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Updated Masterplan Report
Western Way, Bury St Edmunds

for West Suffolk
April 2016

Forest Heath • St Edmundsbury

West Suffolk
working together

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I.1 Brief Outline of the Public Service Village & Site

During 2003, 6 public agencies St Edmundsbury Borough Council (SEBC) and Suffolk County Council (SCC), Suffolk West Primary Care Trust (PCT), West Suffolk Constabulary (SC), West Suffolk College (WSC) and the Magistrates Court formed the Public Services Partnership (PSP). This partnership examined whether they could come together at one location through multiple estates consolidation to secure economies and improve efficiency. The Partnership vision was to develop a Public Service Village (PSV) in Bury St. Edmunds to support their collective requirements.

The result of the initial PSP discussions lead to the core / lead partners SEBC and SCC progressing the concept by commissioning the development of the Outline Business Case (OBC). The OBC was prepared by GVA Grimley and completed in Nov 2005.

As required by planning policy, a range of sites (5) were considered and these were evaluated as part of the OBC using a robust scoring model based on the Sequential Test. This clearly showed the Western Way site as the only viable option. Initial Master-planning exercises undertaken as part of the OBC clearly showed the Western Way site is of sufficient size (even with NHS Logistics in place) to accommodate the proposed buildings, and that the selection of this site is in keeping with the planning and transport policy.

Since June 2007, the Western Way site has been allocated within the Replacement St Edmundsbury Borough Local Plan 2016 under Policy BSE17 as a redevelopment opportunity site for predominately B1 use. Current planning policy BV14 highlights the site as a General Employment area and policy BV15 states the site has opportunities to redevelop and re-use the site or buildings for alternative business / mixed activities which do not necessarily fit neatly into B use classes.

The 2006 masterplan was adopted and phase I of which has been completed. Since its completion the landowner of The NHS logistics site has expressed their interest in including their land in the development of the site. It is for this reason the adopted masterplan has been amended.

Given the wider options resulting from the inclusion of the NHS Logistics site, it has been agreed that this site, formally known as the Public Service Village, shall now be referred to as 'Western Way Masterplan'.

I.2 Masterplan Brief – Vision and Aspirations

Since this completion of Phase I, which included the construction of the West Suffolk Council offices, the landowner of the adjacent warehouse has expressed their interest in including their land in the development of the site. The large area of land now available for re-development brings a vast array of new opportunities; as such the masterplan has been updated to respond to this.

Phase one of the project is now complete, this included the construction of the new council offices and associated infrastructure. The revised masterplan looks about providing a precedent for future developments of this kind via a variety of techniques.

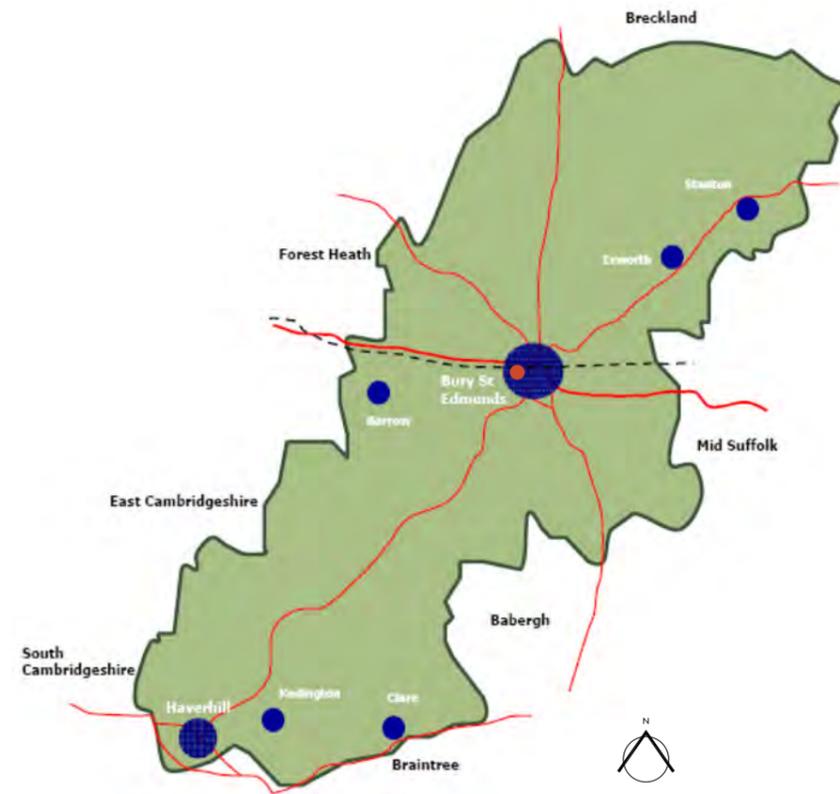
- Understanding the local context;
- Enhancing quality of the area;
- Improving public access, with pedestrian priority;
- Sustainable development initiatives;
- Site wide environmental design encompassing micro climates and environments around individual buildings.

“A catalyst for the development of other sites in the vicinity of Western Way and Beetons Way.”

1.3 Location



National Location



St Edmundsbury Borough



Bury St Edmunds

Figure 1 - Locating Bury St Edmunds

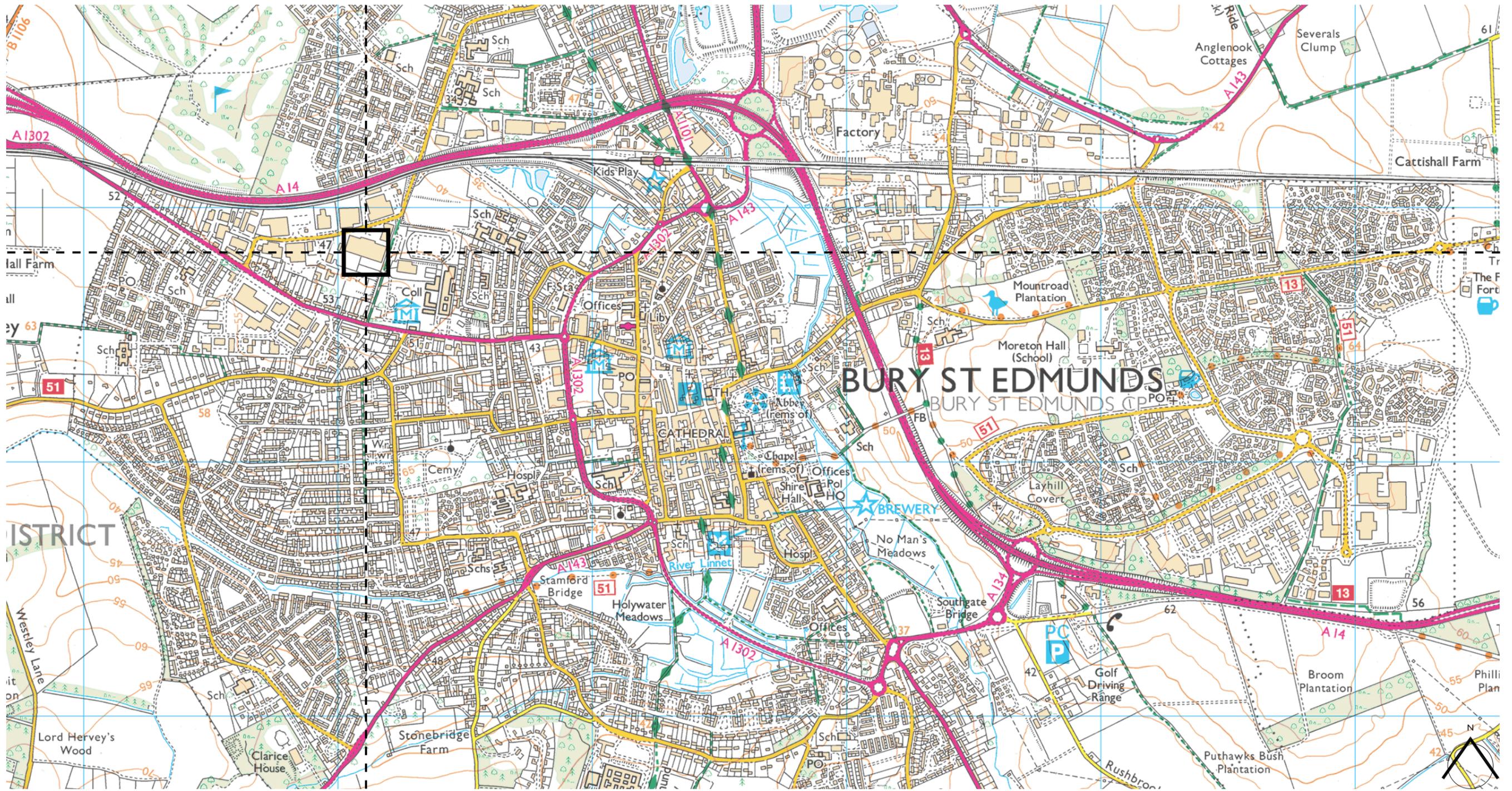


Figure 2 - Site Location (OS Licence No. 100041040)

1.4 Current Adopted Masterplan

The current masterplan was adopted in 2006 and was solely designed around a Public Service Village concept. The plan worked around the land occupied by the DHL / NHS Logistics Warehouse (now to be included) and provided the opportunity for five public service partners to be accommodated, including the West Suffolk Council Offices. The site would be served by a multi-storey car park located on the southern boundary of the site adjacent to Beetons Way.



Figure 3 - Current Masterplan (adopted 2006)



2.0 LOCAL PLAN AND LOCAL PLANNING POLICIES

2.1 Planning Policy and Background

This Masterplan has been prepared to meet the requirements of the St Edmundsbury Borough Local Plan Core Strategy, The Bury St Edmunds Vision 2031 and Joint Development Management Policies Document. These documents contain a number of relevant Planning Policies and identify the Western Way site as a site for a Public Service Village. The main policies which provide guidance for the redevelopment and expansion of this site are contained in Policies: CS2, CS3, BV14, BV15, DM2 and DM3.

2.2 Policy CS2: Sustainable Development

With any new development it's important to consider immediate impacts on environment as well as the future. This policy captures the aspirations and states: 'A high-quality, sustainable environment will be achieved by designing and incorporating measures appropriate to the nature and scale of development, including:'

- The protection and enhancement of natural resources.
- Sustainable design of the built environment.

A masterplan can only go so far in honouring these aspirations as it is only a 'guide' to a development. The individual planning, design, construction and use of the buildings will play a major role in achieving this. However, the masterplan will be designed mindful of these aspirations and seeks to encourage them. The masterplan will enhance the character and quality of the area whilst improving the infrastructure and services necessary to serve the development. It aims to act as a precedent to inspire other developments, both in the locality and wider area.

2.3 Policy CS3: Design and Local Distinctiveness

Policy CS3 needs to be considered due to the apparent opportunity for this site to improve the local area and compliment the completed phase of the masterplan. The context will form key components of the design and make decisions on various aspects; for example: keeping West Suffolk House as a landmark building; protecting adjacent woodland; enhance the area and become a catalyst for future development. The masterplan will need to protect any historic views and understand its context in order to have a positive effect.

It is proposed that the site will place emphasis on the public realm and provide open space, connections to leisure facilities and will address access and transportation.

2.4 Policy CS7: Sustainable Transport

By nature of the design ambition the masterplan will encourage walking in and around the site. Improved links to surrounding developments, including West Suffolk College and Bury St Edmunds Leisure Centre, will promote walking and cycling for both direct access and as a through-route.

2.5 Policy CS9: Employment and Local Economy

Under this policy it is outlined that the Borough will deliver 13,000 additional jobs by 2026. Whilst the plans for Suffolk Business Park, east of Bury St Edmunds, will provide 68.28 hectares of employment land it is important to consider the need to generate more from existing employment land. The Western Way site is currently classified as a General Employment Area; partly due to existing uses the land is currently under utilised.

Improving current employment areas is essential, not only to meet sustainability targets but also to reduce costs and provide for the needs of the community. If current employment areas are forgotten they could decline, taking the surroundings with them, subsequently demanding more to utilise them economically in the future.

2.6 Policy BV14: General Employment Areas

Under this policy the site is classified as an established centre of employment in the town, and where there is potential for further development and intensification comprising of a mix of B1, B2 and B8 uses. The allocation of the Western Way site under BV14 is fully in line with Policy BV15: Alternative Business Development Within General Employment Areas which seeks to ensure the opportunities for redevelopment or re-use of sites of existing employment are fully considered. (See Fig. 1).

