

8 May 2008

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Dear Will,

### **Honey Hill adjacent A14, Bury St Edmunds, Suffolk**

I refer to our recent meeting regarding this opportunity which I believe could be brought through to represent a very significant development given:

1. The sheer lack of employment land in Ipswich and hence the need for operators to look in a wider radius.
2. The difficulties associated with recruitment in Felixstowe which is, broadly speaking, at full employment plus the need to reduce the carbon footprint by aiming to reduce vehicle movements at the Port.
3. The merits, politically and ecologically of moving to a greater reliance on rail freight distribution.

### **Multimodal and rail sidings**

There are some major users who would potentially look to come on board and occupy a facility such as this; one of the principal occupiers being Medite. Medite's philosophy is that they would need a railway siding of 500m to accommodate sixty containers. They would need a hardstanding area adjacent in which to construct cranes for the loading/unloading of the containers upon an overall site of 20 acres or so. If this scheme were to gather pace then I think Medite would be in a position to come to the table and have a sensible conversation with us.

Maersk are also one of front runners in terms of the level of container movements in and out of the Port of Felixstowe and think they too could be a candidate to support a development of this type.

The Port of Felixstowe themselves could potentially be a candidate I suspect to decant some of their operation down the line to Bury St Edmunds.

### **Service station area and hotel**

There are four main operators in the market at present who major in service station development namely:

Margaram  
Malthurst  
Motor Fuel Group  
Park Garage Group

Typically they would take an area of 1.5 acres but if they bolt on truck facilities this would rise to say 3 acres – and given the level of activity that the overall site would generate from HGV's, this could be considerably greater.

Premier Travel Lodge typically seeks sites of about 1.5 acres to construct a sixty bed facility and also to include a pub – a new brand 'table-table'.



Travel Lodge can sit on a smaller site but tend not to have the pub element whereas Mitchells & Butler typically take a site of about 0.8 acres for pub only.

KFC are increasingly seeking roadside locations of about 0.5 acre and Frankie & Bennies look for facilities of about 3000sq ft for their catering operation to include 50 car parking spaces.

**B8/B2/B1**

The way the local market is shaping up tends to produce only limited demand from manufacturing companies; the bulk of the enquires coming from B8 users with Felixstowe being the catalyst for a number of haulage, distribution and logistics companies. Major warehouse requirements are currently recorded from:

- a) Howard Tenens who would ideally like to be in Felixstowe but are being driven to a wider radius due to the lack of availability at the Port but require a parcel of land on which to build their own 200,000sq ft distribution facility. I anticipate a plot of between 10 and 15 acres.
- b) Solent Group are seeking a warehouse of 100,000sq ft to service their importation activities through Felixstowe and would ideally like to be in Ipswich but the lack of availability may force them to look to Westley.
- c) Seko Synergy have a requirement of 100,000sq ft driven by the activities with the Port of Felixstowe and are ideally seeking something close to the Port.

The provision of rail sidings may have the result of an increasing number of Felixstowe based requirements making the shift to Westley as this would effectively become the point at which goods collected/dropped off and could quite literally bring about a change in culture with this proving to be a very exciting initiative.

I look forward to having a chat with you about this once you have had a chance to digest this.

Regards,

Yours sincerely

Chris Moody  
Director

# **SITE SUBMISSION TO THE SITE ALLOCATIONS DEVELOPMENT PLAN DOCUMENT**

**ON BEHALF OF PIGEON HOLDINGS LTD**

**Date: May 2008**

**Prepared by:** Mark Hodgson BA (Hons) Dip TP MRTPI

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**Ref:** **CAPL/157390/A6/MH/ML**

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## 1.0 INTRODUCTION

- 1.1 Savills Planning have been instructed by Pigeon Holdings to submit Site Specific representations to St Edmundsbury Borough Council in relation to the site at Honey Hill as shown on **Appendix 1**.
- 1.2 The Council have issued a request for developers to submit sites to them for consideration. This is in order to commence preparation of the Site Specific Development Plan document which the Council are required to produce as part of their Local Development Framework.
- 1.3 The format of this report follows the structure and headings of the site submission form which St Edmundsbury Borough Council has produced.
- 1.4 As stated above, Savills Planning act on behalf of Pigeon Holdings and the contact details are included in the completed form at **Appendix 2**.

