what good design means in the context of Eye. Consultation work carried out by the Town Council for the Neighbourhood Plan shows that they appreciate the town centre's qualities and those of some residential neighbourhoods.

This document seeks to harness an understanding of how good design can make future development as endearingly popular as the best of what has gone before.

Grade II listed Bridge House

1 The Value of Good Design https://www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-good-design.pdf

Grade II listed rendered and colour-washed houses with 19th century shopfronts on Castle Street

View towards Eye Town Hall (1857) from Lambseth Street

Window details on Magdalen Street

1.6 Engagement

Local residents of Eye were consulted in two stages through workshops and surveys for the Neighbourhood Plan between March and July 2018. Ideas and suggestions relevant to this report are summarised in this section. More information on consultation can be found in the Statement of Consultation appended to the Eye Neighbourhood Plan[1].

1.6.1 Stage 1 Consultation - March/April 2018

Residents were consulted on their views on a series of statements about what the Town might be like in the future and on some questions on specific local issues. People were also asked what local facilities were most important to them and what most needed improving. The stage 1 consultation coincided with consultations by the District and County Councils about the development of the Paddock House site and the proposed junction improvements on the A140. About 200 people attended the various consultation events in total.

Comments on Statements About What Eye Might Look Like in The Future

Statement	Summary of Comments
An attractive town: using the historic core to attract visitors and setting high standards to ensure new development is in keeping with the existing	7 comments, in favour in the context of the historic environment. Some concern about the design proposed for Paddock House.
A connected town: linking up the whole town, including old and new and housing, employment and services	Need for more integration in the Town, especially in anticipation of new housing. Support for new/better walking and cycling routes.
A green town: integrated into its countryside and with community projects to encourage green energy and conservation	Need for green spaces, and for more volunteers and Council support.
A walkable town: development concentrated within walking distance of facilities, with great cycling facilities too – cutting congestion and improving the air we breathe	8 comments, mostly sceptical.
An enterprising town: focused on small businesses in the town centre and larger firms, especially those specializing in innovative clean technology and food production, on the former Airfield	Only 2 comments
A living town: growing in size to cope with new needs through new development providing sufficient low-cost homes	18 comments. Most people against more large housing developments but accept a need for small scale/organic growth and affordable housing. Many recognise a need for housing for young people.

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[1] Supporting Document 21 – Statement of Consultation; Supporting Document 4 – Outcomes of Consultation and Engagement
http://www.eyesuffolk.org/town-council/neighbourhood-plan/

Responses to Specific Questions

– A leisure centre is needed;

– Some support for moving the Primary School to another site;

– The Chicken Factory should be moved, and the site be reused for affordable housing. Alternative uses may include car parking and leisure facilities;

– Hartismere Health and Care should be better used for health purposes;

– Traffic speeds and the number of lorries should be reduced;

– A wide range of views on car parking, but generally support for more car parking.

Views on Existing and Potential Facilities

– The surgery, post office, and Hartismere Hospital are viewed as the most important facilities to Eye;

– Facilities ranked as highest priorities for improvement are Hartismere Hospital, car park toilets, and car parks;

– The most cited facilities Eye should have included: better public transport and more police presence/ CCTV. There were mixed views about new supermarkets.

1.6.2 Stage 2 Consultation - July 2018

This stage sought feedback responses from the first consultation stage as well as views on:

– An Opportunities Plan containing proposals that reflect views and evidence collected so far;

– Most used green spaces and community facilities to be protected as Assets of Community Value.

Comments on the Opportunities Plan

The Opportunities Plan set out proposals for 450 dwellings including the greenfield site south of Eye Airfield and puts forward two reserves sites which would only be included in the Plan if the District Council proposed more than 450 dwellings.

– 80% prefer a site north of Castleton Way and west of the site with permission south of Eye Airfield;

– General support for infrastructure improvements to keep pace with population increase. The need to maintain the standards of service provided by the surgery and to improve the range of services at Hartismere Health and Care are particular concerns;

– The most requested additional facility was a Supermarket;

– Some concerns over the pace and scale of housing; many support more social housing and smaller houses;

– General support for the redevelopment of the Chicken Factory;

– Call for housing standards in the Neighbourhood Plan to be higher than those allowed by the new NPPF;

– Support for footpath and road improvements.

Other Comments

– Participants listed the Castle, Community Centre, and the Pennings as the most used green spaces;

– Hartismere Health and Care is among the most important assets of community value.

Mon - Sat
8 am - 6 pm

Design Guidance

02

2. Design Guidance

This section outlines key design elements and principles to consider when assessing a design proposal.

The aim of this Design Guide is to ensure that future developments consider local character and through design proposals they can further enhance local distinctiveness by creating good quality developments, thriving communities and prosperous places to live.

This section is set out in a way that is straightforward to interpret. It is accompanied by descriptive text, general guidelines and principles, images from Eye or other relevant case studies, illustrations and diagrams.

2.1 Place Making and Design Principles

This section provides a set of place making principles that should be considered when developing sites in Eye. These principles will influence the town's streets, homes, parking bays, open space and landscape areas and the interfaces among these elements.

Designers should rise to the challenge to deliver well-designed buildings, streets and spaces that are in keeping with their environment and respond to the challenge of delivering sustainable developments.

2.1.1 Land Use and Density

Eye has developed at a compact and low-rise scale, predominantly featuring one and two storey dwellings. The historic core has a majority of pre-20th century buildings from various periods. Successions of façades along narrow streets form long sections of street walls with few interruptions, recesses, or open spaces. Retail is concentrated along Broad Street, Lowgate Street, and Church Street. The centre has two small car parks and a primary school. The industrial area dominated by the Eye Poultry factory marks the western edge of the built-up area.

The area north of the town centre is characterised by more recent 20th century and post-war architecture, with larger plots and a higher proportion of semi-detached and detached houses. Plots are larger and variations in building recesses create front gardens with front or side driveways. The area has two large institutional complexes, Hartismere School and Hartismere Hospital. The northernmost part of the town is the Eye Airfield industrial area, occupying the site of a former airfield.

In the case of new developments, density should be appropriate to the location and simultaneously respond to the character of the existing settlement areas. Where appropriate proposals should include a range of densities, building types and forms. Areas with higher densities should be focused around key movement nodes or strategic points. A varied density and land use distribution profile in the case of large development sites adds interest and supports local facilities, public transport means and helps legibility of the various character areas.

Oak Crescent: early 20th century development with semi-detached houses with long back gardens and fronting a large open space

Lowgate Street: typical compact town centre settlement pattern with successions of uninterrupted façades forming continuous street walls

2.1.2 Place Making

Creating the physical conditions that residents find attractive, safe, legible, and that provide good levels of social encounter are essential for achieving a successful development. The place making principles set out in the following pages should be used to assess the design quality of future development or regeneration proposals. They contain images from Eye or other relevant case studies, illustrations, and diagrams, that demonstrate positive interpretations of place making principles.

Distinct and prominent landmarks as well as an abundance of historic buildings provide a strong sense of place in the Eye town centre

Attractive

Legible

PLACE MAKING

Safe

Social Encounter

Gateways

In the case of future development, the design proposals should consider placing gateway and built elements highlighting the access or arrival to the new developed site.

The gateway buildings should reflect local character. This means houses in local materials with emphasis on symmetry, the design of chimneys and fenestration, or well laid and cared for landscape. Besides building elements, high-quality landscaping features could be considered appropriate to fulfil the same role.

Commercial buildings with chamfered ground floor corners marking the entrance of Church Street

Grade II listed 18th century Crinkle Crankle Wall forming a gateway to the town centre along Lambseth Street

Building with traditional brick trim and flint infill forming a gateway to the post-war Millfield development

Hierarchy of Movements

The network of streets should be designed to enable direct and convenient walking and cycling routes to public transport stops and to town and local centres. Streets should be considered as spaces for use by all, not just for vehicular movements. They must provide a safe and pleasant environment at all times of the day. It is important that in the case of new developments, streets should consider the needs of pedestrians, cyclists, and public transport users.

A robust street network should be established with distinguishable movement hierarchy. Streets should be differentiated based on their character, role and function. It is suggested that streets should be identified based on their proportion to the scale of development: primary, secondary, and tertiary streets.

To stimulate and support district and local centres movement routes should be designed in a way that they go 'through' places rather than 'around' them.

Lowgate Street, one section of the B1077 road with through-traffic that connects Eye to neighbouring settlements

Church Street, a low-traffic street connecting Lambseth Street with Castle Street and Hoxne Road for local traffic

The Cross, a narrow town centre street with no through-traffic shared informally between pedestrians and automobiles. The southern end constitutes a pedestrian shortcut between Cross Street and Broad Street.

**Old Brew House Court, a short modern residential cul-de-sac**

Walkable Places

Creating new walking routes which are well connected to existing ones should be a priority for any new development. Walking routes should be laid out in a way that they follow the shortest and straightest distance between two points.

How successful a place is could be easily measured by how walkable it is. Therefore, walking distances in achieving accessible neighbourhoods should be between 5 to 10 minutes. It is good practice to plan new homes within a 400-metre walking distance to bus stops or local green spaces and about 800 meters distance from local shops, schools or parks.

The Cross is a low traffic street that enables pedestrian shortcuts in the town centre between Cross Street and Church Street

|	
400m	5 min walk
800m	10 min walk
1000m	5 min cycle
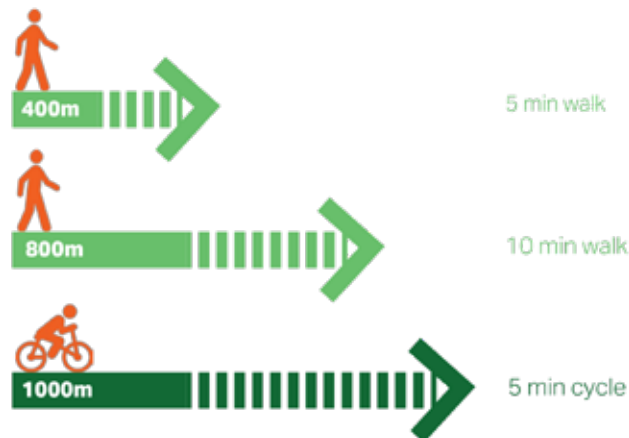
Connectivity

It is important that all newly developed areas should provide direct and attractive footpaths between neighbouring streets and local facilities. These will usually be pavements alongside roads. Establishing a robust pedestrian network a) across any new development and b) among new and existing development is key in achieving good levels of permeability among any part of Eye.

A permeable street network at all levels, provides people with a choice of different routes and allows traffic to be distributed in general more evenly across the network rather than concentrated on to heavily trafficked roads.