2.7 Policy BV15: Alternative Business Development within General Employment Areas

As mentioned above this Policy states:

'Opportunities for the redevelopment or re-use of sites and buildings for alternative commercial business/mixed activities which do not necessarily fit neatly into B Use Classes will be considered favourably where they;

- a) do not conflict with policies elsewhere within the Development Plan;
- b) seek to maximise the sites' potential for economic growth and/or support the continued operation of the existing businesses and industrial activities; and
- c) do not generate potential conflict with existing or proposed general industrial (Use Class B2) activities.'

'The site is identified as suitable for the development of a Public Service Village, bringing together a linked cluster of public service users on a single site. A masterplan for the development of the area was adopted in January 2007 and the first phase of development was completed in 2009. In considering proposals for public buildings on this site, careful consideration will need to be given to the potential to maximise the potential for links between new building uses with those at West Suffolk House, West Suffolk College and/or Bury St Edmunds Leisure Centre.'

2.8 Policy DM2: Creating Places

Generally, this policy sets out to ensure new developments recognise their context, key characteristics of the area, local distinctiveness and create a sense of place whilst remaining sustainable. These are all in line with Policy CS2: Sustainable Development and CS3: Design and Local Distinctiveness.

Adjacencies of the Western Way site include the Copse, a protected woodland with historical and biological importance. It is important that the masterplan carefully considers its relationship with this area to ensure its protection. Furthermore, there is an opportunity to enhance the area with better views, routes and connections in and out of the Copse.

The centre of the masterplan site is earmarked to become a metaphorical 'heart'; it is the intention to create lively, pleasant open spaces within the site for users and the public to enjoy.

2.9 Other Relevant Policies:

Policy DM3: Masterplans

Policy DM30: Appropriate Employment Uses and Protection of Employment Land and Existing Businesses.

2.10 Other Relevant Objectives:

Core Strategy Strategic Spatial Objectives:

- B - To secure economic vitality and growth by delivering an adequate and continuous supply of land for employment to meet the needs and demands of different sectors of the economy and reduce the need for out-commuting.
- D - To maintain and develop leisure, cultural, educational and community facilities, including access to green space, commensurate to the level of housing and employment growth to meet the needs of residents and visitors.
- E - To provide opportunities for people to shop for all their needs by sustainable means in thriving and economically viable town, local and district centres.

Bury St Edmunds Vision 2031 Objectives

- 2 - To maintain, develop and diversify the economic base through the provision of employment sites to meet the needs of existing and future businesses.
- 4 - To meet the shopping, cultural and leisure needs of residents of Bury St Edmunds and the wider West Suffolk sub-region.
- 6 - To ensure development is accessible to the town centre, employment locations and other services and facilities to help reduce the need to travel by unsustainable means.



Figure 4 - General Employment Areas

3.1 Site Overview

The site is situated to the west of the town within, what is primarily, an industrial area between the Howard Estate to the North and The Westley Estate to the South (Figure 2). Immediate site surroundings have an industrial or commercial bias with the exception of West Suffolk College and Leisure centre on the eastern boundary and residential properties on the southern boundary (Figure 5). All vehicular access is via Western Way, Beetons Way and Olding Road. Little pedestrian access exists at present.

Analysis of the surrounding site uses, access and routes is shown on figure 6.

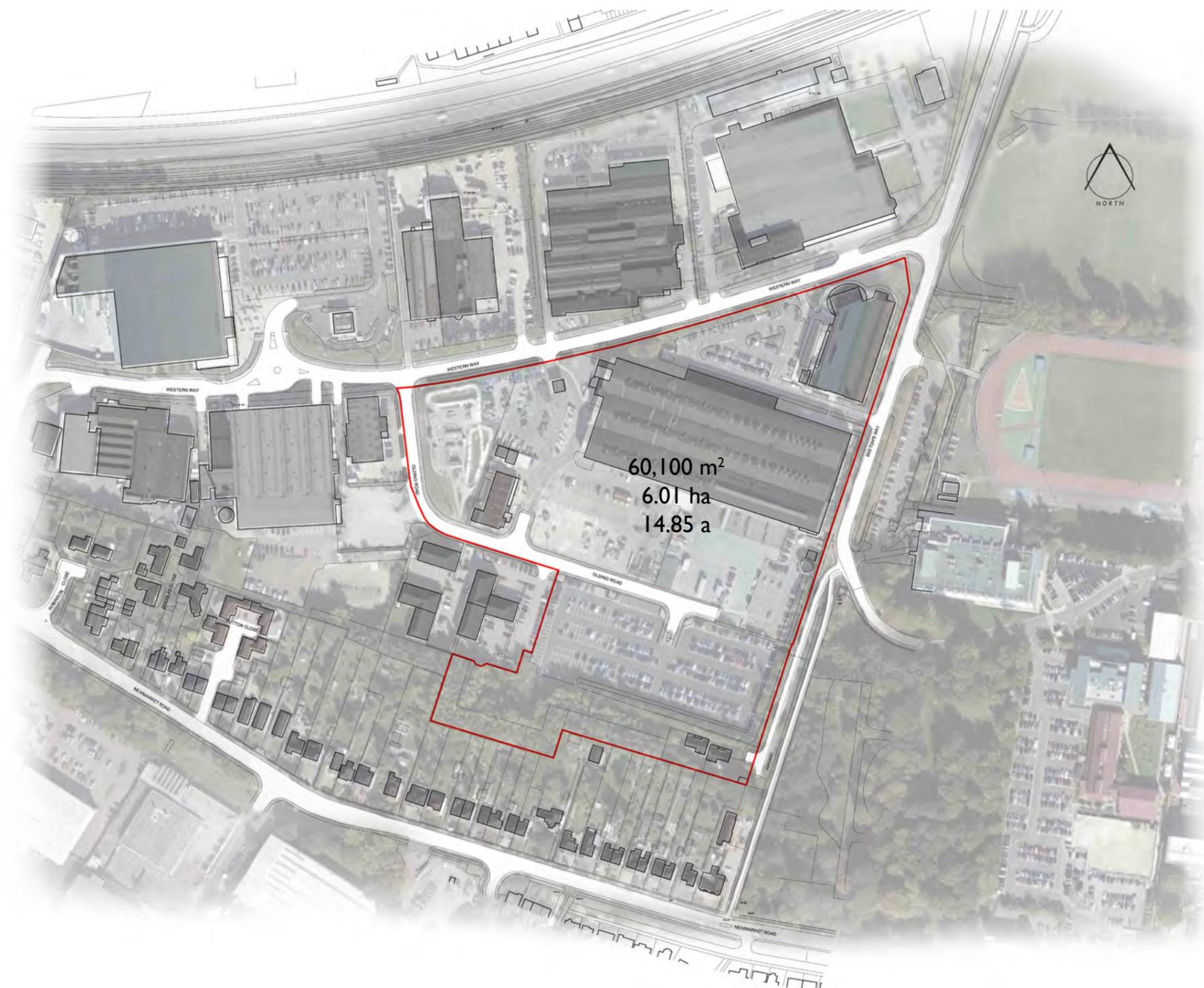


Figure 5 - Site Area

- Access Point
- Vehicular Route
- Garrison Wall



Figure 6 - Site Surroundings

3.2 Site History

The site for the Public Service Village, Bury St Edmunds is located on Western Way, and comprises approximately 6.2 hectares including the area currently occupied by NHS Logistics.

Historic records show the site until the 1950's as being undeveloped land adjacent to the Gibraltar Barracks. It is interesting to note that Beetons Way [formally Beetons Footpath] is clearly visible along generally its modern day line on maps dating back to 1883.

The 1964 Ordinance Survey Map indicates that sometime between 1950 and 1964 an area to the south of the site was 'developed' as a Sports Ground, with the rest of the site being levelled for the construction of a large factory, with associated offices and hardstanding. In the following years and before 1975 the factory was substantially extended over the original hardstanding area, the sports ground became incorporated into the hardstanding areas of the factory and the site levels were reduced to those of the present day. It is understood the factory was constructed for the manufacture of large scale road building equipment, which explains the reason for undertaking such a substantial site excavation to form the large area of levelled site leading away from the factory area.

In the early 1980's the site and buildings were sold to St Edmundsbury Borough Council.

As the manufacturing buildings and hardstanding areas were greater than St Edmundsbury Borough Councils requirements they sold a section of the manufacturing shed and adjacent hardstanding to NHS Logistics who still occupy this area of the site having access along Olding Road. This is now in the ownership of Pigeon Investment Management Ltd.

Figure 7 indicates the areas of site use, with SEBC owning the largest area of the site equating to 4.8 hectares.



Figure 7 - Area Analysis

3.3 Environmental Assessment

3.3.1 Significant Observations

The site was undeveloped until the early 1960s, when a factory which manufactured road building machinery was established in the north of the site. At this time, a sports ground occupied the south of the site.

From the 1980s, the factory and associated yard were indicated as a council depot and offices. Currently, the western part of this area remains as a council depot which serves as a waste transfer station and a vehicle refuelling and repair facility, while the eastern part of this area is occupied by an NHS warehouse. The rest of the site is occupied by a car park, a council office building (West Suffolk House) and a skate park, while the southern edge of the site remains undeveloped and comprises wooded or heavily vegetated land.

BGS mapping indicates the site is underlain by the Lewes Nodular Chalk Formation. No Superficial deposits are indicated. Boreholes from previous ground investigations in the north of the site encountered Made Ground to a maximum depth of 0.8mbgl over a medium dense gravelly, clayey sand and sandy clay containing coarse chalk and flint gravel. Below was chalk which largely comprised a putty matrix containing chalk fragments up to coarse gravel size and flint.

The chalk is classified as a Principal Aquifer. The site is within Zone II of a Groundwater Source Protection Zone.

A Phase I Environmental Survey and follow up intrusive ground investigations were undertaken in 2006 and 2007 in connection with the 2006 proposals for the Public Service Village. The ground investigation did not cover the refuelling area, vehicle wash down area and waste storage areas of the council depot or the area to the south of Olding Road.

Potential on-site sources of contamination comprise petroleum hydrocarbons, VOCs, polycyclic aromatic hydrocarbons, oils, metals, detergents, asbestos and possibly cyanide. Two electricity substations in the north of the site are potential sources of transformer oils which may include PCBs. Other possible sources of contamination include imported Made Ground used in construction.

3.3.2 Risk Assessment

Based on the information reviewed during the survey, the greatest risks from land contamination (except those to construction workers) are considered to be medium risks to site users from exposure to contamination via inhalation of vapours and medium risks to groundwater of the underlying Principal Aquifer via leaching and migration. All other risks are considered to be low or very low at this stage. The risks would have to be reassessed should the intended site use be changed.

There is always a risk of exposure for those involved in groundworks, particularly given the potential of contamination identified at the site.

3.3.3 Recommendations

Given the risks identified, an intrusive investigation is recommended. The investigation should aim to achieve good overall coverage of the entire development area and target potential sources of contamination. It may be combined with a geotechnical investigation which is likely to be required. It is suggested that it comprises a combination of trial pits, shallow boreholes and some deeper boreholes. A selection of boreholes should be installed with groundwater and gas monitoring wells.

It is recommended that the containment system for the above ground fuel tanks in the council depot is reviewed at the earliest opportunity, to ensure compliance with the Control of Pollution (Oil Storage) Regulations 2001.

The risks to construction workers should be managed through the use of appropriate PPE and work procedures.

3.3.4 Flood Risk Analysis

The site and the surrounding area are shown on the Indicative Floodplain Map (produced by the Environment Agency) to be within Flood Zone 1, which represents land outside the predicted extent of extreme flooding from rivers or the sea, with an annual probability of flooding of less than 0.1%. The site is therefore not considered to be at immediate risk of flooding.

Currently the site has substantial areas of hard landscaping. Redevelopment of the site may change the proportion of impermeable area, and therefore the rate of surface water run-off to the surrounding drainage system. A number of techniques outlined in Sustainable Urban Drainage Systems (SUDs) design guides will be incorporated, which will help reduce pressure on existing drainage systems and demonstrate the sites sustainable aspirations.

It is assumed that any increase in the rate of run-off will require attenuation to the satisfaction of the Environment Agency and Anglian Water.