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## 2.0 SITE DETAILS

- 2.1 The site is known as Honey Hill and is located to the northwest of Bury St Edmunds.
- 2.2 The site lies immediately to the south of the A14 and to the west of the Bury St Edmunds West Junction 42 on the A14. Immediately to the south of the site is the Cambridge to Bury St Edmunds railway line and to the west of the site is the boundary with the Saxham Business Park.
- 2.3 The site covers an area of approximately 30 hectares and is currently Greenfield land.
- 2.4 The site is currently used for pig farming and there are numerous animal shelters on the site which are not attractive in landscape terms.

### Proposed Uses

- 2.5 Given the site's location directly between the A14 and the railway line it is considered that this site would be suitable for a number of transport related uses. Our client proposes a variety of uses for the site including:
- A motorway service area/lorry park/motel
  - A park and ride
  - B1, B2 and B8 units
  - Potential relocation of sidings from Station Hill
- 2.6 This site is ideally located for all of the above uses given its proximity to both the A14 and the railway line. Access issues to the site are currently being investigated and more detail can be provided on this at a later date. The other key issue for this site is the landscape impact. The attached plan at **Appendix 3** shows a possible layout for the site including a potential landscape strategy.

### 3.0 DEVELOPMENT CONSTRAINTS

- 3.1 Development constraints are clearly an important factor to be taken into consideration when deciding which sites to allocate for any particular type of development. Development constraints can take a number of forms and can generally be divided into policy and physical categories.
- 3.2 In terms of physical constraints, the Council has identified issues such as flood plains and land contamination. Having examined the Environment Agency's website for their floodplain maps, we can confirm that this site does not lie within any floodplain area. Also, as the site is a Greenfield site that has primarily been used for agriculture and more recently pig farming, we can confirm that there is no land contamination on the site that cannot be easily addressed.
- 3.3 The other type of constraint relates to planning policy. The St Edmundsbury Local Plan Review 2006 comprises the current Statutory Development Plan for the area. This Plan shows that the site is designated as countryside where countryside policies apply. However, there are no nature designations on the site or designations such as Conservation Areas or Special Landscape Areas.
- 3.4 The next section of the Council's Site Specific form asks questions relating to how close the nearest bus stop is together with facilities like shops and schools. These particular issues are not relevant to our site given the nature of uses being proposed.
- 3.5 Consequently, we believe there are no major constraints to the development of this site subject to further detailed work being carried out in relation to access and landscape.

#### **Planning Policy**

- 3.6 Planning Policy Statement 1 'Delivering Sustainable Development', sets out the Government's approach to sustainable development. The key principles are set out at paragraph 13 and includes:

*"Development plans should ensure that sustainable development is pursued in an integrated manner.*

*Planning policy should promote high quality inclusive design and layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of development."*

3.7 PPG13 deals with national transport policy and paragraph 45 deals with freight issues and suggests that such developments should be located away from congested central areas and have adequate access to trunk roads. It also promotes opportunities for freight generating development to be served by rail or waterways.

3.8 The draft East of England Plan is shortly to be adopted and sets out the Spatial Strategy for the Eastern Region. Policy SS3 in the draft East of England Plan identifies Key Centres for Development and Change and Bury St Edmunds is listed as one of those Centres. The supporting text at paragraph 3.13 states that concentrating development at these locations would make the most of existing infrastructure and the potential for improvements or extensions to it.

3.9 The draft East of England Plan goes on to state at Policy BSE1 that:

*“Provision should be made at Bury St Edmunds for further employment, service and housing development that reflects its role as an important service centre and location on the transport corridor between Cambridge and Ipswich. Employment growth should be of a scale to minimise the volume of long distance out commuting from the town.*

*Priority will be given to the development of vacant and underused land in a manner that respects and enhances the historic town centre and promotes a shift to non-car modes of travel.*

*The scope for additional growth beyond 2016 should be considered through the review of this Plan in the context of the resolution of infrastructure issues.”*

3.10 It is clear therefore that Regional Planning Policy envisages significant development at Bury St Edmunds based on its designation as a Key Centre for Development and Change. The site at Honey Hill would be able to provide for additional employment land together with improved transport infrastructure development including the possible relocation of the Station Hill Sidings.