Design features such as barriers to vehicle movement, gates to new developments or footpaths between high fences should be kept at a minimum and the latter should be avoided.
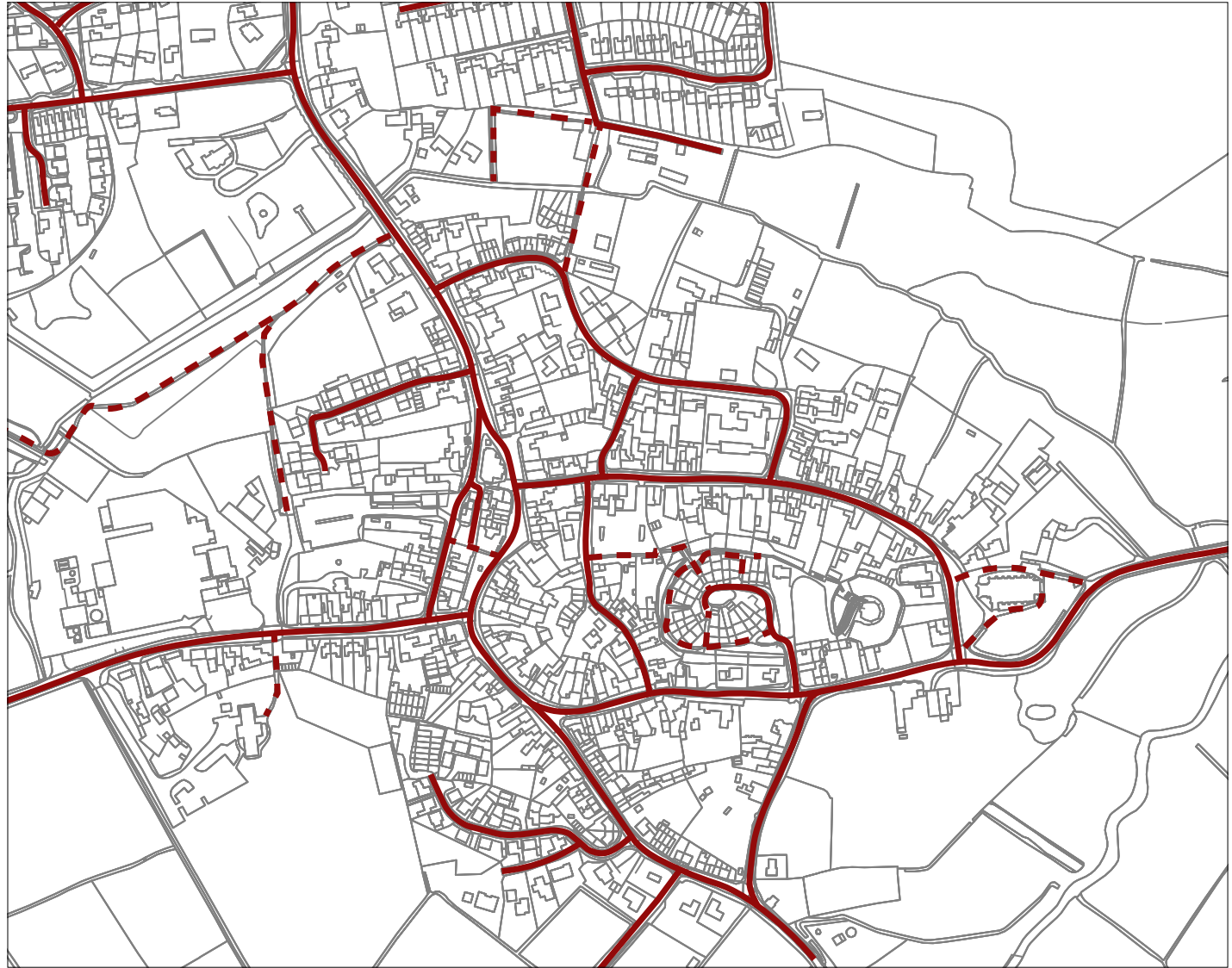
Streets (solid lines), footpaths and public rights of way (dotted lines) in the centre of Eye (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

Enclosure

Focal points, public squares and spaces in new developments should be designed in good proportions and provide continuous walls. Clearly defined spaces help in achieving cohesive and attractive urban form and help in creating an appropriate sense of enclosure.

The following principles serve as general guidelines that should be considered towards achieving satisfactory sense of enclosure:

– In case of building set back, façades should have an appropriate ratio between the width of the street and the building height (see diagram opposite).

– Buildings should be designed to turn corners and terminate views.

– Generally, building façades should front onto streets. Variation to the building line can be introduced to create an informal character.

– In case of terraced buildings, it is recommended that a variety of plot widths, land use and façade depth should be considered during the design process to create attractive townscape.


Gradual building line recesses on Broad Street create informal public squares that constitute memorable focal points and highlight local landmarks such as the Eye War Memorial in front of the Town Hall

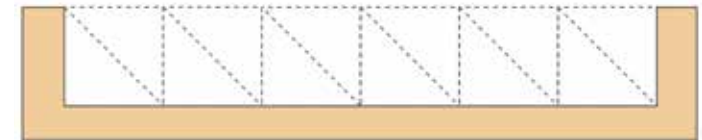The alignment of two-storey houses along Church Street creates quasi-continuous street walls and a view that terminates at the bell tower of the Church of St Peter and St Paul
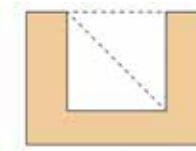
Mews 1:1 ratio
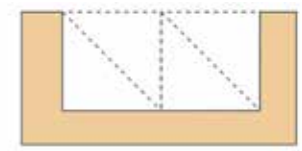
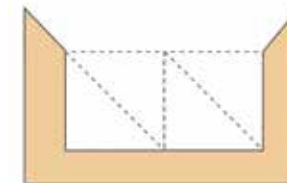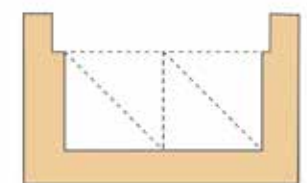Generally effective 1:2 ratio

Maximum squares (+ very wide streets) 1:6 ratio

Spatial definition by tree canopy

Spatial definition by building height

Spatial definition by recess line

Images from Urban Design Compendium (Homes England)

Landmarks and Vistas

In any new development, buildings should be designed to respond to existing view corridors or reinforce views of existing landmarks. It is important that building massing and architectural detailing should respect the local character and enhance the sense of place. The location of landmarks should be clearly justified as they contribute to the wider legibility of that particular area.

Besides adapting to local heritage, landmark buildings should also be innovative and interesting. They should promote good architecture and ensure that places are distinct, recognisable and memorable.

View towards Eye Castle and the Church of St Peter and St Paul from Castle Hill

View towards Eye Town Hall from Buckshorn Lane

View towards Eye Town Hall from Lambseth Street

Way Finding, Legibility

New developments should assure from the design stage that their movement network is fully integrated with the existing network of routes. Also, the width of pedestrian footpaths should be minimum 2 metres wide and should be well lit to encourage its use at all times.

New development schemes should aim to create places that have identity and that are easy to navigate through. New design schemes should contain local landmark buildings to aid legibility.

Existing sign in Eye. Photo courtesy of Jon Betts.

Pedestrians and Cyclists

When designing pedestrian and cycle routes, high-quality materials and high-quality landscaping should be a minimum requirement, as such environments will encourage walking and cycling.

Pedestrian routes should be well designed and well placed within new developments. Direct routes should be encouraged.

Cycling routes should be safe and direct and should be part of a well-connected network within Eye and the surrounding countryside.

Bicycle wayfinding signs near Eye Castle

Footpath to Eye Community Centre

Footpath across Oak Crescent

2.1.3 Urban Structure

Urban structure compromises the pattern or arrangement of urban blocks, streets, buildings, public realm and landscape. The size and organisation of any block varies depending upon diverse parameters such as location, desired land use and density. At an urban scale it is important to achieve a good mix of block form and block size, to facilitate adaptability over the years and ensure a good variety of uses within the new parts of the development.

New development should respond to the existing pattern of development within Eye, taking cues from existing block sizes and structures, patterns of plot subdivision and the relationship between the built and the non-built private space.

Activity and Frontage

Buildings should have their main façade and entrance facing the street, where this is in keeping with local character. Shopfront proportions should harmonise with the main building and its neighbouring buildings. Successful spaces and streets are created where activity and movement occurs. These areas should be designed in a way that they are accessible not only to people living in the community but also to people passing by. In order to achieve this, a good mix of land use and provision of well-designed public realm is key.

A coordinated, uncluttered approach which is visually cohesive should be a leading design principle in the case of new shopfront design. Also, ground floor units should be flexible and adaptable to respond to future changing needs of its customers which can reduce the likelihood of vacant units.

Building Lines

The way buildings sit in relation to the street can have a significant consequence on the success of a development. The main façades and entrances of buildings should usually face the street, which additionally allows for natural surveillance and enhances interface activity.

In the case of extension type of development, the existing building line should inform the design and layout of the new development.

The building line, where suitable, can have subtle variations in the form of recesses and protrusions.

2.1.4 Parking and Servicing

Incorporating parking is an essential part of good urban design practice and is a critical factor in the creation of attractive and sustainable neighbourhoods. A good mix of parking typologies should be aimed for which will be dependant on and influenced by location, topography and market demand. The arrangements for car parking should be safe and convenient and should not undermine the quality and amenity of Eye's streets.

The predominant parking mode in housing development should be on plot, to the side or front parking courts. In some cases, when adjoining to existing development, on street parking could be considered as an option. However, in this case it should be designed to minimise the visual impact of the car, hard surfaced areas, and any impediment to traffic flow.

Opportunities should be created to include electric vehicle charging points in new developments and existing on-street parking spaces.

Garages

Where provided, garages should be designed either as free standing structures or as additive form to the main building. In both situations, it should be aimed to reflect the architectural style of the main building, looking an integral part of it rather than a mismatched unit.

Often, garages can be used as a design element to create a link between buildings, ensuring continuity of the building line. However, it should be considered that garages are not prominent elements and they should be designed accordingly.

It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space.

House with garage entrances screened by landscaping

Front Parking Courtyards

This parking arrangement can be appropriate for a wide range of land use and for most locations within the town. It is especially suitable for apartments and townhouses fronting busier roads where it is possible to provide direct access to individual parking spaces.

Possibly all parking courts should be placed at the front of the development so that they can benefit from natural surveillance and ensure a good amount of activity on the street throughout the day.

Parking courts should be an integral part of the public realm; hence it should be aimed towards high-quality design and materials both for hard and soft landscaping elements.

On-Street Parking

On street parking should be arranged and clearly identified to avoid any undesired situation of street parking.

On-street parking can be arranged either perpendicular or parallel to the carriageway.

On-street parking should be designed to avoid overly impeding traffic flow and can serve a useful informal traffic calming function.

Opportunities should be created for new public car parking spaces to include electric vehicle charging points. Such provision should be located conveniently throughout the town and designed to minimise street clutter.

Parallel on-street parking on Lambseth Street

Echelon on-street parking on Broad Street

Examples of on-street parking with electric vehicle charging points

On-Plot Parking

On plot parking can be either in garages and/ or on the driveway at the front or the side of the building.

As a form of parking it can be visually attractive when it is combined with high-quality and well-designed soft landscaping. Front garden depth from pavement back should be sufficient for a large family car. Boundary treatment is the key element in getting aesthetic results which can be achieved by using elements such as hedges, trees, flower beds, low walls, high-quality paving materials between the private and public space. Hard standing and driveways should be constructed from porous materials to minimise surface water run-off.

Houses with landscaped on plot side parking

Houses with on plot parking with front gardens

Cycle Parking

A straightforward way to encourage cycling is by providing secured covered cycle parking within all new residential developments and publicly available cycle parking along any public realm.

For residential units, where there is no garage on plot, covered and secured cycle parking should be provided within the domestic curtilage. The use of planting and smaller trees alongside cycle parking can be used to mitigate any visual impact on adjacent spaces or buildings.

Cycle racks within a building curtilage (left) and sheltered cycle parking garage (right)

On-street cycle stands

Good design for on plot bicycle storage

Servicing

With modern requirements for waste separation and recycling, the number of household bins that need to be stored has increased. It is important that these are accommodated in ways that allow convenient access, and without increasing street clutter or harming the appearance of new buildings. The pictures show some successful design solutions for accommodating bins within the plot.

Good designs for waste collector storage.

Good design for waste collector camouflage.

2.1.5 Building Forms and Materials

In the case of new developments, the Design and Access Statement should establish an architectural approach, form and identity in keeping with the place and prove the link between the existing and the new development.