Figure 8 - Example of a method of Sustainable Urban Drainage
Image from <https://pipedup.files.wordpress.com/2013/06/upton-edit.jpg>

3.3.5 Light and Noise Pollution

The site is to be developed more intensively than at present, and this would at first sight suggest an increased risk of noise pollution. However, as the balance of the development shifts away from the older inherently noisy operations and towards public and private service BI uses, this suggests that a reduction in noise levels may be inherent in the proposals.

Furthermore, the site is bounded on three sides by land-uses which are relatively insensitive to noise. The only residential properties lie to the south of the site, and as the development of the site progresses suitable mitigation measures can be incorporated to protect against any projected increase in noise levels in that area.

As with noise, the increase in development intensity might be seen as risking an increase in light pollution. However the standard of design and the quality of equipment now available is considerably better than was the case when most of the site was developed. It should be possible to obtain an improvement in levels of light pollution as a result of the redevelopment.

3.4 Sustainability Issues

3.4.1 Screening Opinion in respect to Environment Impact Assessment

Part of the early liaison with the Local Planning Authority raised the question of whether the site proposals would require the preparation of an Environmental Impact Assessment.

The Local Planning Authority took the view that the proposed development was not likely to have a significant effect on the environment by virtue of its nature, size or location and did not constitute Schedule 2 Development and an EIA is not required.

3.4.2 Sustainability Assessment

The sustainability assessment in accordance with Policy CS2, CS3, CS4, CS7 and National Planning Policy Framework is contained in Appendix 5.

3.5 Existing Landscape Assessment

No part of the site has any local designation as being of wildlife interest, and there are no recorded local or natural nature reserves within 1km of the site. However part of the adjacent site occupied by West Suffolk College forms a wildlife area, and there is a belt of trees outside the southern site boundary some of which are covered by Tree Preservation Orders.

Western Way and Beetons Way exhibits some specimen ornamental planting to the site periphery. The planting is however showing signs of age and, in cases, poor habit. The planting has visual amenity value to site users and passers-by.

There is mature woodland to the extreme south east periphery of the site on the steep embankment. It is inaccessible from the site due to a thicket of shrub to the woodland edge.

Other small pockets of shrub exist around the southern end of the site. These areas may have some limited ecological value but provide no visual or amenity value.

3.6 Existing Infrastructure

Initial analysis of the site together with existing site records indicate the site is well served on terms of water, electrical capacity, drainage, gas and telecoms with all the main services running either in Beetons Way, or Western Way or in many instances long both roads.

At the time of writing this report, there is no reason for us to believe that the provision of services cannot be accommodated for the development of this Masterplan, however further consultation with suppliers would be required.

4.1 The Site in Context

[Figures in brackets refer to photo views]

The application site is located approximately 1km to the west side of the town centre of Bury St Edmunds and is currently an employment site. A large proportion of the surrounding areas to the site are also employment zones. The areas in the vicinity of Western Way are the subject of one of the identified employment zones within the Bury St Edmunds Vision 2031. This zone has been identified as the area that clearly has the potential to accommodate a far more strategic economic contribution to Bury St Edmunds, due to its good connections to the A14, and the large areas of unused and under utilised land.

The site is bounded by Western Way to the north, Beetons Way to the east, and area of residential development to the south and Olding Road [1] to the west.

Western Way is the main site approach from the A14 [2], and the development along here comprises a series of rather run down factory and outlet units [3], with the exception of the ASDA superstore. The styles of these units are of varying quality and exhibit a variety of building materials. One large unit along the South side of Western Way at present displays 'For Sale' boards, this site now benefits from planning permission for a new Range / Wicks outlet [4 & 5].

There are indications along both Western Way and within the surrounding areas to the site that the strategic location of this area is being recognised by businesses, with new developments apparent [6, 7, 8, 9 & 10]. The attention to the design of these developments and the financial commitment these represent shows a new confidence in the area. Although it is anticipated that the turnover of occupants in surrounding units will reduce as the masterplan site is developed.



As one approaches the site along Western Way, the character of the development along the road changes, and the buildings become more set back from the road with each unit having an area of landscaping and car parking in front [11]. This forms an appropriate interchange between the older industrial area and the more open area of the Leisure Centre.

The same applies to the Western Way site frontage, where the trees are set within a grassed or shrub area, which softens the boundary to the road and improve the approach route to the existing site [12]. These trees are not covered by TPOs, however, a group of established trees hold particular interest due to their popularity with local wildlife.

Along Beetons Way, to the north of the site, there are further areas where the current employment is not fulfilling its full potential [13].

Looking along Beetons Way to the north, road and rail bridges cross Beetons Way carrying the A14 in an east west direction [14]. The site is just visible from the A14, however, as vehicle speeds along the A14 are significant and there are no stopping zones it is questionable whether development on the site will have any visual impact on the A14.

Approaching from Beetons Way one can appreciate the elevated nature of the development site as the general ground levels fall away in a northward direction. The prominence of the new West Suffolk House building provides a key landmark to the corner of the site from this approach [15 & 16].

From the low point under the road bridge, Beetons Way continues to rise as it travels South, past the leisure centre and rear access to West Suffolk College, until it eventually becomes a footway leading on to Newmarket Road.



To the east of the site, on the other side of Beetons Way, is the leisure centre and adjoining sports grounds [17, 18 & 19]. Along this section of Beetons Way there are a significant row of mature trees, which are planted in an area of land which is raised above the level of Beetons Way. This belt of trees is covered by TPOs. The trees are highly visible as one approaches the site along Beetons Way and add to the overall character of the site and surrounding area [20, 21 & 22]. The site at its north west end has level access across Beetons Way, however, as one travels south along Beetons Way the level of the site drops markedly until a point near to the NHS Logistics site where access between the Masterplan site and Beetons Way is no longer possible. At the southernmost end of the site, the level difference is between 4 and 5 metres. The levels of the site were formed by the substantial site excavation, which occurred from the 1950's onwards, to accommodate the manufacturing requirements of the factory which occupied the site until the 1980's. Photograph 23 shows the site level change and concrete steps to access Beetons Way from Olding Road car park.

Continuing along the eastern site boundary Beetons Way splits, the eastern section of the road becoming a public right of way for pedestrians and cycles, and the western side being a narrow gated access road leading to two cottages. Between the access road and Beetons Footpath there is a mature hedgerow and a number of mature trees [24].

Looking in a northerly direction one is struck by the impressive views, down Beetons Way over the A14, across the valley and onto the open countryside rising beyond [25 & 26].

At the point where Beetons Way splits, the land use adjacent to the site changes as this area is owned by West Suffolk College [27 & 28]. The College is not visible from the Masterplan site, as the boundary of the College is demarked by a Grade 2 listed historic barrack wall and protected woodland; 'The Copse'. The listed wall and aforementioned level change forms a significant visual and physical barrier between the two sites [29 & 30]. It is worth mentioning that a section of the Barrack Wall, approximately four 3 metre panels, have recently been replaced. If an opening could be created at this point, it would provide a valuable link between the two sites and town centre beyond, whilst maintaining the sense of enclosure within The Copse.



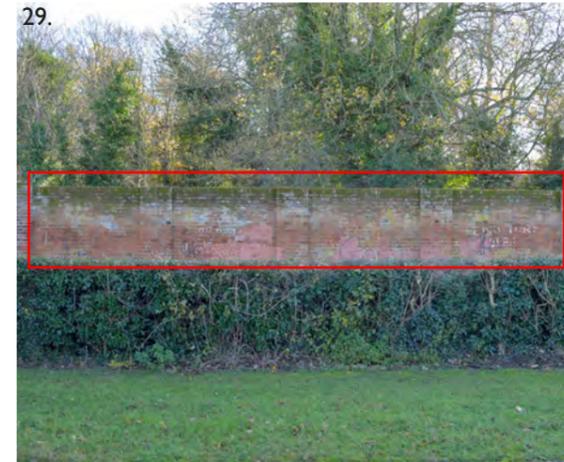
To the south of the site, the adjoining properties are residential; these properties are at natural ground level and therefore appear elevated above the existing site levels [31]. There is an existing 'landscaped' area along the residential boundary, which forms a good buffer between the site and the residential properties and accommodates the substantial level change.

The western site boundary is formed by the Anderson Centre and Olding Road. Olding Road continues across the central area of the site giving access to the Anderson Centre, the Council Depot areas and NHS Logistics.

The Anderson Centre is a small business park development, comprising of 6 units built of brick with pitched tiled roofs [32].

The central area of the site is dominated by the form of the old manufacturing shed [33 & 34]. The western section of the building houses the Council Depot, whilst the eastern end of the structure houses NHS Logistics, which is now to be included in the masterplan and will be highlighted as a major site opportunity. The site is divided by Olding Road which is currently used to access these and also the existing 373 space surface car park [35].

It has been identified that the existing skate park [36] is well established and is very successful, not just its popularity but also its location. Situated here it is not in a particular territory and thus does not provoke territorial dispute or any significant anti-social behaviour among the users.



4.2 Site Analysis

The following drawings and diagrams summarise our findings and key aspects of the site.

Our starting point with the analysis was a review of the overall site plan and site sections. This allowed us to capture key site features and inform further site studies. See figures 9 and 10.

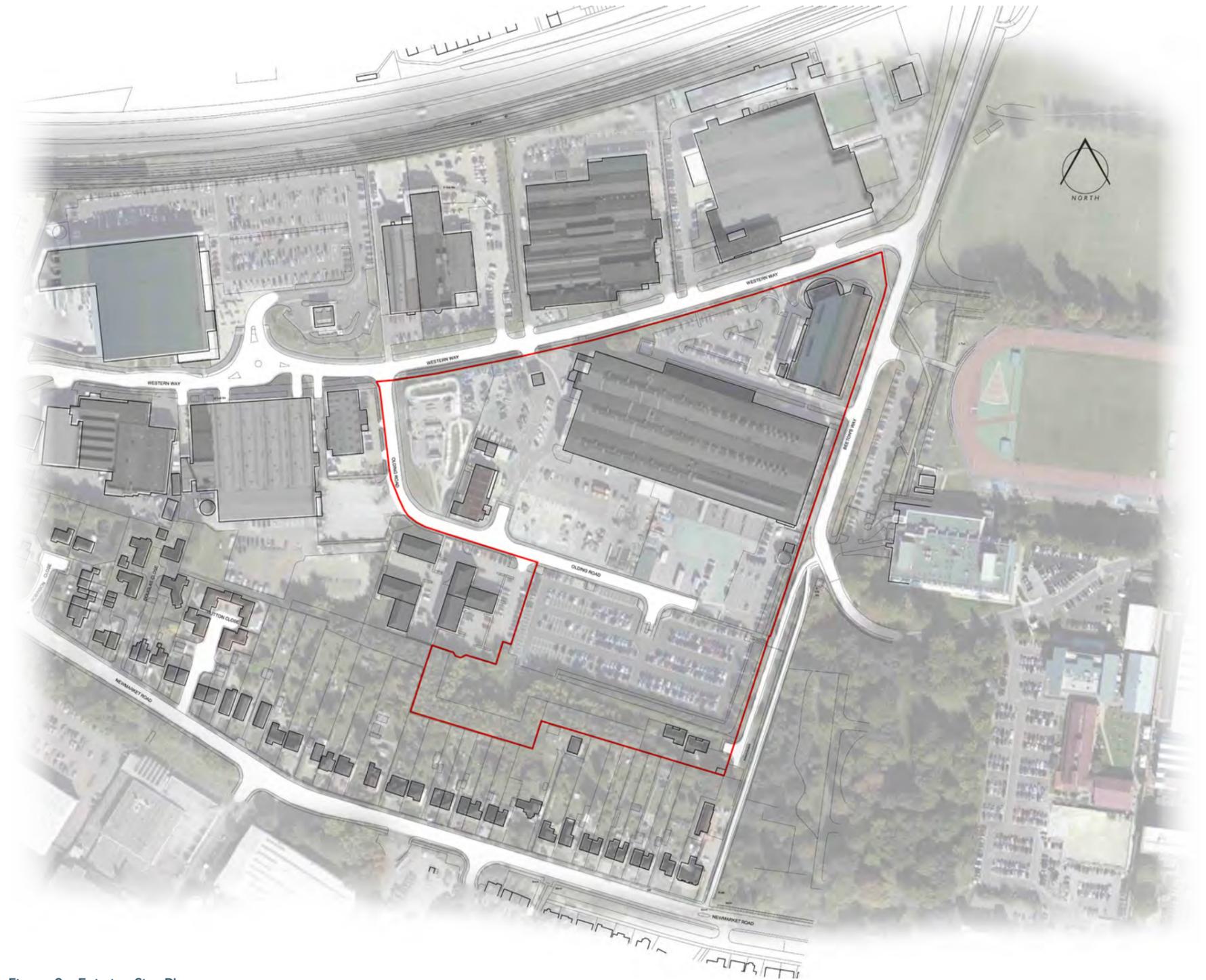


Figure 9 - Existing Site Plan

Figure 10 draws two sections through the site, East-West and North-South. Key site features identified include the landscaped bank to the southern boundary, the relationship between the site and rising ground levels along Beetons Way and the proximity and scale of surrounding buildings.