3.11 Bury St Edmunds also has the advantage of being well related to the ports of Felixstowe, Harwich and Ipswich therefore the relocation of siding has the potential for support from port operators (see **Appendix 4**). The RSS has identified the need to create 50,000 jobs in the sub region to 2021 therefore it is important that port related development proposals are given significant weight to ensure the sub region achieves its role as a major growth point.



3.12 Local Planning Policy is currently set out in the St Edmundsbury Local Plan Review 2006 and it remains as the Statutory Development Plan for the area. Policy BSE6 regarding the Station Hill development area in Bury St Edmunds allocates this site for a mix uses including residential, offices, leisure and retail uses. However, there is a stipulation which prevents the use of the rail sidings for alternative uses until satisfactory alternative provision is made or it has been demonstrated that there is no demand for rail sidings in the area. Investigations are currently ongoing but we believe that the site at Honey Hill could provide an alternative location for the rail sidings which in turn would allow redevelopment to be more comprehensive for the Station Hill development area.

3.13 In relation to our client's proposal for a park and ride site, Policy BSE11 of the adopted Local Plan provides support for park and ride development and states that:

*"Bus based park and ride in Bury St Edmunds should be located on sites:*

- (i) close to a major radial approach route;*
- (ii) which minimise the likelihood of abstraction of passengers from conventional bus services; and,*
- (iii) capable of expansion and/or of serving other locations should demand, exist or arise."*

3.14 The supporting text to this policy highlights the fact that as considerable new development is planned for Bury St Edmunds, the possibility of park and ride may well become more viable.

3.15 It is with this in mind that our client is proposing a potential park and ride site at Honey Hill. This site meets the three criteria set out above in that it is close to the Newmarket Road route into the town. It is also close enough to Bury St Edmunds to mean that passengers will not be taken from other services. The site could be expanded if necessary and also serve other longer distance coach services.

#### 4.0 OTHER INFORMATION

- 4.1 The viability of the site has not been tested at this stage. Discussions are currently ongoing with possible developers in relation to the site. The site itself is available for development immediately and certainly within 0 to 5 years.
- 4.2 In conclusion, the site is available for a variety of uses including a motorway service area, park and ride, B8 units and potentially the relocation of the sidings at Station Hill in Bury St Edmunds. The site would clearly satisfy the requirements of distribution businesses given the sites access to the A14 Corridor, links to Felixstowe and with the opportunity to provide sidings on site.
- 4.3 There are no planning policy constraints relating to the site other than the site is located in the countryside. Clearly, it is the purpose of the Local Development Framework process to assess whether sites should be allocated for development and therefore this countryside designation should not be viewed as a major constraint.
- 4.4 In our view, the site would be suitable for the proposed uses and they comply with planning policy as detailed previously in this report. Consequently, we think this site should be considered for an allocation for development.

# St Edmundsbury Local Development Framework

## Site Allocations Development Plan Document



*St Edmundsbury*  
BOROUGH COUNCIL

### SITE SUBMISSION FORM

We are currently identifying sites with development potential as part of the Local Development Framework. This form should be completed to suggest sites that you think should be considered by the Council for their availability for development over the next 20 years.

Please return this form and a **map** clearly identifying the boundary of the site by:

**Friday 9 May 2008** to:

Planning & Engineering Services  
St Edmundsbury Borough Council  
PO Box 122  
Bury St Edmunds  
IP33 3YS                      Or email it to: [LDF@stedsbcc.gov.uk](mailto:LDF@stedsbcc.gov.uk)

**ALL INFORMATION SUBMITTED WILL BE MADE AVAILABLE FOR PUBLIC INSPECTION AND MAY BE THE SUBJECT OF PUBLIC CONSULTATION AS PART OF THE LDF PROCESS**

#### Guidance

- 1 Please use a separate form for each site and complete the form to the best of your knowledge.
- 2 Do submit sites that:
  - would be available for development or redevelopment in the next 20 years; and
  - are more than 0.2 hectares (0.5 acres).
- 3 Do not submit sites that:
  - already have planning permission for development unless a new and different proposal is likely in the future; and
  - are outside of the St Edmundsbury local authority area.
- 4 Details of existing constraints can be obtained from a number of sources.
  - Information on floodplains can be found at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)
  - Information on nature designations can be found at [www.natureonthemap.org.uk](http://www.natureonthemap.org.uk)
  - Details of special landscape areas and conservation areas can be obtained from the existing replacement Local Plan at [www.stedmundsbury.gov.uk](http://www.stedmundsbury.gov.uk)