Building form, proportions, roofscape, and overall appearance should be considerate toward the local character of Eye, and any new addition should positively contribute to this character. Nevertheless, responding to the character of the place should not result in pastiche replicas, instead the emphasis should be placed on contemporary interpretation of traditional building forms to suit current needs.

Contemporary interpretations of local forms should be encouraged. Particularly, design elements and details such as implementing more natural light, promoting the use of local building materials, integrating low energy consumption techniques, or adding more articulation to building elevations should be promoted regardless to location.

Buildings on Church Street showing a variety of construction materials, heights, and roof types

Houses on Lambseth Street showing a variety of façade colours, roof materials, and building heights

Fenestration

Fenestration on public/private spaces increase the natural surveillance and enhance the attractiveness of the place. Long stretches of blank (windowless) façades should be minimised. Overall, considerations for natural surveillance, interaction, and privacy must be carefully balanced.

Windows must be of sufficient size and number to allow abundant natural light into the buildings.

Site layout and building massing should ensure access to sunshine and avoid over shadowing as many buildings as possible. New developments should also maximise opportunities for long distance views.

Consistent window styles and shapes must be used across one façade to avoid visual clutter.

In proximity to historic areas, fenestration must reflect an understanding of locally distinctive features such as scale, proportions, rhythm, materials, ornamentations, and articulation.

Front elevation using a formal arrangement of sash windows placed at regular intervals

A succession of ground floor windows enables better surveillance of the public realm than long stretches of windowless walls

AECOM

Contemporary Architecture

In Suffolk there are good examples of successful contemporary architecture. Although their design is contemporary, they demonstrate an intelligent understanding of materials, massing, and local traditional architecture that blends harmoniously with their physical context. Some of them were also designed to high environmental standards.

It is suggested that this trend continues to further expand with additional eco design features incorporated in future developments.

Local example of contemporary architecture. Photo courtesy of Landex New Home. (source: https://www.landex.co.uk)

Example of contemporary architecture in Birdbrook. Sustainable house constructed to Passivhaus standards. Designed to be self-sufficient with a wind turbine, rainwater collection, reed-beds for sewage treatment and natural ventilation. RIBA East Building of the Year 2011. (photo courtesy of Modece; source: http://www.modece.com)

Example of Modern architecture in Hoxne

Building Detailing

Building detailing is a set of architectural tools that contribute to local distinctiveness by adding interest to new buildings.

In case of new development, buildings should be designed in harmony and proportional to each other and enhancing or complementing the overall street character.

All building elevations (all floors) should be designed with equal care and design details to create a well-integrated overall composition.

Long continuous rooflines should be considered as bad practice and should be avoided in order to create a streetscape with interest and variety.

Former bank building - moulded entrance door details at building corner

Eye Guildhall - carved wooden pillar

Jettying upper storey with exposed wooden beams

Door frame details

Building façade details with clay pantile roof

Dormers and clay pantile roof

Thatched roof and gable rendered in "Suffolk pink"

Eye Town Hall - brick and pebble façade pattern

Projecting porch with Ionic columns

Gothic window with red brick and stone banding

Ground floor door and window details

Church tower and window tracery details

Building Scale and Massing

Buildings should be sympathetic in scale to the context and should not pass 2-2.5 storey in residential areas.

Subtle variation in height is encouraged to add visual interest, such as altering eaves and ridge heights. Another way of doing it could be by variation of frontage widths and plan forms. This can be appropriate in both central and more suburban locations.

Two views of Church Street showing a predominance of two storey buildings with a dynamic roof line

Buildings at Corners

Streets should have strong continuity of frontage not only to be visually attractive and enhance the streetscape, but also to provide high levels of natural surveillance. Eyes on the street ensures that public space is well overlooked.

Corner buildings should have both side façades animated with doors and/or windows. Exposed, blank gable end buildings with no windows fronting the public realm should be avoided.

Decorative architectural elements also should be considered in treating these building types. It is not necessary for strong corner buildings to be taller than neighbouring buildings.

Local example of corner buildings

Privacy

In any new development appropriate privacy measures should be taken into account from early design stage. Issues such as overlooking from streets, private and communal gardens, courtyards and open spaces into private property, predominantly for residential units should all be considered. Setback from the street, front garden landscaping and added detailed architectural design should help in balancing privacy of front living spaces with the need for overlooking of the streets.

It is important to clearly distinguish between private and public space. Clear ownership boundaries should be established so that spaces feel safe and are appropriate for the right user group to use.

Setting private-public boundaries:

– Landscape barriers using hedging, boundary fences, small walls or setbacks,

– Minimum front gardens should be 1.5 metres deep unless designed to accommodate parking.

Houses with front gardens and façades set back from the property line

Roof Line

Creating a good variety in the roof line is a significant element of designing attractive places. There are certain elements that serve as guidelines in achieving a good variety of roofs:

- The scale of the roof should always be in proportion with the dimensions of the building itself;

- Monotonous building elevations should be avoided, with subtle changes in roof line encouraged;

- The design of roof lines should include opportunities to integrate photovoltaic panels;

- If there are any locally traditional roof detailing elements they should be considered and implemented where possible in the case of new development; and

- Dormers can be used as a design element to add variety and interest to roofs.

Materials and Architectural Details

It is important that the materials used in new developments are of a high-quality and reinforce the local distinctiveness of Eye.

Development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

It should be noted that these materials are not prescriptive and there is opportunity for innovative and creative material suggestions in new buildings, restorations and extensions that may compliment what already exists. However, when buildings are designed, local heritage of building materials should be taken into consideration.

Materials proposed for use in new development and building extensions shall match or be guided by those used in the existing building or area and subtle variations by street. Images this spread show typical palettes of traditional bricks, rendering, windows, doors, paving and cornicing.

Architectural detailing shall typically display elements that equate to those on existing traditional buildings which provide interest, scale and texture to form and elevations.

Red brick

White painted brick

"Suffolk pink" render

"Suffolk white" brick

Half round Banham brick

Off-white render

Exposed timber framing

Red brick and flint

Off-white render

Solar panels

Painted hood mould and window frame

Slate roof

Thatched roof

Landscaped edge treatment

Sash window

Clay plaintile roof

Clay pantile roof

Bracketed door hood

Bay window

Gabled dormer

Black glazed pantile roof

2.1.6 Sustainability

The following section elaborates on energy efficient technologies that could be incorporated in buildings and at broader town design scale as principles. Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment. This section provides the main principles of what is known as "green building", as well as the main features that tend to influence design issues and contribute to design solutions.

Eco Design

Energy efficient or eco design combine all around energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

Starting from the design stage there are strategies that can be incorporated towards passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions.

The aim of these interventions is to reduce overall home energy use as cost effectively as the circumstances allow for. Whereas, the final step towards a high performance building would consist of other on site measures towards renewable energy systems.

Rainwater Harvesting

Rainwater harvesting refers to the systems to capture and store rainwater as well as those enabling the reuse in-situ of grey water. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Therefore, some design recommendations would be to:

a) Conceal tanks by cladding them in complementary materials;

b) Use attractive materials or finishing for pipes;

c) Combine landscape/planters with water capture systems;

d) Underground tanks;

e) Utilise water bodies for storage.

Green Roofs

Green roofs are increasingly accepted and often can be seen integrated in new building design. Whether the roof is partially or completely covered with vegetation, their design should follow some design principles such as:

a) Plan from the start;

b) Easy to reach and maintain;

c) To complement (where applicable) the surrounding landscape;

d) To help integrate the building with the countryside;

e) Design comprehensively with other eco designs such as water harvesting and pavements.

Permeable Pavement

Pavements add to the composition of the building. Thus, permeable pavements should not only perform its primary function which is to let water filter through but also:

a) Respect the material palette;

b) Help to frame the building;

c) Create an arrival statement;

d) Be in harmony with the landscape treatment of the property;

e) Help define the property boundary.

Designing Out Crime

Most of the recommendations in this section will also help to design out crime and antisocial behaviour. Specifically, opportunities to commit offences are reduced when:

– Compatible land uses are mixed, and streets are walkable, bringing activity throughout the day and the week;

– Places have a strong sense of identity and ownership;

– Neighbourhoods are well connected but with minimal use of alleyways;

– Building frontages are 'active' - that is that doors and windows face the street;

– Cars are parked securely or, at least, within sight of homes or other buildings; and

– There are clear boundaries between public and private spaces.

Active frontages improve 'natural surveillance'

2.2 General Questions to Ask and Issues to Consider When Presented with a Development Proposal

This section states a general design principle followed by a number of questions against which the design proposal should be judged. The aim is to assess all proposals by objectively answering the questions below.

Not all the questions will apply to every development. The relevant ones, however, should provide an assessment overview as to whether the design proposal has taken into account the context and provided an adequate design solution.

The Design Proposal should:

A. Harmonise and enhance existing settlement in terms of physical form pattern or movement and land use.

- What are the particular characteristics of this area which have been taken into account in the design?

- Is the proposal within a conservation area?

- Does the proposal affect or change the setting of a listed building or listed landscape?

B. Relate well to local topography and landscape features, including prominent ridge lines.

- Does the proposal harmonise with the adjacent properties?

- Has careful attention been paid to height, form, massing and scale?

- If a proposal is an extension, is it subsidiary to the existing property so as not to compromise its character?

- Does the proposal maintain or enhance the existing landscape features?

- How does the proposal affect the trees on or adjacent to the site?

- How does the proposal affect the character of a rural location?

C. Reinforce or enhance the established urban character of streets, squares and other spaces.

–   What is the character of the adjacent streets and does this have implications for the new proposals?

–   Does the new proposal respect or enhance the existing area or adversely change its character?

–   Does the proposal positively contribute to the quality of the public realm/streetscape and existing pedestrian access?

–   How does the proposal impact on existing views which are important to the area?

–   Can any new views be created?

D. Reflect, respect and reinforce local architecture and historic distinctiveness.

–   What is the local architectural character and has this been demonstrated in the proposals?

–   If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?

E. Retain and incorporate important existing features into the development.

–   What are the important features surrounding the site?

–   What effect would the proposal have on the streetscape?

–   How can the important existing features including trees be incorporated into the site?

–   How does the development relate to any important links both physical and visual that currently exist on the site?

F. Respect surrounding buildings in terms of scale, height, form and massing.

–   Is the scale of adjacent buildings appropriate to the area?

–   Should the adjacent scale be reflected?

–   What would be the reason for making the development higher?

–   Would a higher development improve the scale of the overall area?

–   If the proposal is an extension, is it subsidiary to the existing house?

–   Does the proposed development compromise the amenity of adjoining properties?

–   Does the proposal overlook any adjacent properties or gardens?

G. Adopt appropriate materials and details.

- What is the distinctive material in the area, if any?

- Do the proposed materials harmonise with the local material?

- Does the proposal use high-quality materials?

- Have the details of the windows, doors, eaves, and roof been addressed in the context of the overall design?

H. Integrate with existing paths, streets, circulation networks and patterns of activity.

- What are the essential characteristics of the existing street pattern?

- How will the new design or extension integrate with the existing arrangement?

- Are the new points of access appropriate in terms of patterns of movement?

- Do the points of access conform to the statutory technical requirements?

- Do the new points of access have regard for all users of the development (including those with disabilities)?

I. Provide adequate open space for the development in terms of both quantity and quality.

- Is there adequate amenity space for the development?

- Does the new development respect and enhance existing amenity space?

- Have opportunities for enhancing existing amenity spaces been explored?

- Are there existing trees to consider?

- Will any communal amenity spaces be created? If so, how will this be used by the new owners and how will it be managed?

J. Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features.

– What effect will services have on the scheme as a whole?

– Can the effect of services be integrated at the planning design stage, or mitigated if harmful?

– Has the lighting scheme been designed to avoid light pollution?

K. Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other, to provide a safe and attractive environment.