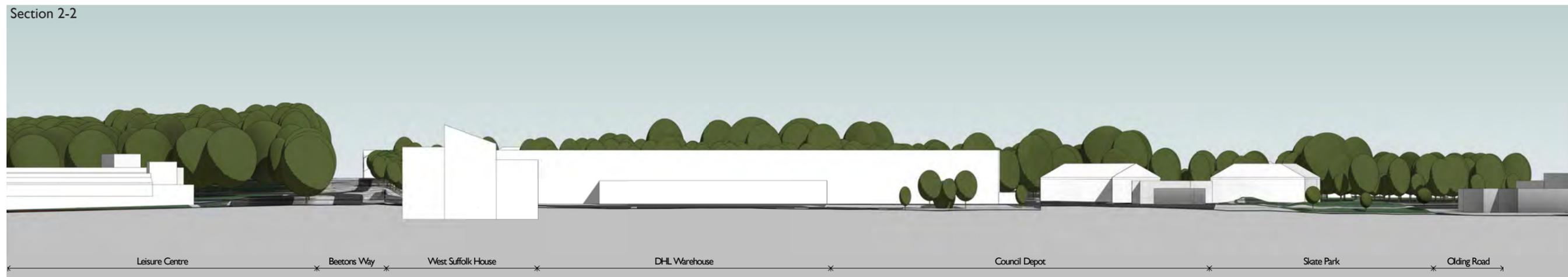
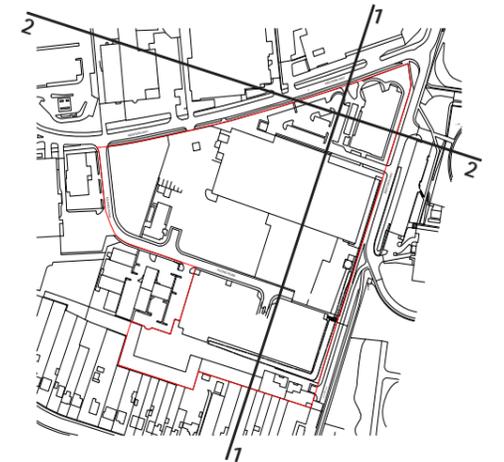


Figure 10 - Existing Site Sections

4.3 Current Site Access, Permeability and Linkages

The vehicle linkages to the site are well developed as the A14 lies 1.6km to the west and routes to the site from the surrounding areas via Western Way and Newmarket Road are good. Appendix 6 containing the Transport Assessment covers more fully the existing highway infrastructure and the existing forms of public and modal transport.

From observation, it is clear most site users come to the site by car, although the existing cycle hoops are well used, and buses stop along Western Way. There are reasonable pedestrian and cycle links to the site, and a number of staff do walk to work.

Figures 11 and 12 indicate the current site access and linkage problems, these can be summarised as follows:

Within the area of the site occupied by St Edmundsbury Borough Council, there are reasonable linkages between the differing sections of the operations. However, the site does not currently have good through linkages with its immediate surroundings.

One would expect there to be better linkage with the Leisure Centre as the access across Beetons Way is at grade. However, from here the levels rise. The Centres car park, service provision and plant areas currently face the Masterplan site. Access from the Masterplan site and the Centres car park is via the provision of both steps and a ramped footway linking the rear of the Centre with the entrance and the changing facilities for the sports ground. The Leisure Centre is better linked to West Suffolk College as the entrance faces the College, access from here is at grade.

The present linkage of the Masterplan site to West Suffolk College is also poor, as previously noted the level difference and the presence of the listed historic wall forms a barrier. The existing pedestrian route through the grounds of West Suffolk College is the most direct route into the town centre, being approximately a 15 minute walk away, but the route through the College is poorly defined and lengthy, so it is only a viable route if people have the knowledge.

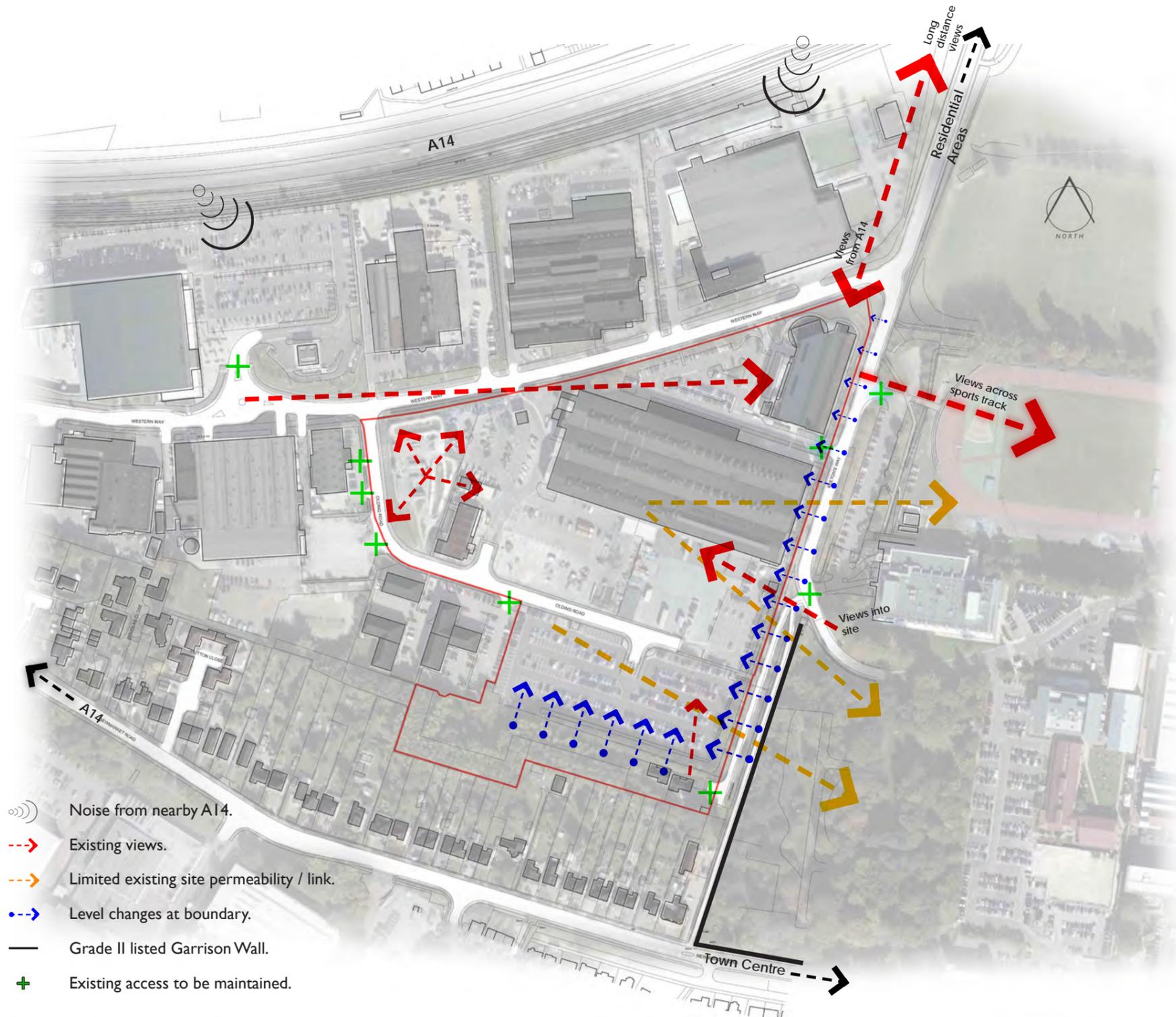


Figure 11 - Observations and External Influences

An alternative route into the town centre and residential areas beyond the site is Beetons Way, a bridleway running along the line of the old Barrack Wall and onto Newmarket Road. The enclosed feel of the path and the lack of general observation (as it is not overlooked by the residential properties or clearly viewed from Newmarket Road) mean it is only really used during the hours of daylight. However, the route has been significantly improved via the removal of trees and shrubs aiding visibility and sense of security.

The site does not have any public routes crossing it other than Olding Road which purely gives access to the existing site uses. There is a lack of a defined through-route to Olding Road, although access from the existing surface car park is provided via a set steps situated on the boundary with Beetons Way. These steps provide a shorter pedestrian link for those accessing West Suffolk House than walking the perimeter of the site. It is also intended that this car park serves the Leisure Centre at peak times. However, it has been identified that the public are either not aware of its existence or, due to the complicated vehicular and subsequent pedestrian route, choose not to use it. Whilst these steps are not a defined through route, those with local knowledge may use it to access the skate park or Anderson Centre. The lack of any other through routes is largely determined by the current site usage and the significant level changes along the east and south boundaries.

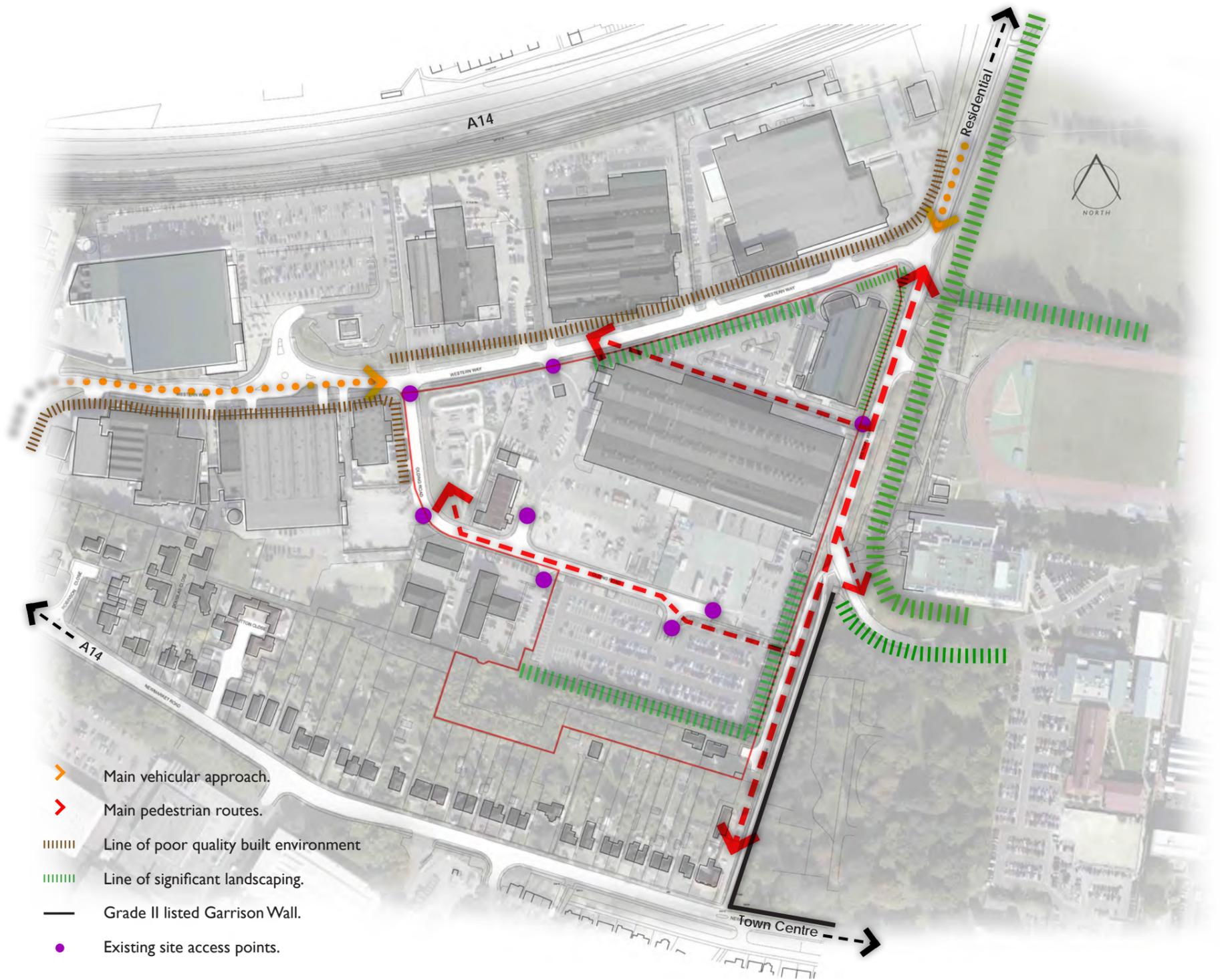


Figure 12 - Approach and Boundaries

4.4 Opportunities and Constraints

Figures 13 and 14 note the key existing site constraints of the area and the opportunities, which exist as part of the development of the Masterplan.