#### Site Plan

This form should be accompanied by a site plan on a recognised Ordnance Survey base. The site plan should clearly illustrate the following information:

- The exact boundary details (**coloured red**) of the site that you would like considered
- Potential access points (*vehicular and non-vehicular*)
- Those areas identified as brownfield (**shaded blue**) and/or greenfield land (**shaded green**)

**1. CONTACT DETAILS**

Your name

Organisation **Pigeon Holdings Ltd**

Address **c/o agent**

Postcode

Telephone

Email address

Your agents (if applicable) **Mark Hodgson**

Organisation **Savills**

Address **Unex House, 132-134 Hills Road, Cambridge**

Postcode **CB2 8PA**

Telephone **01223 347000**

Email address **mhodgson@savills.com**

Site Owner **Hawel Ltd**

Address

Postcode

Please indicate if you have the consent of the landowner to promote this site for inclusion in the Local Development Framework: **Yes**

## 2. SITE DETAILS

**Site name** Honey Hill

**Location** Land west of junction 42 on the A14

**Total Area** 30 (ha)

Of which (ha) is on brownfield land

Of which 30 (ha) is on greenfield land

**Ordnance Survey Grid Reference**

**Current use(s) (please specify last use if vacant)**

Pig farming

**Suggested uses**

**Motorway Service Area**

**Park and Ride**

**B8 units**

**Potential relocation of rail sidings from Station Hill, Bury St Edmunds**

## 3. DEVELOPMENT CONSTRAINTS

Is the suggested use subject to any of the following constraints?

Constraint	Yes/No	Comments
Flood Plain	No	
Nature designation	No	
Land contamination	no	
Conservation Area	No	
Special Landscape Area	No	

How close is the nearest bus stop?	metres Bus service numbers
How close is the nearest primary school?	N/A metres
How close is the nearest shop that will provide day-to-day food needs?	N/A metres
How close is the nearest doctor's surgery?	N/A kilometres

If there are constraints to development, what interventions could be made to overcome them?

**See attached report**

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**Policy constraints:** How does the proposal conform with current national, regional or local planning policies?

**See attached report**

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**4. OTHER INFORMATION**

Has the viability of the site been tested? If so, please include details.

**See attached report**

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Level of developer interest, if known:  
Low Medium High

Likely time frame for development:

0-5 years 6-10 years 10-15 years Beyond 15 years

**Any further information: (Continue on separate sheets if necessary) Please supply four copies of any supportive statements or an electronic version.**