– Has the proposal been considered in its widest context?

– Is the landscaping to be hard or soft?

– What are the landscape qualities of the area?

– Have all aspects of security been fully considered and integrated into the design of the building and open spaces?

– Has the impact on the landscape quality of the area been taken into account?

– Have the appropriateness of the boundary treatments been considered in the context of the site?

– In rural locations has the impact of the development on the tranquillity of the area been fully considered?

L. Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours.

– Has adequate provision been made for bin storage?

– Has adequate provision been made for waste separation and relevant recycling facilities?

– Has the location of the bin storage facilities been considered relative to the travel distance from the collection vehicle?

– Has the impact of the design and location of the bin storage facilities been considered in the context of the whole development?

– Could additional measures, such as landscaping be used to help integrate the bin storage facilities into the development?

– Has any provision been made for the need to enlarge the bin storage in the future without adversely affecting the development in other ways?

Site Masterplanning

03

3. Site Masterplanning

This section proposes masterplanning approaches for a total of 6 sites and provides key points for each site.

3.1 Introduction

The Neighbourhood Plan has selected 6 sites for housing allocation. The masterplanning work carried in this section focuses on the 5 that are listed on the table opposite. One allocated site - Land South of Eye Airfield Phase 1 - was granted outline permission in 2016 and is excluded from this report.

Masterplanning work was also carried for the Land at Eye Health Centre and Hartismere Health and Care; this site was removed as a policy from the draft ENP update but the masterplanning work undertaken for the site remains relevant. The sites are a mix of brownfield and greenfield lands. Some are small infill sites within the town centre while others are located farther away. A mix of market housing, affordable and potentially sheltered housing will be preferred

on this site, subject to evidence from an up to date housing needs survey.

The 5 allocated sites were chosen to fulfil the town's housing needs, with smaller areas allocated for retail, vehicle parking, and green spaces. The Plan specified housing targets for each site according to tenure type, density, and unit type (flat, house, or bungalow).

Neighbourhood Plan - Housing Proposals by Site

Site	Market	Affordable	Sheltered	Total
Chicken Factory	80	-	-	80
Land North of Victoria Mill Allotments	19	15	-	34
Victoria Mill Allotments	12	15	45	72
Health Care*	-	-	-	43*
Paddock House	-	16	-	16
Land South of Eye Airfield Phase 2	88	61	25	174

Source: Eye Neighbourhood Plan (2020)

*The Land at Eye Health Centre and Hartismere Health and Care was proposed in the allocation in previous versions of the Neighbourhood Plan but has been removed in the 2020 update. The masterplanning guidance from the original Masterplanning and Design Guideline report, however, remains relevant; it has therefore been retained in the updated version of the present report.

Eye
Neighbourhood
Plan
2018 - 2036

REFERENDUM VERSION
JANUARY 2020

Key

Site boundaries

Local green spaces

Water

Conservation area

Sites with housing allocations in the Neighbourhood Plan (except Health Care site) and subject to masterplanning exercise in this report (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

The table above summarises the housing targets set out in the Neighbourhood Plan for each site and tenure type.

3.2 Constraints

The following issues and constraints have been identified across the sites:

- **Open spaces** - most sites abut or contain open spaces to be retained, either with special landscape area designation or identified as spaces to be left unbuilt in the Neighbourhood Plan. Consideration must be given to their enhancement or integration within new developments.

- **Flooding** - some sites are within flood zones. Particular care must be given to development within high flood zones, and site drainage improved to alleviate flooding. Sustainable drainage systems (SuDS) should be considered.

- **Listed buildings and conservation areas** - the design of new developments within or near the conservation area must remain sympathetic with the historic architecture and setting.

- **Views from neighbouring properties** - each site is adjacent to overlooking residential properties. The design of new buildings must be sensitive to this relationship and landscaping should be used appropriately to mitigate impact.

- **Vehicle parking** - parking spaces must use effective landscaping and lighting to mitigate their impact on the public realm and ease surveillance. Electric vehicle charging points must be provided. Suffolk Parking requirements are summarised in the table opposite.

- **Land South of Eye Airfield** - coordination with third party landowner required for new vehicle and pedestrian accesses as well as open space and building frontage continuity.

- **Victoria Mill allotments** - development is subject to the identification of a suitable alternative location for the allotment gardens.

Suffolk Parking Requirements

Use	Vehicle Minimum
1 bedroom	1 space per dwelling
2 bedrooms	2 spaces per dwelling (reduction in this number subject to robust and degreed highway mitigation)
3 bedrooms	2 spaces per dwelling
4+ bedrooms	3 spaces per dwelling
Retirement developments	1 space per dwelling
Visitor/ unallocated	0.25 spaces per dwelling (unallocated)

Source: Suffolk Guidance for Parking (2019)
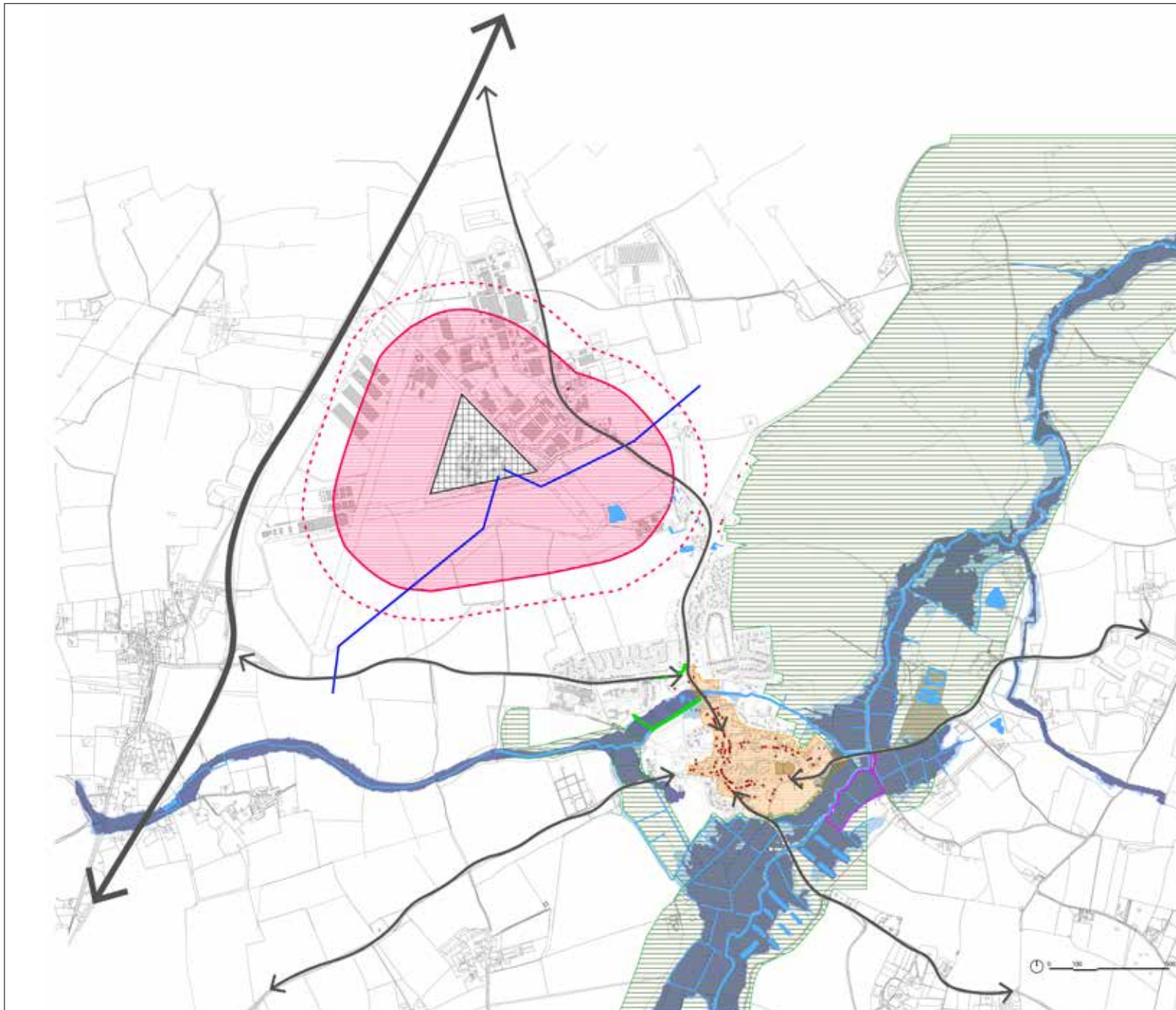
Main Routes to the Town Centre
Flood zone 3
Flood zone 2
Conservation Area
Listed Buildings
Scheduled Monument
Special Landscape Area
Tree Preservation Orders
Local Nature Reserves
Gas Compressor Station
Gas Pipeline
HSE Inner Zone
HSE Middle Zone

Town-wide constraints analysis (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

3.3 Concept Plan

One masterplanning option that responds to the Neighbourhood Plan requirements was created for each site. Some are subject to agreements with third party landowners or the highway authority for vehicle connections or changes to the neighbouring highway.
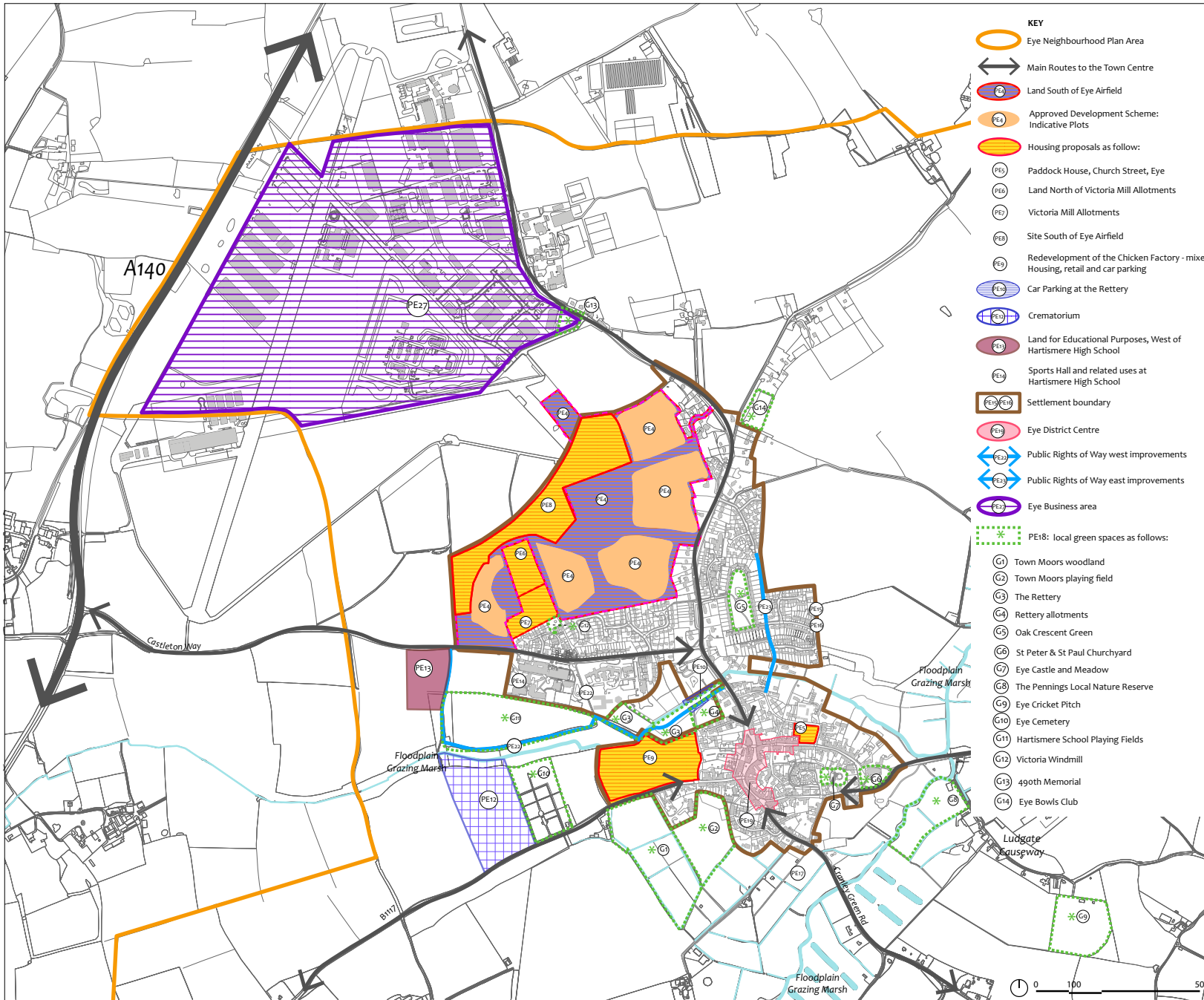
Sites are laid out to create subtle variations in construction materials, architectural details, façade rhythm, roof line, and building line to avoid monotonous street frontages. This is particularly important for sites situated near listed buildings or within/ adjacent to the conservation area, which is dominated by a compact and dense fabric with irregular plots organised along an informal street pattern.