The site is currently dominated by the NHS Logistics building, which together with the uninspired buildings of both St Edmundsbury Council depot and other buildings along Western Way show little investment in the area. However, the first phase of the Masterplan development has been completed and forms a landmark on the corner of Western Way and Beetons Way. It is now the intention to continue the high quality development and invest in the area, given the opportunities available now the NHS Logistics warehouse and associated site can be included.

The level differences, whilst acting as a physical barrier, at present also gives the opportunity to clearly separate the existing residential area from the employment zone. However, along Beetons Way the level difference does form a barrier which needs to be resolved if the Masterplan is to link positively with Bury St Edmunds Leisure Centre and West Suffolk College. The level difference ranges from around half a metre at West Suffolk House, to over four metres close to the south west corner of the site. This level difference could be used to provide access at different levels to buildings, a multi-storey car park or be incorporated in to raised plazas.

The formation of a link, together with the proposals by West Suffolk College for an improved open space/parkland and public route through the Copse and College grounds, will be a great asset to the area, giving much improved access to the town centre and an open space for all to enjoy.

The level difference also has the positive benefit of being able to screen any larger scale development within the Masterplan from the more open areas surrounding the site to the east.

The current levelled nature of the site will ensure all areas within the Masterplan site can achieve good accessibility for all.

1. New ASDA Superstore and road junction.
2. Proximity of ASDA junction to Olding Road.
3. Popular skate park.
4. Existing offices on Olding Road.
5. Olding Road to remain.
6. Time line of acquiring existing warehouse site.
7. No easy route through site / little permeability
8. Significant level changes across site boundaries.
9. Residential properties in close proximity.
10. Residential belt.
11. Existing listed Garrison Wall.
12. No current pedestrian movement between Copse and Beetons Way.
13. Protected woodland.
14. Existing West Suffolk College access.
15. Existing Leisure centre access and lack of parking provision.
16. Traffic from surrounding schools queuing along Beetons Way and Western Way.
17. Potential noise from A14

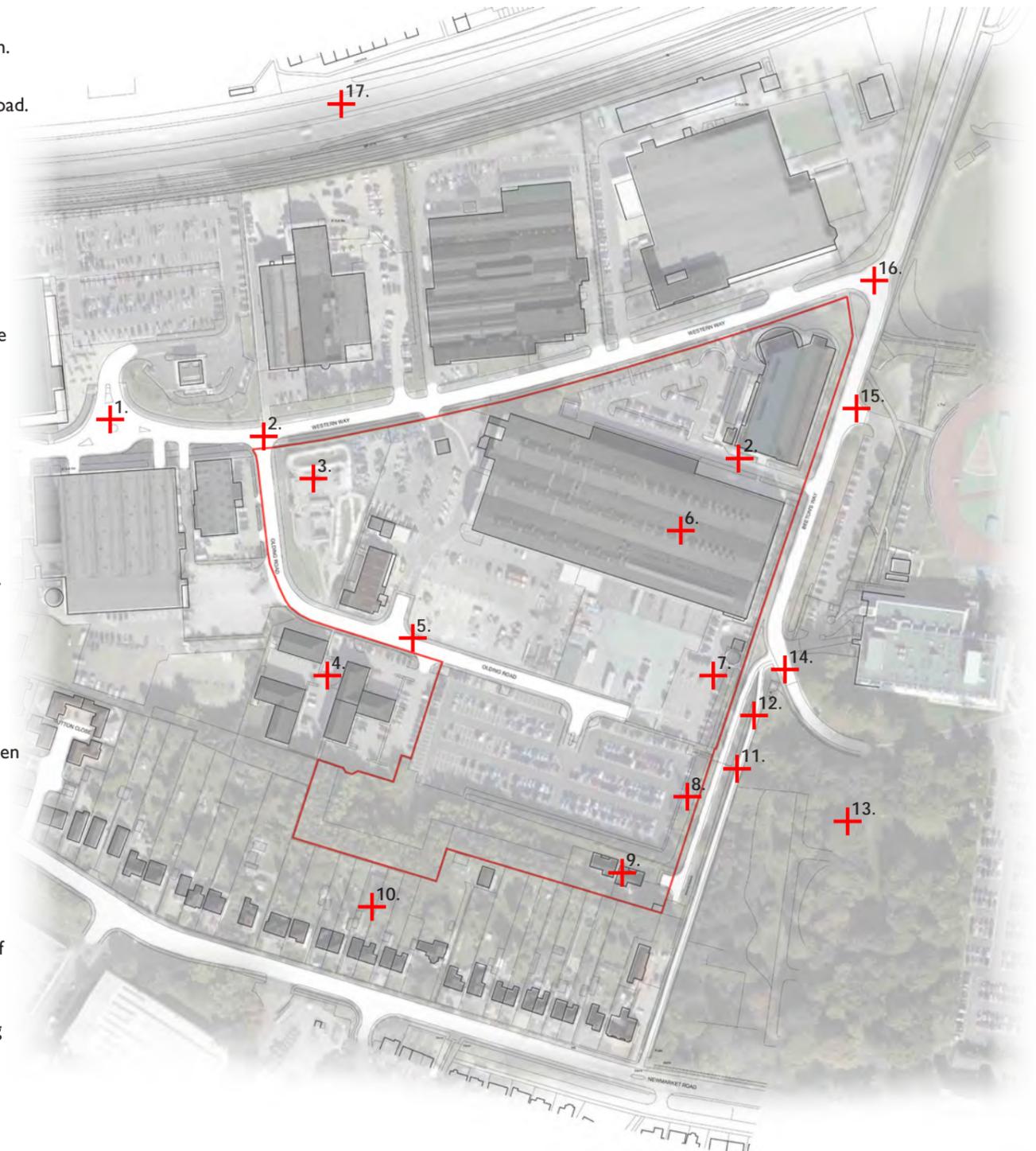


Figure 13 - Site Constraints Overview

4.4.3 ASDA Development and General Development along Western Way

At the time of writing the previous report there were proposals for a new ASDA Supermarket along Western Way. This development has now been completed and includes a new access and roundabout on Western Way, just west of the Olding Road 'T' junction.

Therefore, due to the proximity, the previous proposal for a new roundabout at the top of Olding Road should be re-considered. As noted earlier, there is planned development at several sites and the latent potential for further development all along Western Way is evident from the current state of the buildings and the number of vacant and 'For Sale' Units.

4.5 Other Proposed Developments and Site Integration

As mentioned previously, planning permission has been granted for a change of use to the Haldo House industrial units (Class B2) to Retail (Class A1). The proposals include surface car parking provision to the rear accessed from Olding Road. This has to be taken into account; however, peak times of a retail outlet will differ from peak times of the Masterplan site and therefore will not cause too much of an issue.

Another nearby General Industrial (Class B1) unit has been bought by West Suffolk College. Subsequently, a planning application has been submitted and since approved to change the building use to Educational (Class D1). This will have an impact on the designs for the masterplan, giving consideration to future links and the desired integration with West Suffolk College.

Several other buildings along Western Way toward the junction with Newmarket Road remain unoccupied or in, what appear to be, temporary use. The previous 'The Minden Rose' Pub on the junction with Newmarket Road is planned to be re-developed into a nursery.

One of the key aspects of the initial vision statement was to form a Public Service Village, which extended to encompass the educational and leisure aspects of the adjoining sites. To achieve this vision requires both careful master-planning of the site and strategic involvement with the owners and occupiers of the adjacent sites and the full involvement of the Local Planning officers when they are determining future planning applications.

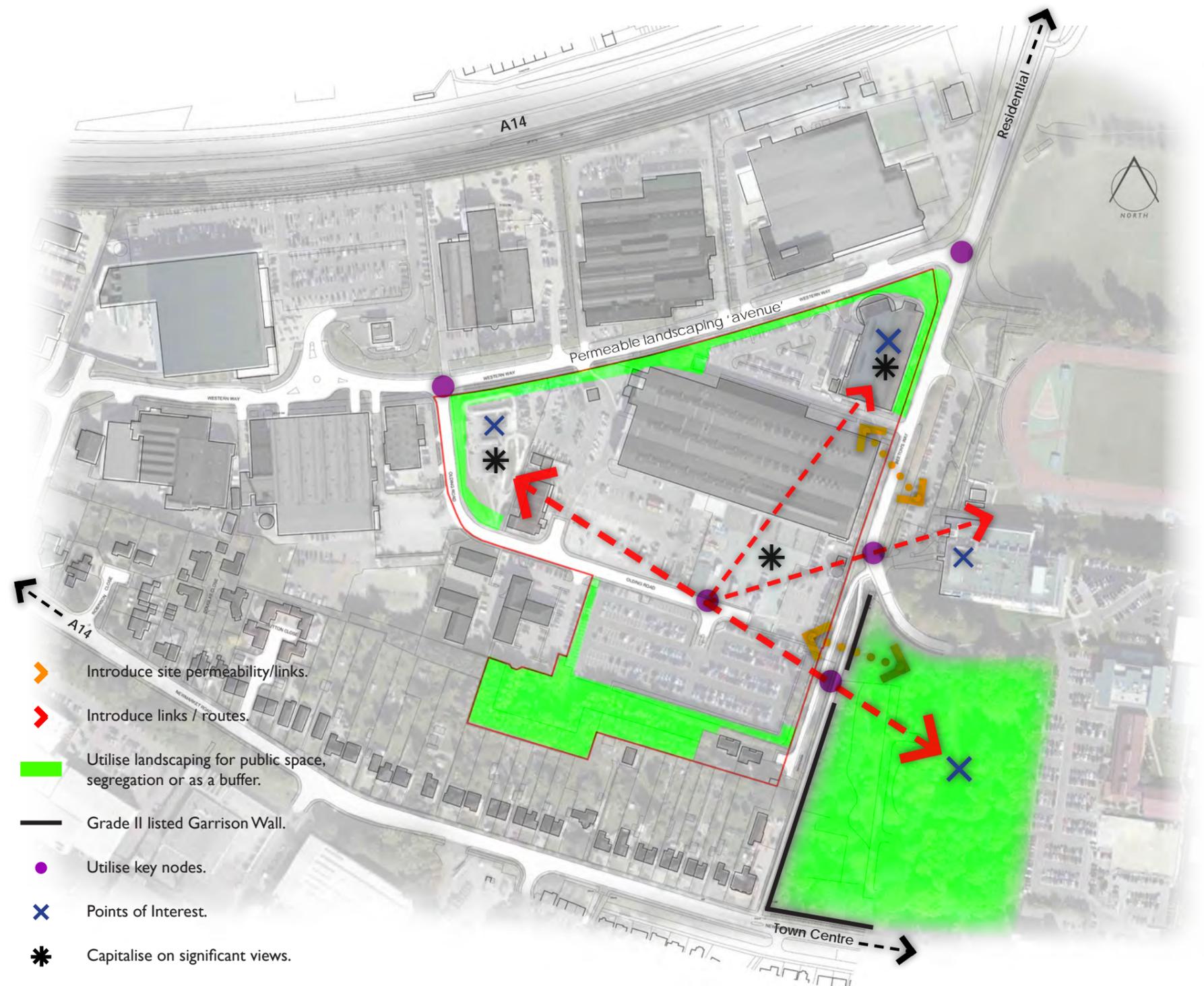


Figure 15 - Opportunities

5.1 Site

The site as outlined above and indicated on figure 5 is of irregular shape. The site offers good access potential by all means of transport, and it is envisaged that the development of the Masterplan will further enhance the accessibility of the site for all.