See attached report

# St Edmundsbury Local Development Framework

## Site Allocations Development Plan Document

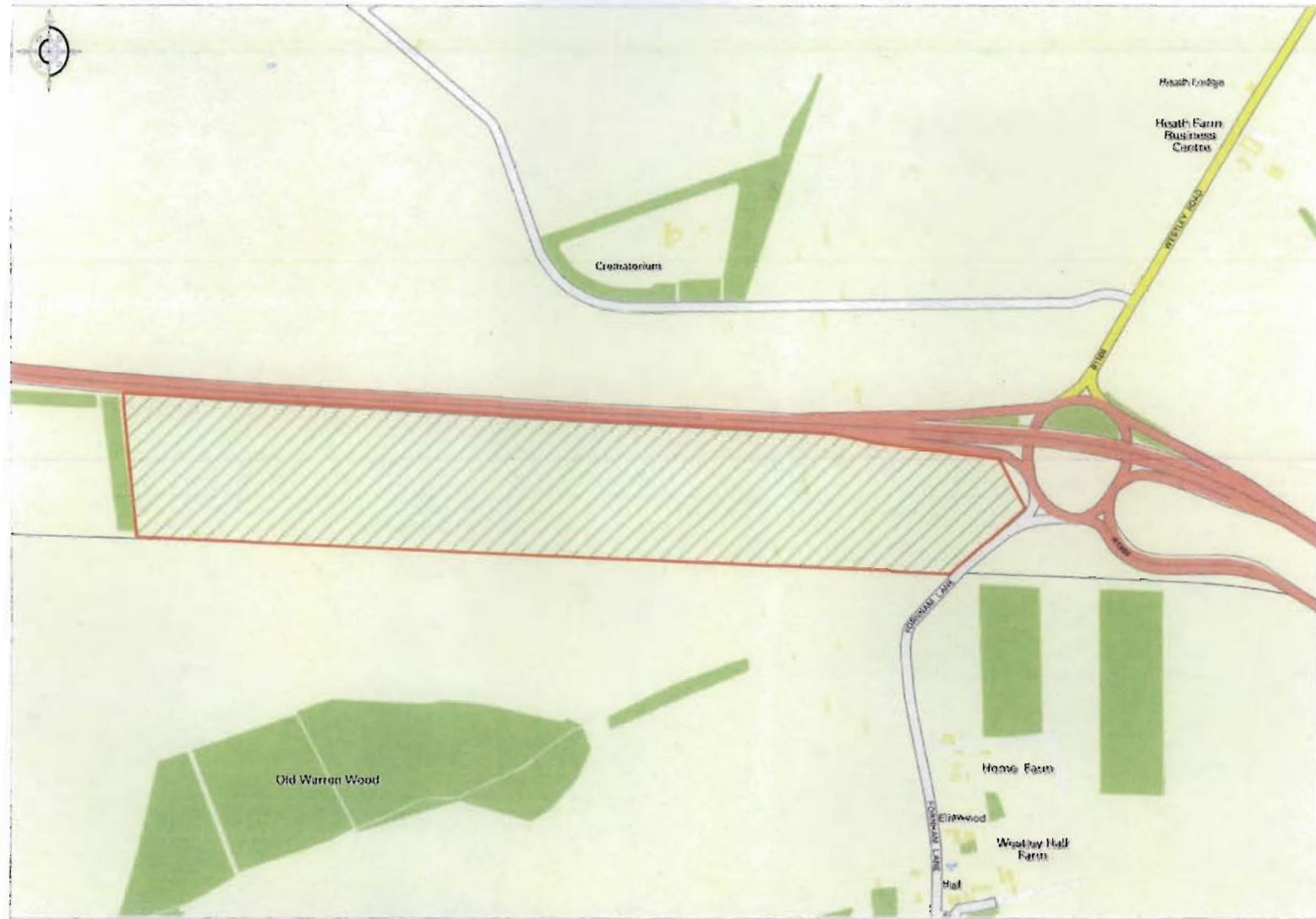
### SITE SUBMISSION SUSTAINABILITY APPRAISAL