Many sites incorporate green and open spaces that residents surveyed for the Neighbourhood Plan consultation have deemed important to retain. Care was given in the provision of landscaping at the edges of parking areas and at interfaces with private residences or the conservation area.

These proposals should come alongside upgrades to the existing road, cycling, and pedestrian networks to improve travel safety and accessibility for all road users while mitigating negative impacts on congestion and parking.

In accordance with Policy Eye 25 and 26, all new residential and commercial development parking, as well as over 10% of public parking spaces, should integrate electric vehicle charging points.

The following pages contain more detailed analysis and masterplanning layout for each site.

KEY

◯ Eye Neighbourhood Plan Area

⬌ Main Routes to the Town Centre

(PE4) Land South of Eye Airfield

(PE4) Approved Development Scheme: Indicative Plots

(PE4) Housing proposals as follow:

(PE5) Paddock House, Church Street, Eye

(PE6) Land North of Victoria Mill Allotments

(PE7) Victoria Mill Allotments

(PE8) Site South of Eye Airfield

(PE9) Redevelopment of the Chicken Factory - mixed Housing, retail and car parking

(PE10) Car Parking at the Rettery

(PE11) Crematorium

(PE13) Land for Educational Purposes, West of Hartismere High School

(PE14) Sports Hall and related uses at Hartismere High School

(PE15/PE16) Settlement boundary

(PE19) Eye District Centre

(PE22) Public Rights of Way west improvements

(PE23) Public Rights of Way east improvements

(PE27) Eye Business area

⋮⋮⋮⋮⋮ PE18: local green spaces as follows:

(G1) Town Moors woodland

(G2) Town Moors playing field

(G3) The Rettery

(G4) Rettery allotments

(G5) Oak Crescent Green

(G6) St Peter & St Paul Churchyard

(G7) Eye Castle and Meadow

(G8) The Pennings Local Nature Reserve

(G9) Eye Cricket Pitch

(G10) Eye Cemetery

(G11) Hartismere School Playing Fields

(G12) Victoria Windmill

(G13) 490th Memorial

(G14) Eye Bowls Club

Policy Plan - included in the Neighbourhood Plan (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

3.4 Land at Chicken Factory

3.4.1 Site Analysis

The 4.38 Ha site is located on the western edge of Eye. It includes an industrial site occupied by the Eye Poultry factory and associated uses to the east. It has several large industrial buildings as well as a brick tower that remains from the former Eye train station.

The west comprises a field with mature trees and ditches that is included in the special landscape area. The site has four accesses on the B117 (Magdalen Street/ Yaxley Road), which fronts its southern edge. The north fronts a stream and a woodland area. The eastern edge borders the Cross Street Car Park and the back of residential properties, some of which are listed and included in the Eye conservation area. Trails running along the western and eastern edges lead into green areas to the north and west as well as to Hartismere Hospital to the north. The western side fronts a field. A woodland area, residential properties, sports pitches, and the Eye Community Centre are located south of the site across the B117. The site is served by a bus stop located on Magdalen Road near the main site entrance to the south-eastern corner.

View of the Eye Poultry factory from the main entrance on Magdalen Street

South-western site access for large vehicles on Yaxley Road

Key

▬	Site boundaries
▬	Local green spaces
▤	Special landscape area
▬	District tree preservation order (TPO)
▬	Water
▬	High surface flooding risk
▬	Low surface flooding risk
▭	Conservation area
▪	Listed buildings
▬	Scheduled monument
✳	Community centre
▬	Cross Street Car Park
▭	Other Neighbourhood Plan sites
⟷	Footpaths
▪▪▪	Public rights of way
●	Bus stops
▬ ▬	Disused railway

Neighbourhood Plan - Land at Chicken Factory

Estimated Housing Yield by Type	Parcel area (Ha)	Net density (dph)	Estimated yield
Market	2.06	35	80
Affordable	-	-	-
Sheltered	-	-	-
Total			**80**

Source: Eye Neighbourhood Plan (2020)
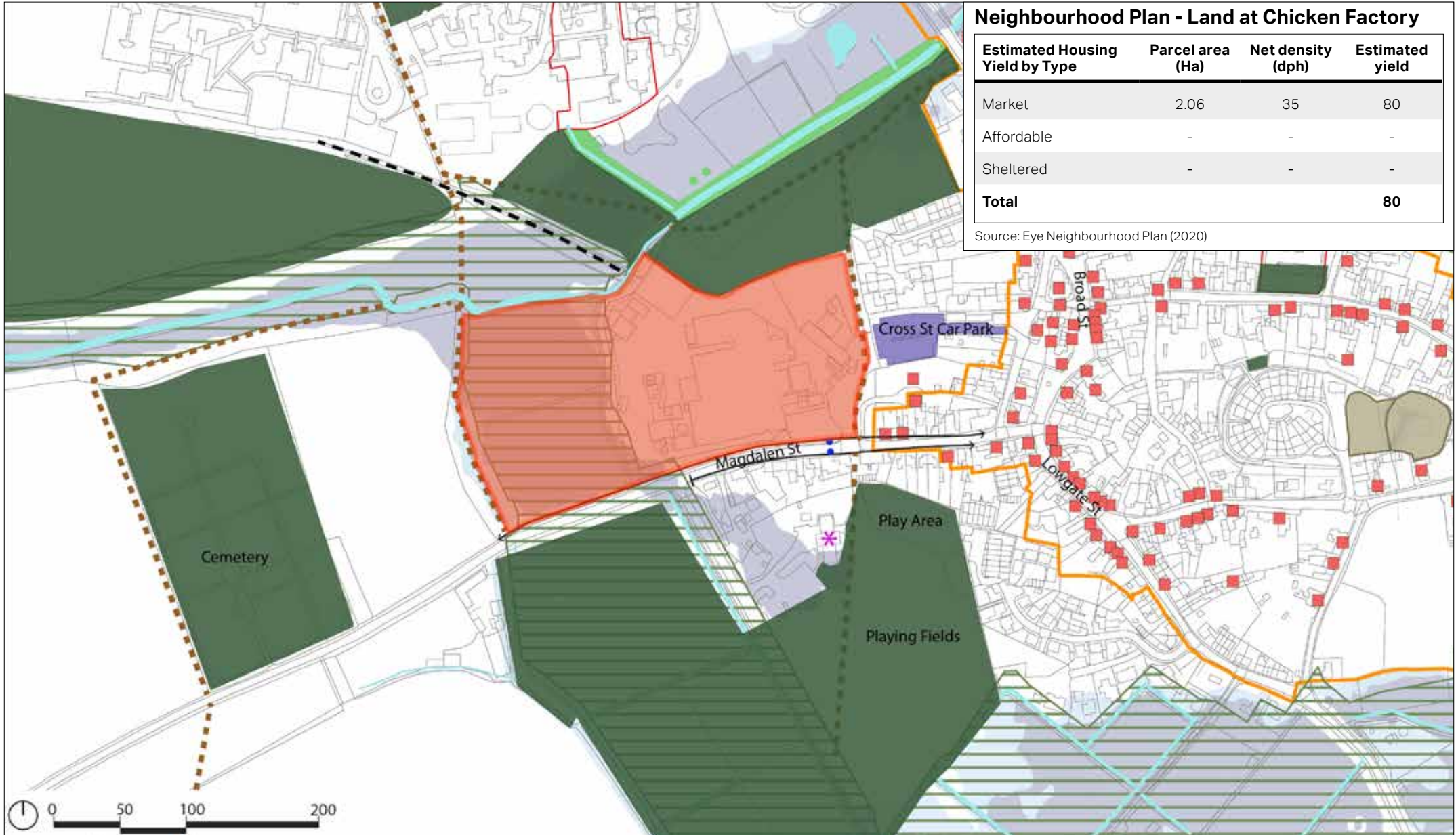
Land at Chicken Factory context analysis (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

3.4.2 Site Layout

– Flats to be housed in 2- to 3-storey residential buildings and a mixed-use building with new ground floor supermarket on the southeast corner;

– Housing frontage to be extended along Magdalen Street for a visually appealing approach into the town centre from the west;

– Demolition of most existing factory buildings;

– Landscaping in the form of hedges, low-level planting, and new trees to soften the built up edges with the housing areas and existing special landscape area;

– Subtle variations in façade rhythm, roof line, and building line to echo the informal built fabric of the neighbouring conservation area;

– New green area north of supermarket to be framed by apartment buildings to provide new neighbourhood focal point;

– Opportunity to integrate former railway station brick tower as a retail kiosk or site landmark in a new green area (see photo);

– Existing trail running along the eastern edge of the site to be enhanced to encourage soft connections within the town;

– Two main vehicle accesses along Magdalen Street;

– New vehicle connection to the Cross Street Car Park to be considered - subject to agreement with third party landowner;

– Opportunities to improve pedestrian and cycle connectivity between the town centre and Hartismere through the site, especially along the footprint of the former railway;

– Traffic calming options along B117 should be studied to ensure safe access into and out of the site, especially for pedestrians and cyclists;

– Main car park to be built west of the proposed residential area with minimal loss of trees and open space. High-quality landscaping and new trees to be incorporated into the car park for better integration with the special landscape area and to create a green edge along the road;

– Additional pedestrian connection between new residential area and car park;

– Adequate lighting to be employed within car park and pedestrian connections to ensure safety and visibility during dark hours;

– Careful landscaping along B117 to ensure sympathetic car park edge while enabling easy surveillance from Yaxley Road.

Key

☐ Site boundaries

☐ Residential development - market

☐ Landscaped car park with new trees

☐ Food store with flats above

☐ New green space

☐ Existing local green spaces

⬜ House and bungalow frontage

⊓ Apartment building frontage

▬ Main roads

▬ Shared surface roads

▬ New pedestrian and cycle connections

▪ Existing public right of ways

■ Potential to transform former train station into a retail kiosk or site landmark

•••• Landscaped green buffers

☐ Conservation area

Railway station structure to be retained as part of the development

AECOM

Land at Chicken Factory site layout (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

3.5 Land at Victoria Mill Allotments and Land North of Victoria Mill Allotments

3.5.1. Site Analysis

The combined 2.57 Ha site is located north-west of the development boundary. The 1.33 Ha southern part contains allotment gardens that border the back gardens of detached and semi-detached houses located on Millfield. The 1.24 Ha northern part is an open field. There are no buildings on the site apart from allotment sheds. The south-eastern corner is close to the remains of Victoria Mill, an unlisted windmill. The west, north, and east are bound by hedges and trees, and bordered by open fields. In 2016 this area received an outline permission for the construction of 280 dwellings and a care home as part of Phase 1 of the Land South of Eye Airfield development. Phase 2 of this development is located further north and does not adjoin the current site (see section 3.8). A trail runs along the eastern edge of the site and connects the allotment gardens to Castleton Way, but it cannot be widened for vehicle traffic. Vehicle access will require road connections through the Land South of Eye Airfield. The closest bus stop is within a two minute walking distance from the south of the site near the junction between Castleton Way and Millfield. Development of the allotments can only take place if a satisfactory alternative location is identified in the town.