The identified site is sufficiently large to fully accommodate the current identified users of the Western Way masterplan. Any development of the site must ensure that it does not preclude or hinder any proposed development within the zone identified as BV15 within the Bury St Edmunds Vision 2031.

5.2 Proposed Development

The Masterplan proposes a linked cluster of buildings to house a number of mixed uses including Public Service uses on a single site.

The initial phase included the construction of West Suffolk House, which is designed to accommodate St Edmundsbury Borough Council and the regional requirements for Suffolk County Council. It now also accommodates further public and private tenants. This development also started to develop linkages with the Leisure Centre and West Suffolk College. Part of this strategy has enabled the visitor’s car park to be utilised for shared car parking during non-office hours. Through new opportunities these can be expanded and new, much more significant, links can be created.

Following phases of development enable other Public Services to join the site as funding and internal policies allow this to occur, and with the provision of a multi-storey car park replacing the existing Leisure Centre’s car park, the coach/bus hub can be developed.

Currently, it is envisaged that the Primary Health Care Trust will be one of the first to join the Masterplan site, followed by West Suffolk College Student Accommodation.

5.3 Spatial Assessment

The developed Masterplan identifies the overall development capacity of the site, based on the currently available site area, the data requirements for the identified Public Service Partners and general parking requirements applicable to BI office development.

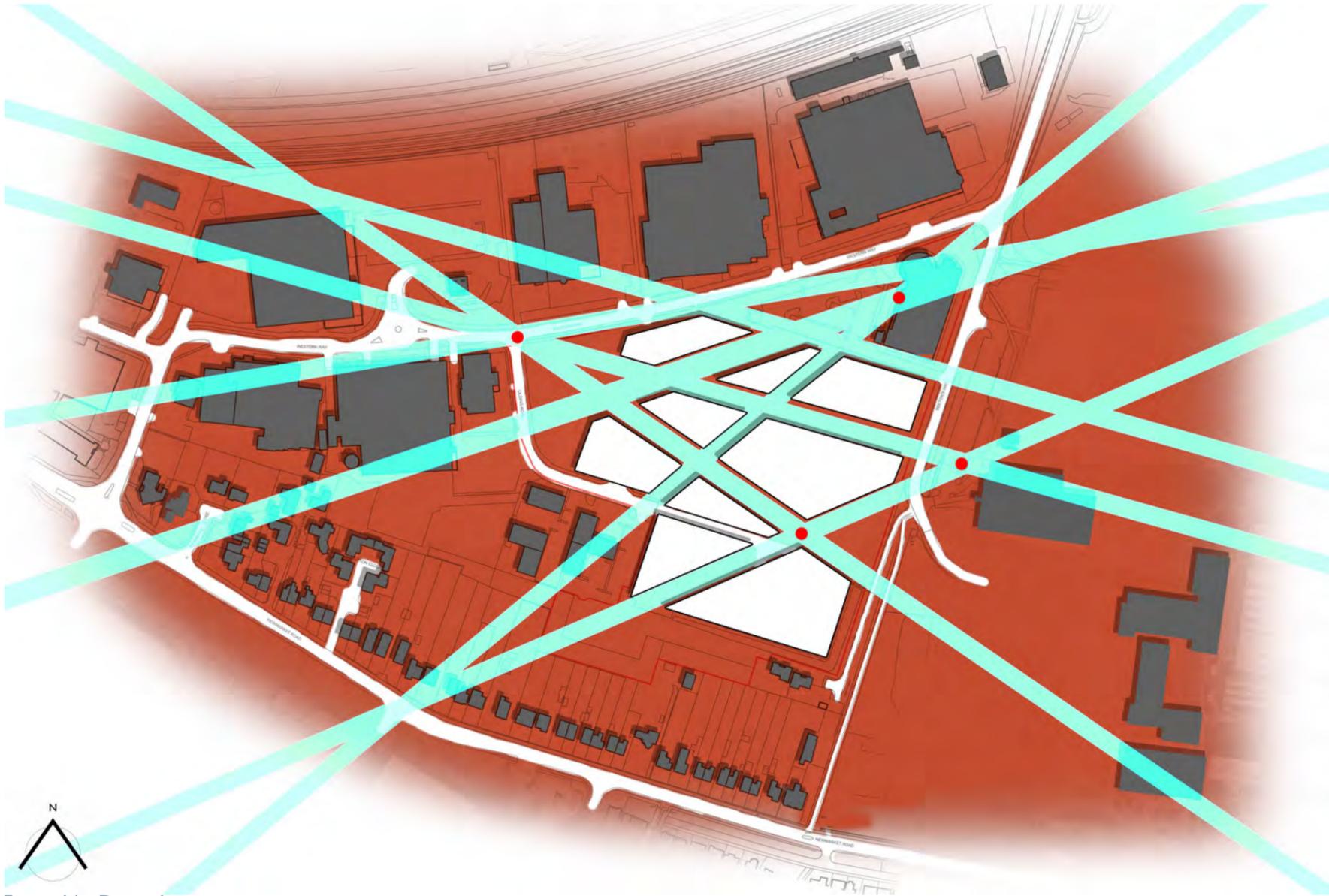


Figure 16 - Desire Lines

5.3.1 Building Blocks, Scale and Visual Appearances

For the site to be developed with a clear and cohesive structure a rational development grid needs to be established. The Masterplan proposals are based on axis derived from site and context analysis, one springing from the section of the Barrack Wall earmarked for opening up across the site; another from the Leisure Centre across the site, and a further two from West Suffolk House: from its entrance to the centre of the site and from its rotunda down Western Way (figure 16).

From analysis and discussion with the clients and St Edmundsbury Planning Department, the site requires key nodal development and creation of a 'heart' within the site, namely the point at which the desire lines converge, the new link through to the Copse, the new link to the Leisure Centre and adjacent to the existing skate park. Using established desire lines will help give the site coherence, order and a sense of place. The main axis from the Copse gives the opportunity to draw trees and landscaping into the site from this historic woodland. Buildings designed around these axes have interconnecting spaces with opportunity to take ownership of immediate surroundings.

It is intended that the Masterplan will be developed in a carefully considered and controlled manner, so it has a cohesive 'campus' feel. Whilst the individual building design will need to respond to the occupiers' requirements, it is intended the later phases of development will follow the building palette/hues and hard landscape materials as approved for the Phase 1 site development. The architectural design must reflect the coherence of the developments' layout and character.

The proposed Block Plan (figure 22) and 3D visuals (figures 23-30) explore the vision for the site including the relationship to existing context. The scale of each building has been carefully considered in relation to existing context. West Suffolk House has four floors but due to its mono-pitch design is equivalent to a 5-6 storey building, its highest point being 22m. It has been outlined that West Suffolk House should remain a landmark building and thus informs the scale of any proposed buildings.

Blocks within the central areas are able to include between three and five storeys comfortably due to segregation from immediate existing context and adequate space between blocks. Those placed along the Western Way boundary will be limited to three storeys to protect the view of West Suffolk House as well as to not overshadow Western Way and neighbouring sites.

Those situated close to the Beetons Way boundary can utilise the level difference to effectively 'hide' at least one storey.

Similarly, the multi-storey car park will use the largest level difference at the south end of the site, and rise to a maximum of six storeys. Its position within the site has been subject to significant consideration and analysis, and the proposed location has not changed from that shown in the existing adopted masterplan. A number of alternative positions have been considered, however, all other options have a serious impact upon the permeability of the site. By using the existing level differences and the dense tree belt, the visual impact of the car park will be softened, however, it is acknowledged that it would be highly visible in winter. This would need careful consideration with any planning application to ensure that the visual impact is minimised and privacy is maintained.

5.3.2 Site Accessibility

The Masterplan has been developed to ensure the site and any proposed buildings are accessible to all.

The majority of the site is level, with the only significant level change occurring along the east and south boundary. The level difference along the southern boundary does not cause any problems to the development of the site, as it is not foreseen that any linkage between the Masterplan and the rear gardens of the residential properties is either required or desirable. In fact, this level separation acts as a natural boundary, which helps to minimise the impact of the planned development on these properties.

The level nature of the site enables all the planned buildings to have access provided without the need for steps or ramps, this is an important aspect as the proposed buildings used by the public need to be easily accessible to all, whether able bodied, elderly, wheelchair bound or carers with pushchairs.

It is anticipated by the Masterplan that the level difference, currently forming a barrier to site permeability along the eastern boundary, will be resolved by the built development providing the interface between the differing levels, and that appropriately designed steps, ramps and lifts will be provided to facilitate the transition between the levels.

Space within the Masterplan has been created to form a series of pedestrian friendly routes, which are away from the main vehicular routes. Any cross over points are indicated as having traffic calming measures ranging from raised speed tables to clearly marked zones, where the use of contrasting surface materials in both colour and texture will be utilised.

Areas for cycle racks, disabled parking and places for emergency assembly will be located close to the proposed buildings. The final location of these will be determined by the Planning Applications for each phase of the development.

Western Way offers restricted vehicular access into the site. The Masterplan site will therefore need to utilise Olding Road and Beetons Way for the majority of vehicular access. Olding Road once incorporated into the Masterplan forms a central spine road remaining in its current alignment. To further utilise Beetons Way as a major access road a new roundabout is proposed at the bottom of the West Suffolk College access road (figure 17). This will incorporate the Masterplan and Leisure Centre service area access, West Suffolk College and the residential properties at the end of Beetons Way. It is proposed that one of two access and egress points of the new multi-storey car park is connected to this roundabout via a ramp under passing the a new public plaza off Beetons Way. The other access and egress point of the car park being on Olding Road.

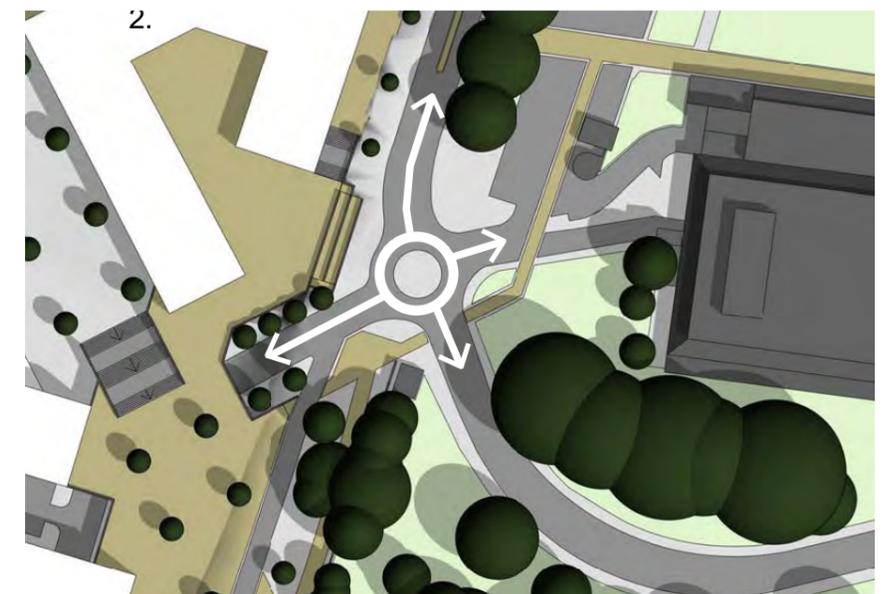


Figure 17 - New Infrastructure

5.4 Urban Design

5.4.1 Creating a Sense of Place

The site and Western Way employment zone lacks any clear identity, and one of the functions of the Masterplan is to address this and act as catalysis for the area.

5.4.2 Site Entrance and Identity

The Masterplan sets out to establish the sites identity as one approaches the site. This can only be achieved by appropriate architectural design, and engagement with context through rigorous site analysis.

The Masterplan achieves this with the first phase of development; the building is strategically located at the front of the site on the most prominent corner being clearly visible as one approaches the site along both Western Way and Beetons Way.

Situated at the heart of the site is a central hub facility, designed to become a common attraction for both the immediate surrounding buildings and those further afield. It has the possibility to house a number of services including, but not limited to: restaurants, food outlets, cafes, small shops serving the locality, reprographics centre, conference provision, meeting rooms, exhibition space, library and community facilities.