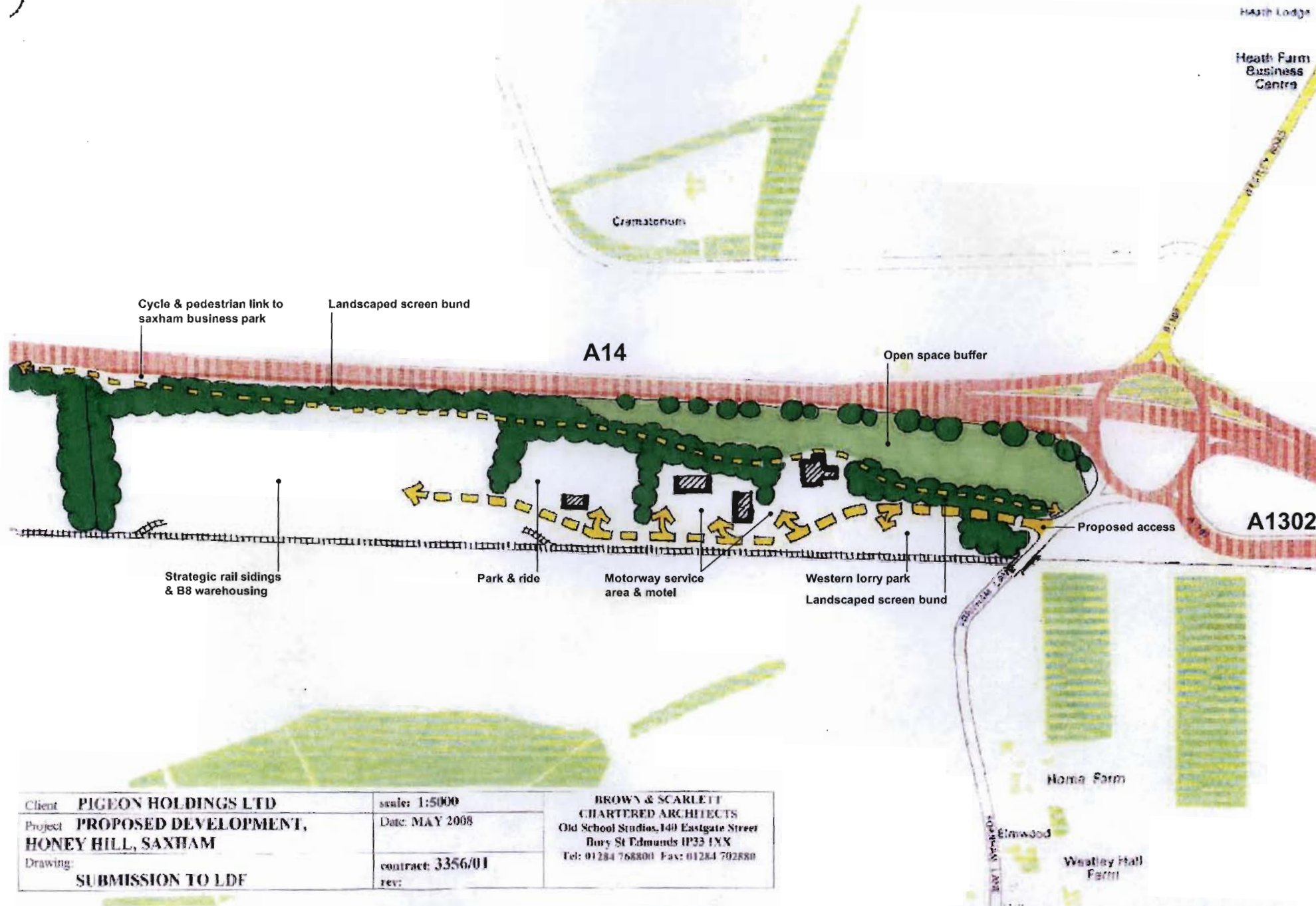
	SA Objective	Please indicate whether your proposal will have a positive or negative contribution towards each objective
1	To improve the health of the population overall	
2	To maintain and improve levels of education and skills in the population overall	
3	To reduce crime and anti-social activity	
4	To reduce poverty and social exclusion	
5	To improve access to key services for all sectors of the population	<b>Positive</b>
6	To offer everybody the opportunity for rewarding and satisfying employment	<b>Positive</b>
7	To meet the housing requirements of the whole community	
8	To improve the quality of where people live and to encourage community participation	
9	To improve water and air quality	
10	To conserve soil resources and quality	
11	To use water and mineral resources efficiently, and re-use and recycle where possible	<b>Positive</b>
12	To reduce waste	

	SA Objective	Please indicate whether your proposal will have a positive or negative contribution towards each objective
13	To reduce the effects of traffic on the environment	<b>Positive</b>
14	To reduce contributions to climate change	<b>Positive</b>
15	To reduce vulnerability to climatic events	
16	To conserve and enhance biodiversity	<b>Positive</b>
17	To conserve and where appropriate enhance areas of historical and archaeological importance	
18	To conserve and enhance the quality and local distinctiveness of landscapes and townscapes	
19	To achieve sustainable levels of prosperity and economic growth throughout the plan area	<b>Positive</b>
20	To revitalise town centres	
21	To encourage efficient patterns of movement in support of economic growth	<b>Positive</b>
22	To encourage and accommodate both indigenous and inward investment	<b>Positive</b>



# Honey Hill Bury St Edmunds





Client	PIGEON HOLDINGS LTD	scale:	1:5000	<b>BROWN &amp; SCARLETT</b> CHARTERED ARCHITECTS Old School Studios, 140 Eastgate Street Bury St Edmunds IP33 1XX Tel: 01284 768800 Fax: 01284 702880
Project	PROPOSED DEVELOPMENT, HONEY HILL, SAXHAM	Date:	MAY 2008	
Drawing	SUBMISSION TO LDF	contract:	3356/01	
		rev:		