Edge of residential development on Millfield and remnants of Victoria Mill near the south-eastern corner of the site

Narrow trail connecting the allotment gardens to Castleton Way, with a view towards the Eye Airfield wind turbines.

Key

- Site boundaries
- Local green spaces
- Special landscape area
- District tree preservation order (TPO)
- Water
- High surface flooding risk
- Low surface flooding risk
- Conservation area
- Listed buildings
- Land South of Eye Airfield Phase 1 development site
- Potential vehicle connections to Land South of Airfield Phase 1 development
- Other Neighbourhood Plan sites
- Public rights of way
- Bus stops
- Disused railway
- Trail through residential area suitable for pedestrian and cycle access only

Neighbourhood Plan - Land North of Victoria Mill

Estimated Housing Yield by Type	Parcel area (Ha)	Net density (dph)	Estimated yield
Market	0.64	30	19
Affordable	0.40	40	15
Sheltered	-	-	-
Total			**34**

Neighbourhood Plan - Victoria Mill Allotments

Estimated Housing Yield by Type	Parcel area (Ha)	Net density (dph)	Estimated yield
Market	0.40	30	12
Affordable	0.40	40	15
Sheltered	0.53	85	45
Total			**72**

Source: Eye Neighbourhood Plan (2020)
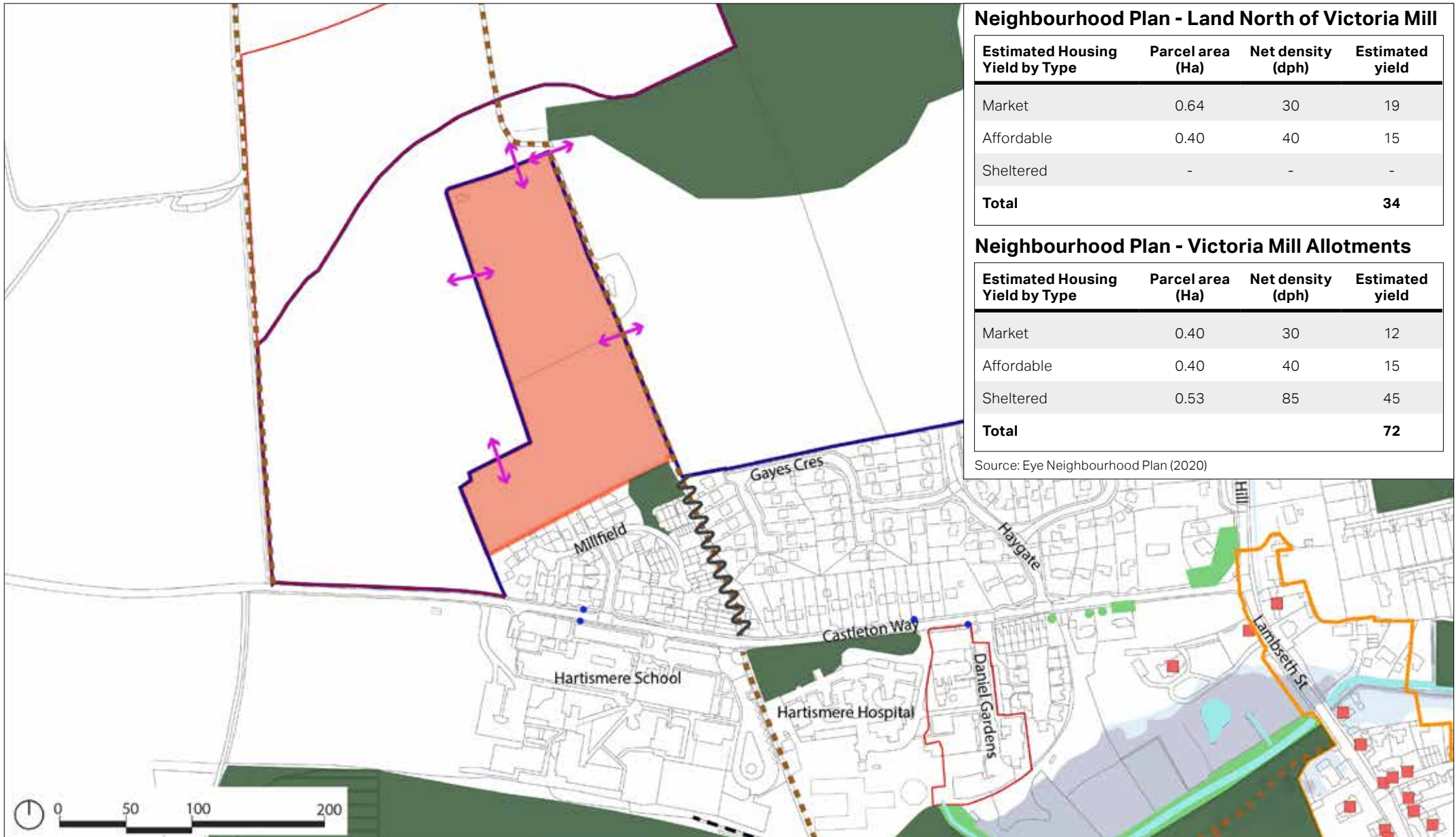
Land at Victoria Mill Allotments and Land North of Victoria Mill Allotments context analysis (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

3.5.2 Site Layout

– Redevelopment of the Victoria Mill Allotments site subject to the provision of a suitable alternative location for the allotments;

– Housing frontage and road/pedestrian continuity sought with neighbouring development at Land South of Eye Airfield;

– Area of archaeological interest extended 0.2 Ha into the west of the site;

– 2 main road connections through Land South of Eye Airfield - coordination with third party landowner required;

– Existing trail between allotments and Castleton Way upgraded and retained for pedestrian and cycle access only;

– Landscaped green buffer to provide smooth transition between the southern site edge and Victoria Mill as well as the back of residences fronting Millfield.

Key

Site boundaries

Residential development - market

Residential development - affordable

Residential development - sheltered

New green space

Existing local green spaces

House and bungalow frontage

Apartment building frontage

Main roads

Shared surface roads

New or upgraded pedestrian and cycle connections - subject to agreement with third party landowner

Existing public right of ways

Vehicle connections - subject to agreement with third party landowner

Landscaped green buffers

Other Neighbourhood Plan sites

Land South of Eye Airfield Phase 1 indicative layout

Development boundaries

Main road

Main residential frontages

Open and green spaces
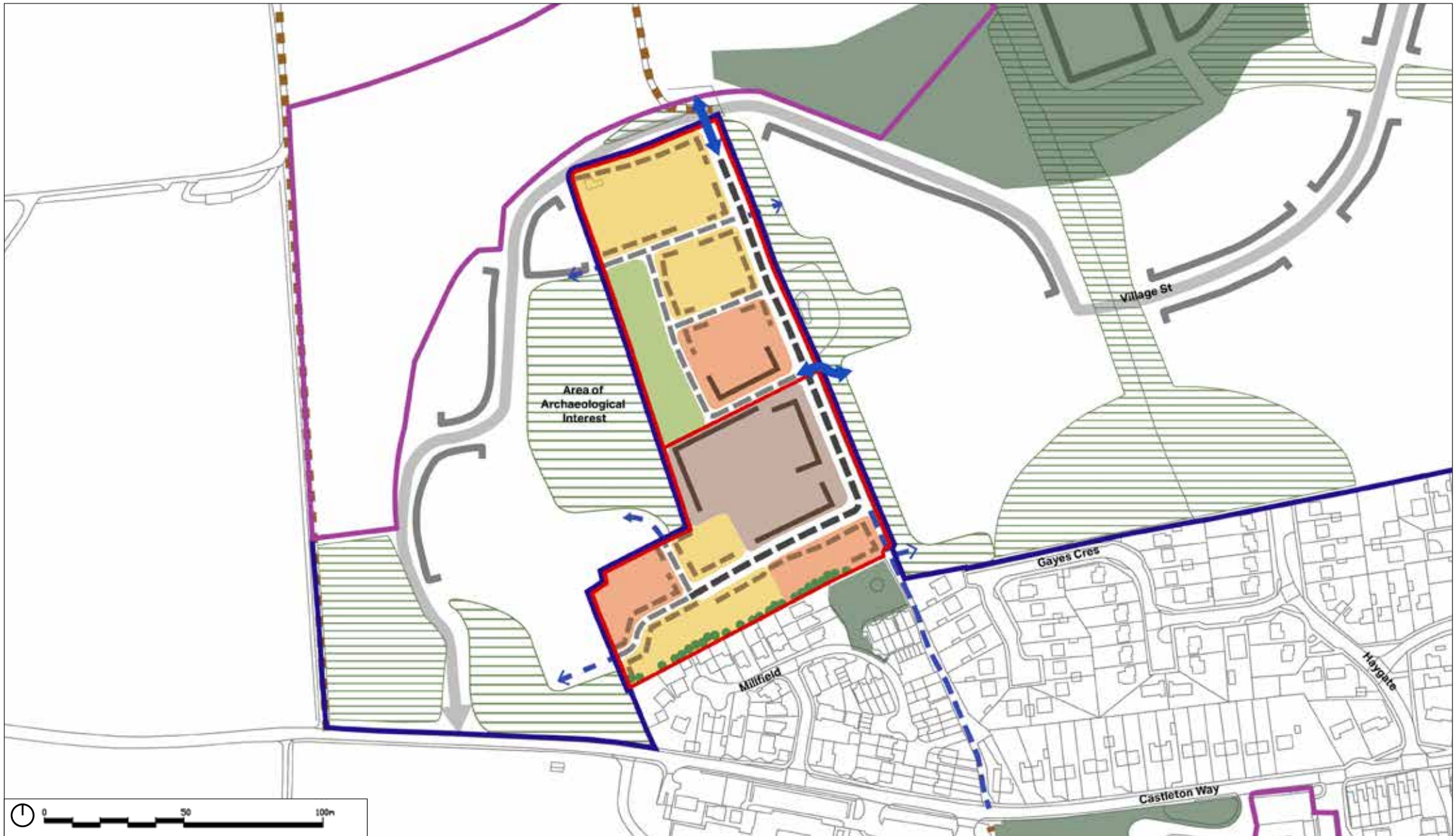
Land at Victoria Mill Allotments and Land North of Victoria Mill Allotments site layout (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

3.6 Land at Eye Health Care Centre and Hartismere Health and Care[1]

3.6.1. Site Analysis

The site is located north-west of the town centre. It has an area of 0.74 Ha and is bound to the north by Castleton Way, to the east by Daniel Gardens and the back of residential properties, and to the south by a flood-prone woodland area. It is served by the Hartismere Hospital bus stop on Castleton Way. The neighbourhood contains mostly detached and semi-detached residential properties, with a minority of terrace houses. Hartismere School and Hartismere College are located west of the site within a five minute walking distance. The west of the site borders the sites of Hartismere Hospital and Hartismere Place, a nursing home. There are vehicle accesses from Castleton Way and Daniel Gardens. The site is home to the Suffolk Constabulary police station and the Eye Health Centre, each with associated car parks. The south of the site has been left undeveloped.