5.4.3 Building Line and Orientation

The spatial relationship between buildings, vistas and views created between buildings influence the overall character of the development. Therefore, the Masterplan has been designed so as each phase is developed the plots and the siting of the individual buildings creates a clear structure to the development. The layout and orientation of the buildings add visual interest along Western Way and Beetons Way, providing defined and open public 'plazas' encouraging permeability and movement into the site. The buildings are strategically placed to reveal themselves slowly as one walks through the site. The locations screen views to surrounding low quality developments, but are sympathetic to future regeneration and potential connections. The aim is to create a sense of security and enhance the public realm zone.

The central area of the site has been designed as a focal point, a place where people can meet either at lunch or en-route. Other landscaped zones are formed at key building intersections and it is intended the character of each of these is unique.

The layout has been designed so the buildings, the sightlines from the buildings and the routes between them all help in keeping clear visibility for pedestrian movement. The site layout, together with good lighting and appropriately detailed landscaping, all help to contribute to a safe environment, designing out the opportunity for crime.

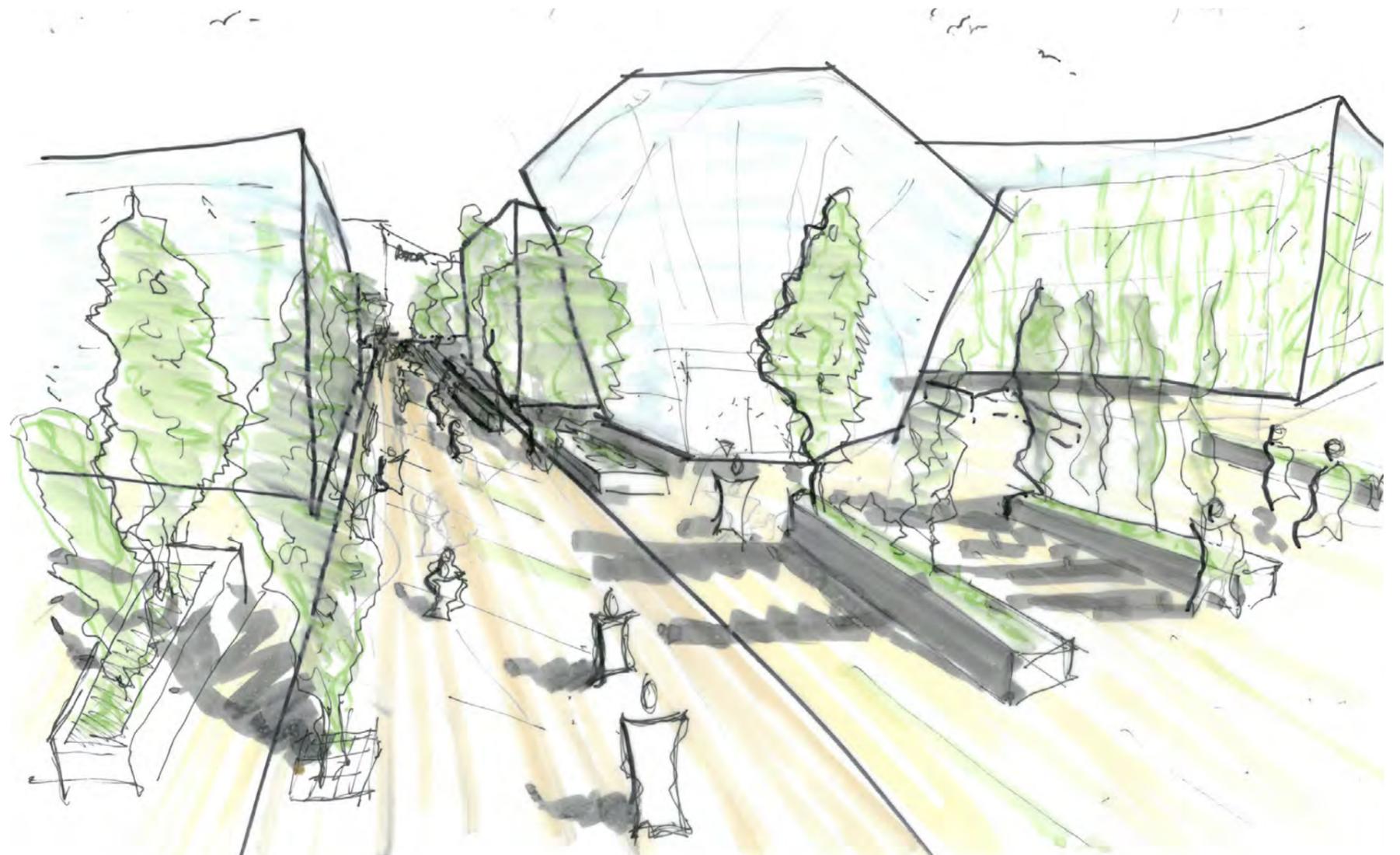


Figure 18 - Architects' Early Vision

5.4.4 Landscaping

A comprehensive and co-ordinated strategy of spaces, paving and street furniture provide direction, legibility and connectivity within the development site.

The landscape structure needs to reflect the spatial scale of the buildings and provide a visually attractive approach to the development, providing a transition between the distinctive areas and a focus at key locations.

The landscaping scheme needs to be designed to complement the existing vernacular of the street trees to the site periphery along Western Way and Beetons Way. A strong entrance of avenue trees is envisaged to direct pedestrian movement into the site from the Copse.

The landscaping scheme for the initial phase of the development has set the species types and structural language for the following phases of development. Ornamental shrub planting designed to introduce a variety of form, colour and texture should be confined to the peripheral building aprons or boundary treatments as the cover this type of planting gives for the opportunity for crime needs to be restricted to areas where pedestrian movement is highly visible or scarce.

A strong physical pattern needs to be created by the surface treatment and structure of paving and street furniture. The use of a distinctive specimen tree planting such as (cherry, pear, hornbeam and maple) is needed to create an important 'green' element, which needs to be utilised throughout the proposed development area. The key role of this strategy is to create visual closure and segregation of spaces, and to soften building facades and encourage visual movement within the defined public spaces.

Street furniture including seats, bins, bollards, and lighting need to be consistent through the phases of the development, to provide legibility and cohesion throughout the development area.

New planting will mitigate any loss of the established native 'woodland' habitat along the eastern boundary of the site, ensuring the green buffer zone is retained as part of the development.

5.4.5 Recommendations from Landscape Assessment

Please read in conjunction with figure 19 - recommendations

I West Suffolk House

As part of any future proposals the success of the West Suffolk House development should influence the architecture and landscape to create street frontages, amenity areas and places of benefit to the community as well as staff.

There is potential to enhance the street landscape using quality surface materials, street furniture, planting within verge and site. This will improve the Western Way approach and create a more layered boundary to the development.

II Central Zone North

A permeable boundary to Beetons Way would create opportunities to link the site with West Suffolk College, Leisure Centre and the town centre. A new edge treatment will turn Beetons Way into a vibrant street to redefine the approach to the college and leisure centre. Avenue tree planting and deep verges of flowering shrubs or perennials.

Avoid surface car parking and in doing so win spaces for meaningful places for staff and a destination for the local community. Consider including shops, bars and cafes around a central plaza to create an urban environment engaging with people. Plaza to spill into lawns and gardens. Tree planting and planting to respond to movement routes through the development connecting buildings to each other and out to the surrounding streets.

III Central Zone South

The formation of an eastern link together with road layout improvements, enhancement of Beetons Way pedestrian and cycle route and an improved open space and public route through the College grounds would be a great asset to the area, giving improved access to the town centre and an open space for all to enjoy.

Embed a decked car park into the southern edge where the level change and existing woodland will absorb its height.

IV Woodland

Retain and integrate mature woodland at the southern boundary into the site development. The area is an important buffer zone between the residential properties and the site. Undertake management of the wood to improve its biodiversity and longevity.

V Skateboard and BMX park

The Skateboard and BMX park requires landscape enhancement and integration if it is to remain. Consider removing fences and form a hard urban plaza designed for street tricks and moves. The development proposals could consider relocating the facility within a more appropriate open space adjacent the east boundary close to the college and leisure centre.

Appendix I contains the full Landscape Assessment.

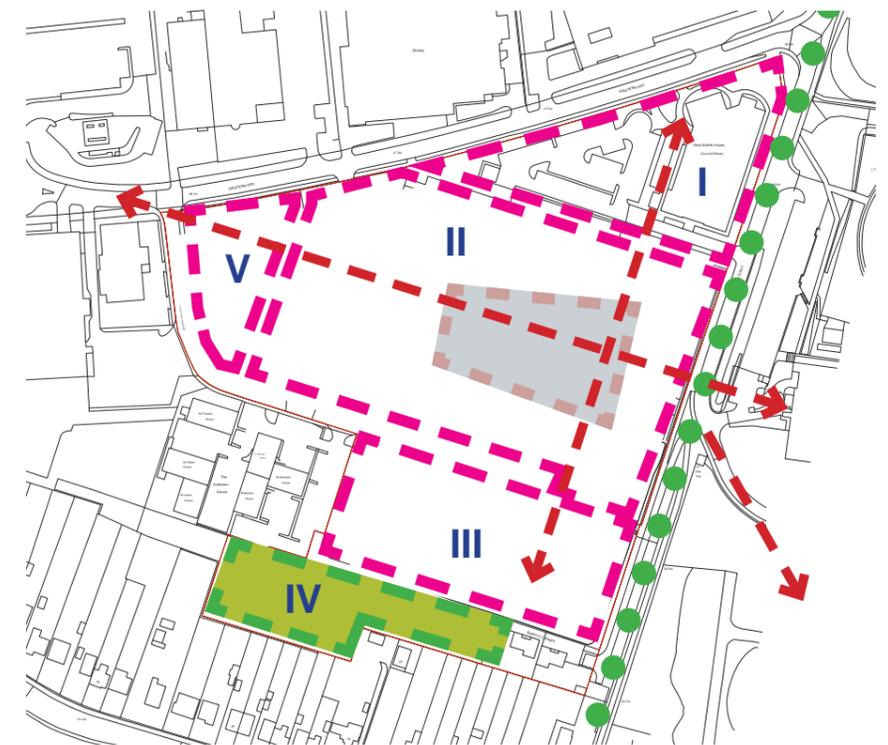


Figure 19 - Recommendations (from munro+whitten report)

5.4.6 Linkages

Site linkages and improved site permeability cannot be fully achieved until Phase 2 of the Masterplan is developed, as it is governed by the release of site areas and the opportunity to mitigate the current site level differences.

However, as each phase develops the potential linkages increase, this is clearly explained in Section 7.0. Good linkages throughout the site will enhance the community feel of the Masterplan.

A network of pedestrian routes cross the site, linking the buildings and avoiding pedestrians following the main vehicular routes. Beetons Way will become the primary access avenue into the site and in the interest of developing increased permeability, the surface treatment of this needs to be carefully considered, as it needs to naturally slow and 'calm' traffic, particularly as it approaches pedestrian crossing areas.

Design flexibility is sought for the vehicular routes leading off Olding Road, where it is intended that they will be designed to have a softer edge and that 'kerb' and overrun areas are detailed to be integral. Road edges need not be parallel on both sides and consideration should be given to utilising a narrowing of the road way, in conjunction with overrun strips in a contrasting material, help to create a natural form of traffic calming at key locations.

5.4.7 Designing Out Crime

The security of any business or employment area is an issue which requires careful attention, as these developments are often the target of overnight theft, vandalism and petty crime. The occupiers of the Masterplan will each have differing security needs, and the physical barriers such as the use of car park barriers, CCTV and perimeter security around service areas. The existing level change and landscape barrier to the south and east boundaries of the site also assist in minimizing unwanted access through the site.

Of equal importance to the physical security measures is the incorporation of measures outlined in the Secure by Design Guidelines, which places an emphasis on the design of the environment to reduce the likelihood of crime. The specific design of this cannot fully be developed until each phase is detailed and consultation with the West Suffolk Constabulary is initiated.

Good surveillance is only achievable if people are present to observe. As large areas of the Masterplan will not be occupied for much of the weekend and during the hours of darkness [unless the Police relocate to the site], most of the surveillance will need to be by CCTV and possibly the continued occupancy of the site by the residents in the cottages accessed off the private road leading off Beetons Way. However, the possibility of student accommodation and potential for restaurants will add to natural surveillance 'out of hours'.