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[1] This site was deleted as a policy in the 2020 update of the Neighbourhood Plan but the present design guidance remains relevant.

Site edge with Castleton Way showing the police station and the NHS car park

Car park on Daniel Gardens along the eastern edge of the site

Key

- Site boundaries
- Local green spaces
- Special landscape area
- District tree preservation order (TPO)
- Water
- High surface flooding risk
- Low surface flooding risk
- Conservation area
- Listed buildings
- Other Neighbourhood Plan sites
- Footpaths
- Public rights of way
- Bus stops
- Disused railway

Neighbourhood Plan - Land at Eye Care Centre and Hartismere Health and Care

Estimated Housing Yield by Type	Parcel area (Ha)	Net density (dph)	Estimated yield
Market	-	-	-
Affordable	-	-	-
Sheltered	-	-	-
Total	**0.74**	**60**	**43**

Source: Eye Neighbourhood Plan (2020)
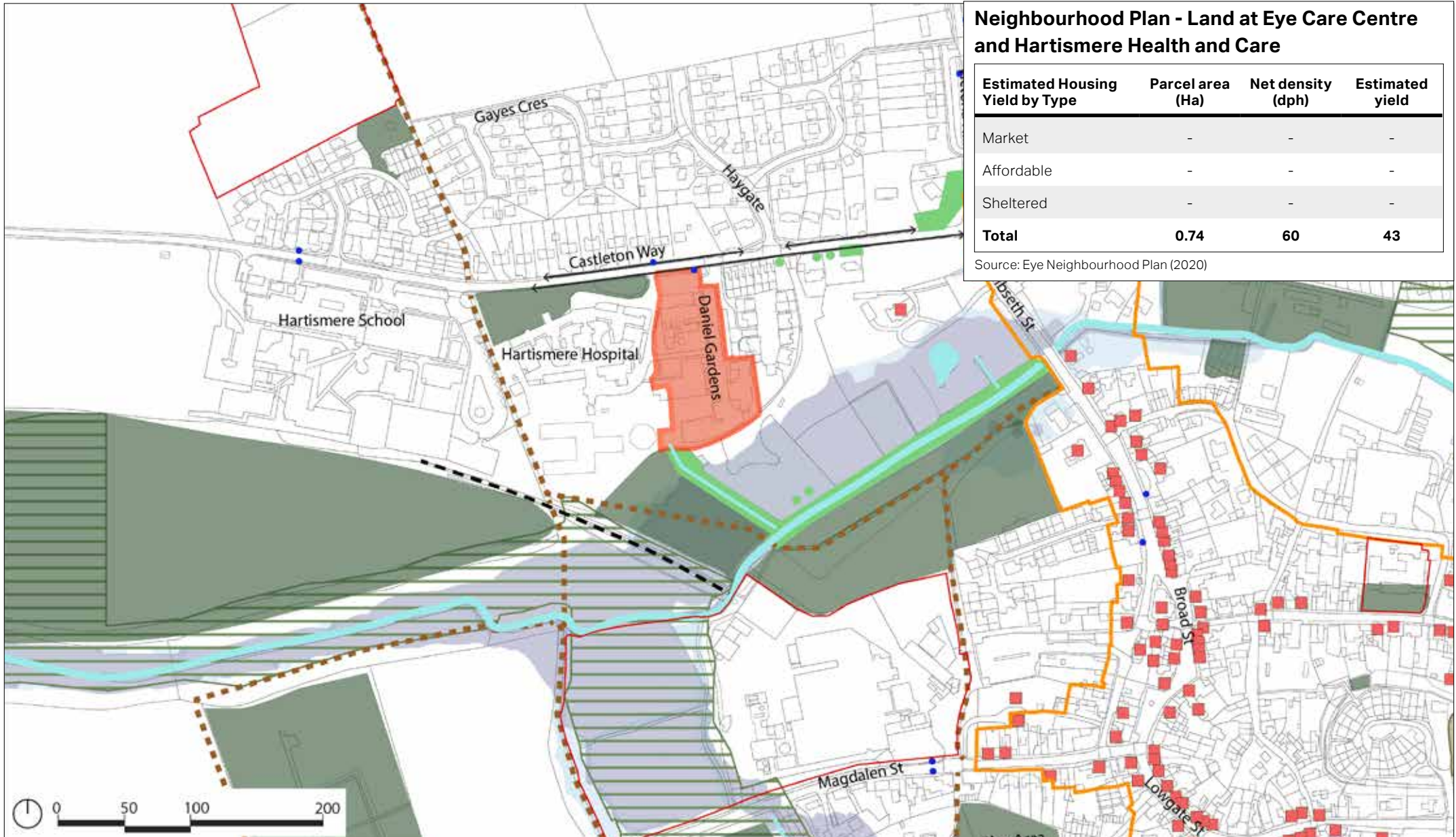
Land at Eye Health Care Centre and Hartismere Health and Care context analysis (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

3.6.2 Site Layout

– Demolition of existing police station and health centre buildings;

– Proposed buildings to create new frontage on northern and western site edges (Castleton Way and Hartismere Hospital) and new residential shared spaces;

– Landscaped green buffers to provide sympathetic transitions at site edges with Hartismere Place, the back of neighbouring residential properties, and the woodland to the south;

– Daniel Gardens retained as main site access from Castleton Way.

Key

▢	Site boundaries
▮	Residential development
▮	Existing local green spaces
⬚	House and bungalow frontage
⊓	Apartment building frontage
– –	Shared surface roads
▪ ▪ ▪	Existing public right of ways
⬤⬤	Landscaped green buffers

Land at Eye Health Care Centre and Hartismere Health and Care site layout (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

3.7 Paddock House Site

3.7.1. Site Analysis

The 0.33 Ha site in the town centre site is bound by Church Street to the south, Wellington Road to the north and east, and residential properties to the west. It contains Paddock House, a building scheduled for demolition, as well as a green area to be retained along Church Street. The site is fronted by echelon and inset parking bays on Wellington Road. There are no listed buildings on the site, although it faces several listed properties and is contained within the Eye conservation area.

Paddock House site edge along Church Street, showing the green frontage to be retained.

Back of Paddock House showing inset parking bays along Wellington Road.

Key

▦	Site boundaries
▦	Local green spaces
▤	Special landscape area
▦	District tree preservation order (TPO)
▦	Water
▦	High surface flooding risk
▦	Low surface flooding risk
▭	Conservation area
▪	Listed buildings
▦	Scheduled monument
✳	Community centre
▭	Other Neighbourhood Plan sites
⟷	Footpaths
▪ ▪ ▪	Public rights of way
●	Bus stops

Neighbourhood Plan - Paddock House Site

Estimated Housing Yield by Type	Parcel area (Ha)	Net density (dph)	Estimated yield
Market	-	-	-
Affordable	0.30	50	16
Sheltered	-	-	-
Total			**16**

Source: Eye Neighbourhood Plan (2020)
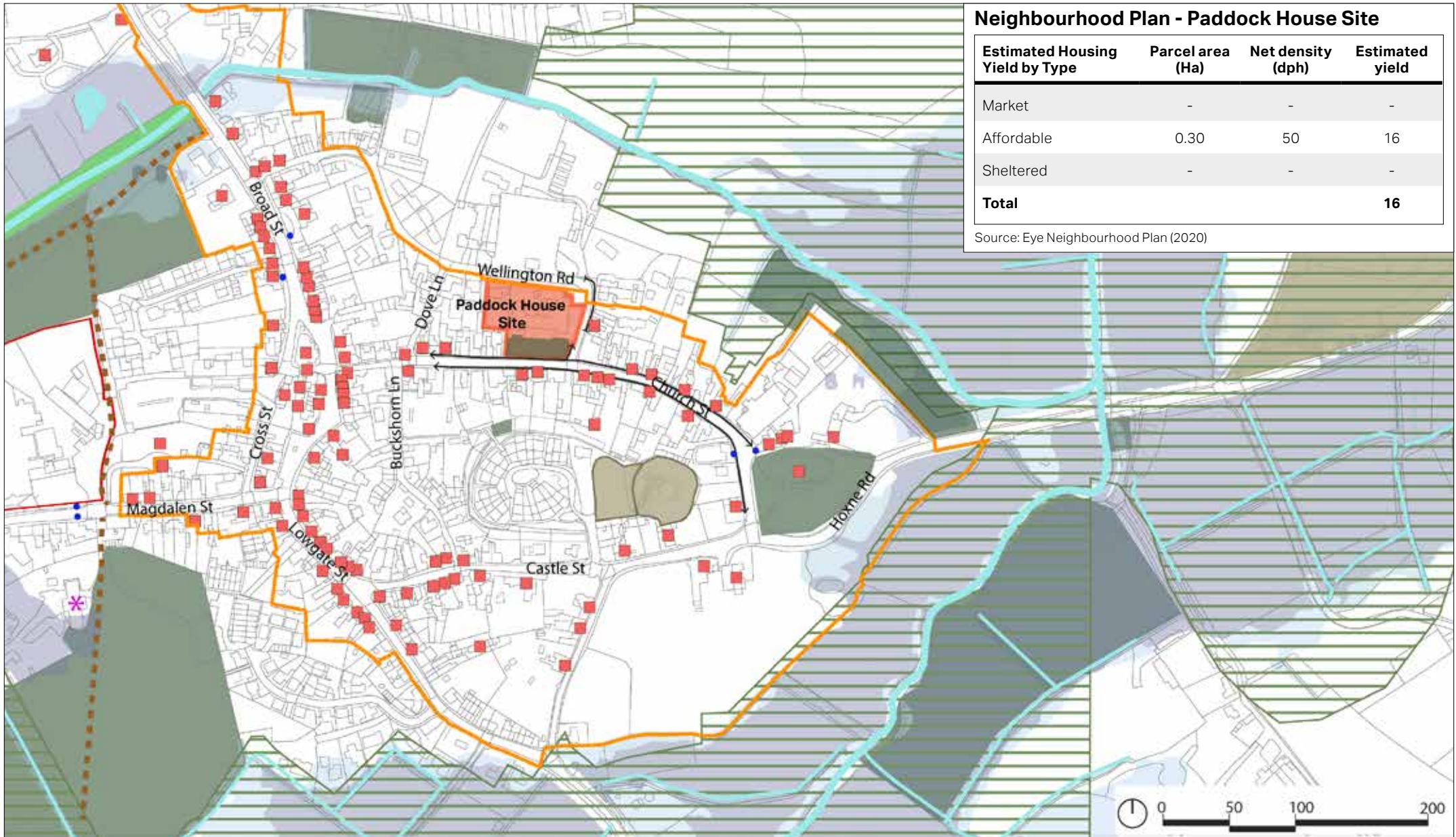
Paddock House context analysis (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

3.7.2 Site Layout

– Housing frontage reinforced along Wellington Road;

– Existing green space along Church Street retained without fencing and with house frontage set back from street edge;

– Subtle variations in façade rhythm and roof line to echo the informal built fabric of the conservation area and adjacent listed buildings;

– Building height and massing and boundary treatments to avoid obstructing views towards the Church of St Peter and St Paul along Church Street;

– New house-fronted shared space with access to Wellington Road and new landscaped car parking spaces;

– Pedestrian-only path across green area to connect new development with Church Street in order to create new safe pedestrian connection between Wellington Road and Church Street;

– Reconfiguration of parking bays and footways along Wellington Road - subject to agreement with highway authority;

– New and reconfigured public vehicle parking spaces within or along site perimeter;

– Landscaped green buffers to soften edges of vehicle parking spaces and to screen unsympathetic views between new back gardens and existing properties west of the site.

Key

Site boundaries

Residential development - affordable

New or reconfigured vehicle parking spaces - subject to agreement with highway authority

Retained local green space

House and bungalow frontage

Shared surface roads

New pedestrian and cycle connections

Reconfigured footways - subject to agreement with highway authority

Landscaped green buffers

Conservation area

Paddock House site layout (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

3.8 Land South of Eye Airfield Phase 2

3.8.1. Site Analysis

The 5.8 Ha area occupies mostly greenfield land to the north-west of the development boundary. The site is located south of Eye Airfield and forms the northern extension of Phase 1 of the land proposed for development in 2016. It is also located close to, but does not adjoin, the Land North of Victoria Mill Allotments. It adjoins open fields in all directions except a small cluster of farm buildings to the east. The site consists mostly of open fields with a few hedgerows. A cluster of farm buildings is located to the east but these will be redeveloped for housing as part of Eye Airfield Phase 2. Several footpaths connect the site with the town centre and the Airfield.

At the time of completion of this report, the site boundaries have not been finalised between the Town, the developer, and the landowner. The working boundaries used in this report are therefore indicative only and subject to potential revisions.

Land South of Eye Airfield Phase 2, looking east along the access road north of the Victoria Mill site (source: Eye Town Council)

**North-western view from the site towards Eye Airfield** (source: Eye Town Council)

Key

■	Site boundaries
■	Local green spaces
▤	Special landscape area
■	Water
■	High surface flooding risk
■	Low surface flooding risk
▢	Conservation area
■	Listed buildings
▢	Land South of Eye Airfield Phase 1 development site
⟷	Potential vehicle connections - subject to agreement with third party landowner
▢	Other Neighbourhood Plan sites
▬ ▬ ▬	Public rights of way
●	Bus stops

Neighbourhood Plan - Land South of Eye Airfield Phase 2

Estimated Housing Yield by Type	Parcel area (Ha)	Net density (dph)	Estimated yield
Market	-	30	88
Affordable	-	30	61
Sheltered	-	-	25
Total			**174**

Source: Eye Neighbourhood Plan (2020)
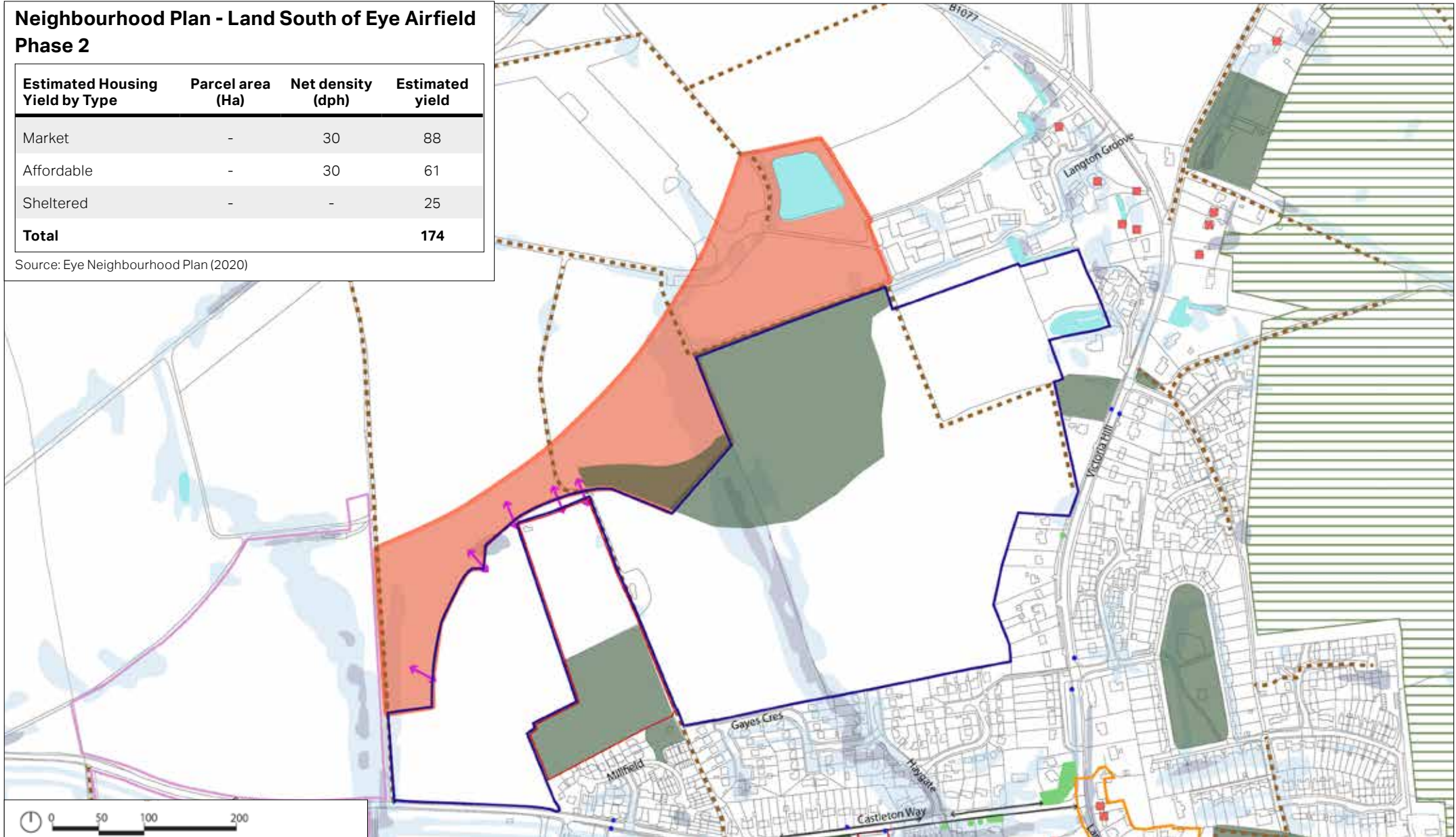
Land South of Eye Airfield Phase 2 context analysis (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

3.8.2 Site Layout

– Masterplan subject to potential changes in boundaries of Phase 2.

– Site layout to tie with design of neighbouring Land South of Eye Airfield Phases 1 in order to ensure building frontage, road, pedestrian, and green space continuity.

– Major vehicle site access on Castleton Way via Phase 1 Village Street retained from plan proposed in Neighbourhood Plan.

– A second access to the road network may be required to accommodate the combined development of South of Eye Airfield Phases 1 and 2 and the land at Victoria Mill. There are a number of options to provide this access which may require the layout of Phase 1 and 2 to be reconsidered.

– Existing trails upgraded and retained for non-vehicular access only and supplemented with new footways.

– Landscaped green buffers to provide smooth transition with open fields and Eye Airfield (north) and the residences backing onto the proposed care home (east).

Key

☐	Site boundaries
☐	Residential development - market
☐	Residential development - affordable
☐	Residential development - sheltered
☐	New green space
☐	Existing local green spaces
☐	House and bungalow frontage
☐	Apartment building frontage
━ ━	Main roads
━ ━	Shared surface roads
━ ━	New or upgraded pedestrian and cycle connections - subject to agreement with third party landowner
▪ ▪ ▪	Existing public right of ways
⬌	Vehicle connections - subject to agreement with third party landowner
●	Landscaped green buffers
☐	Other Neighbourhood Plan sites
☐	Conservation area

Land South of Eye Airfield Phase 1 indicative layout

☐	Development boundaries
⬌	Main road
━	Main residential frontages
▦	Open and green spaces
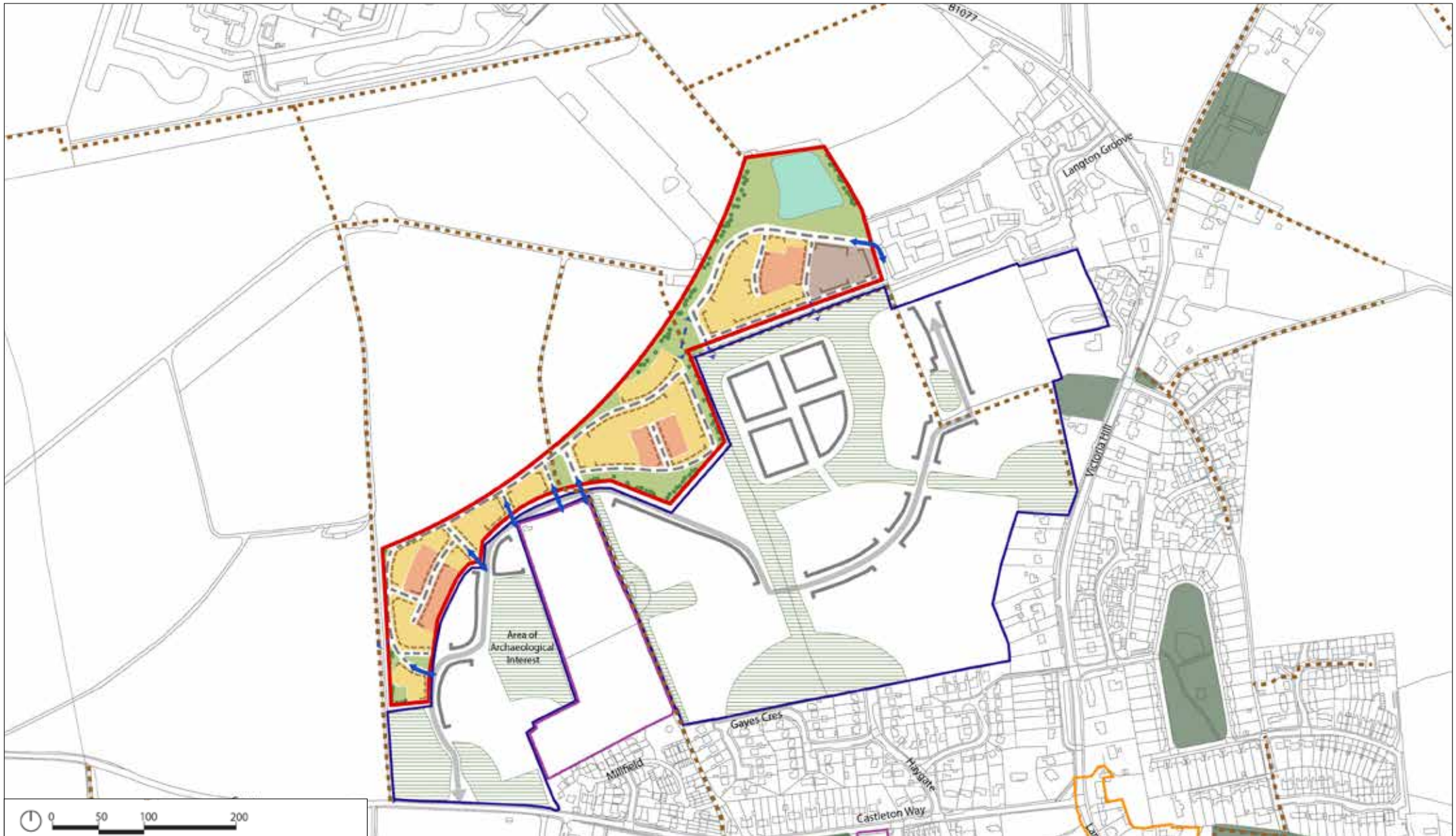
Land South of Eye Airfield Phase 2 site layout (© Crown copyright and database rights 2019 Ordnance Survey 100017810)

Delivery

04

4. Delivery

The Design Guidelines will be a valuable tool in securing context-driven, high-quality development on the sites in question. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

Actors	How They Will Use the Design Guidelines
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Town Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with. The Town Council could use the Design Guidelines to support Neighbourhood Development Orders, a new route to planning available through neighbourhood planning.
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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