Passers-by, particularly along Western Way, also play a key role in site surveillance and the site has been laid out so the buildings and landscape have a presence on Western Way and vistas are opened up to give surveillance through and along the building line.

Additional factors which assist in ensuring a secure environment are good lighting levels, clear forward visibility on routes and around buildings, and good long term site management dealing with the general upkeep of estate issues.

5.5 Sustainability Issues, Renewable Energy & Infrastructure Requirements

The ethos for the Masterplan development is to ensure sustainable development occurs throughout the site, and that carbon emissions for the new development are kept within, or exceed central and local government requirements prevalent at the time of development.

The selection of building materials should have due regard to the embodied energy of the product, its environmental impact, recyclability and ongoing maintenance. The use of recycled products and materials, where appropriate, should be considered.

It is anticipated that the proposed development should not exceed the available capacity within the area, and in some instances, it is envisaged usage will be reduced as sustainable development and the introduction of carbon reducing technologies are utilised across the site.

Measures such as the use of recovered rainwater, biomass boilers or ground source heat pumps together with any going technological developments, which reduce and conserve energy consumption will all be carefully evaluated at the appropriate stage of the design.

We also understand that a district heat scheme is being researched for the site but at the time of writing this report full details of the proposal are not known.



Figure 20 - Link through from The Copse

5.6 Transport Assessment

Due to the impact of the Masterplan proposals a variety of mitigation measures are put forward for consideration within the transport study. As the masterplan develops, greater understanding of the types of development which are to populate the site will be gained. A more established understanding of the development building uses and consequently their likely trip generation during the peak hours will assist in developing more accurate scenarios for junction analysis, and also more accurate assessment of car parking provision.

As the current analysis stands within the transport study, it has been identified that significant junction improvements are required. Various junction improvement options will be explored.

At Beetons Way/Western Way, [1] junction improvement options will aim to improve crossing facilities for pedestrians as well as accommodate traffic flows. Options to explore include:

- Upgrading to a standard roundabout.
- Traffic signals.

As the junctions of Western Way/Olding Road [2] and Western Way/ASDA [3] access are so close together it is important that changes to these junctions are designed to work in harmony with each other. Options to explore include:

- Improved roundabout facility at one or both junctions.
- Right turn lane into Olding Road.
- Traffic signals.

The results of the junction analysis concluded that junction improvements would not be required to be carried out all at once. Based on the worst-case traffic scenario tested, each junction would require improvements to be in place at the following stages:

- Beetons Way/Western Way: prior to the occupation of Phase 2.
- Western Way/ASDA access: prior to the occupation of Phase 3.
- Western Way/Olding Road: prior to the occupation of Phase 5.

Further highways improvements can also be investigated, such as the provision of variable car park occupation messaging signs on Western Way and Beetons Way on the approaches to the car park. Effective management of the occupation of the car park from the accesses off Olding Road and Beetons Way will be necessary in order to gain the best performance of the junctions. Such signing may contribute to this management.

It is recommended that additional bus service provision be investigated in order to provide realistic transport choices for commuters and visitors at the site. The majority of bus service provision at present is for school buses. As public transport infrastructure already exists along Western Way and Beetons Way, this can be utilised for the site, with further improvements such as additional bus flags and timetabling information. Already the site benefits from good cycle links and footways, however improvements to the level of lighting along the Bridleway which links Beetons Way to Newmarket Road may be further investigated to improve this link to existing public transport provision on Newmarket Road.

A site wide travel plan is to be developed, with the aim of reducing travel to the site by car and to encourage and facilitate the use of sustainable modes of transport by staff working at the site and visitors. A travel plan is a strategy that includes clear objectives, measurable targets, proposed measures to be implemented, and a monitoring programme, in order to proactively and realistically reduce car use, and would have a dedicated person to manage it.

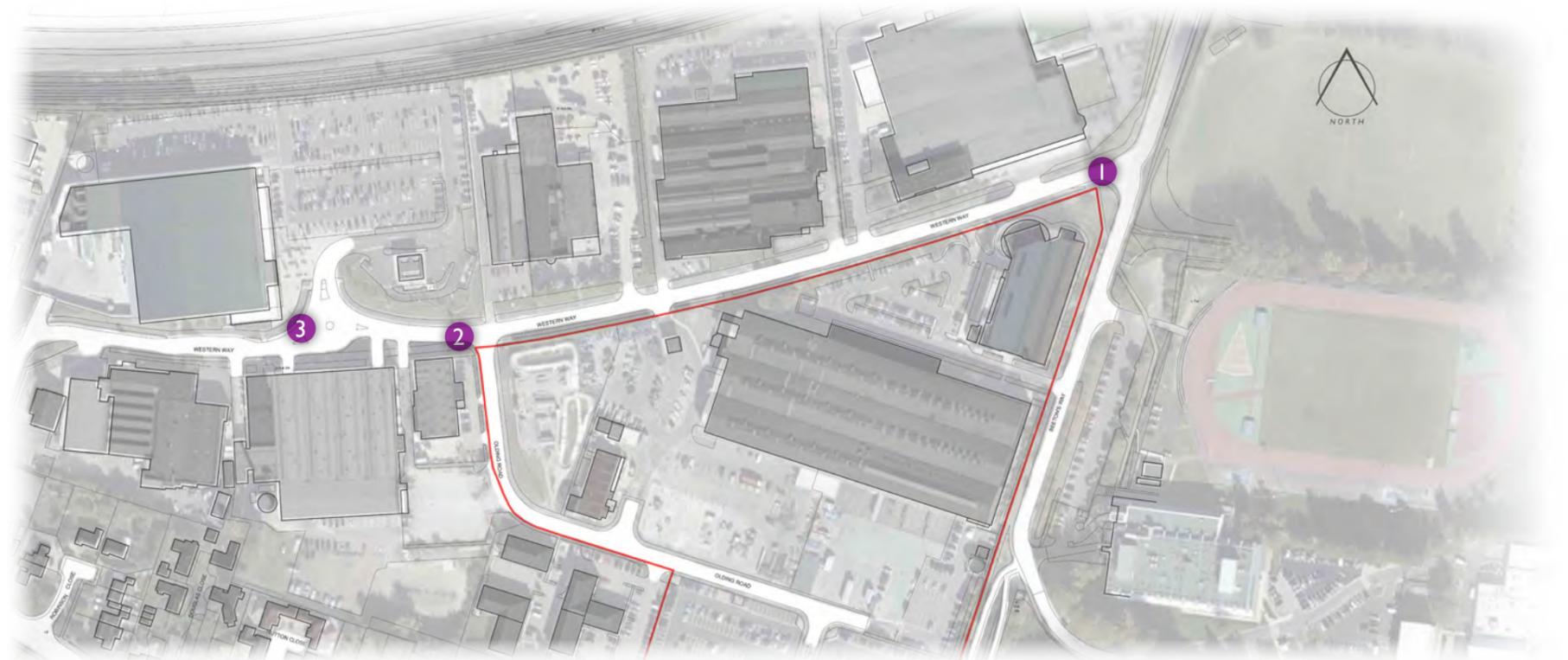


Figure 21 - Junction Locations



Figure 22 - Proposed Site Plan (not to scale)



Figure 23 - View from West Suffolk House / Western Way

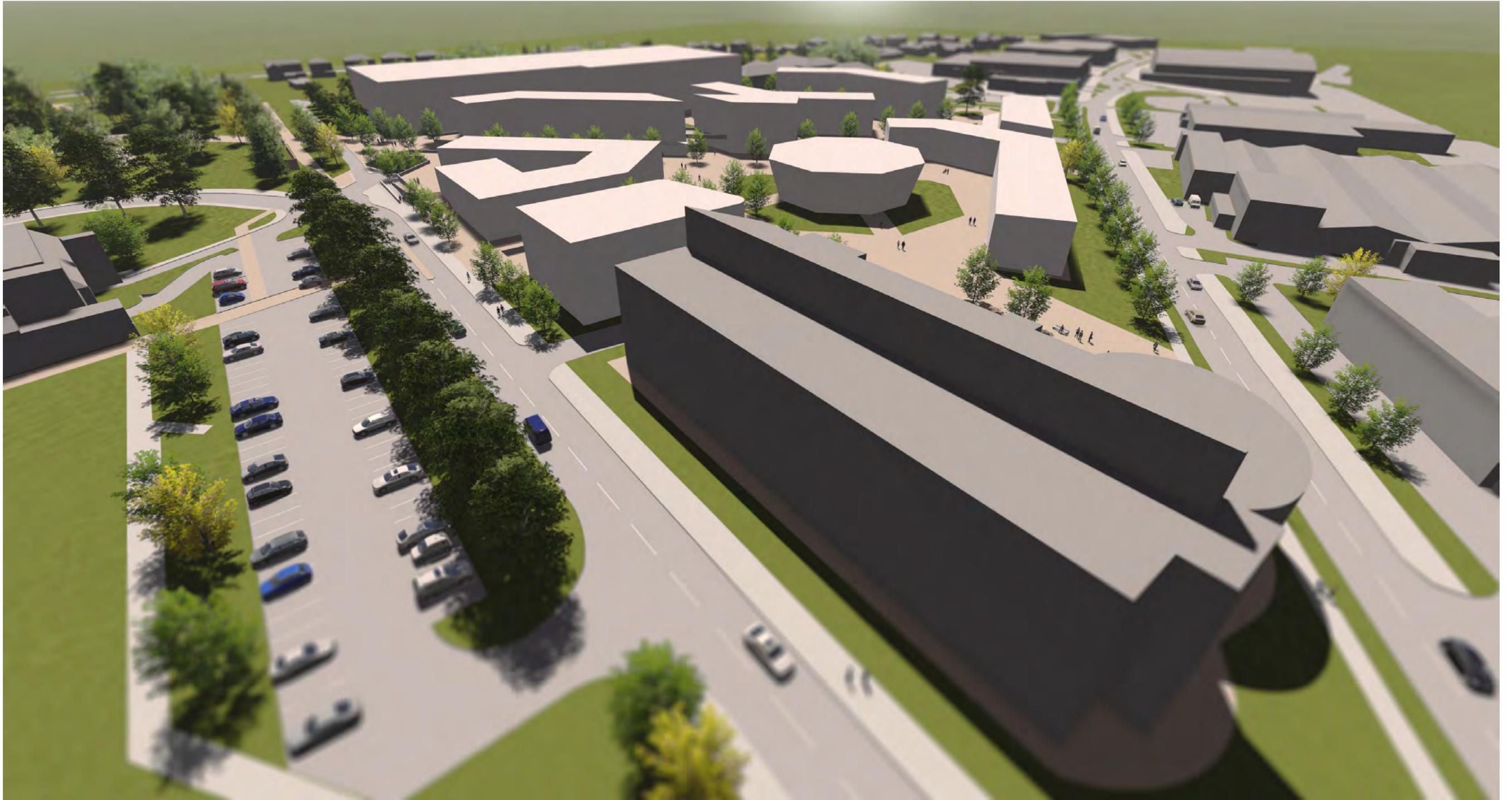


Figure 24 - View from Leisure Centre Car Park



Figure 25 - View from Beetons Way



Figure 26 - View from The Copse



Figure 27 - View from Upper Beetons Way Plaza



Figure 28 - View from Olding Road / Anderson Centre



Figure 29 - View from Olding Road / Skate Park



Figure 30 - View over West Suffolk House

7.1 Phasing Framework

Throughout the proposed development of the Masterplan, it is essential to maintain as close to normal operations of the current site users. To achieve this, it will be necessary to plan and programme the construction work of each phase. Early consideration of this requirement lead to the Masterplan Board reviewing phasing opportunities.

Following the completion of Phase I, the remaining Masterplan is envisaged to be undertaken as four main phases of development. There are many phasing opportunities, however, the strategy seen to be the most efficient is described below and shown in figure 31.



Figure 31 - Phasing Plan

7.2 The phasing sequence is envisaged to be as follows:

Phase I

Has been completed and included:

Integrated office for SEBC and SCC, together with associated car parking and the reinstatement of bus stops along Western Way.

The early provision of adequate car parking for both the operations of West Suffolk House and the Sports and Leisure Centre, have been developed which include the 373 space surface level car park and associated steps in the south east corner of the site, to access Beetons Way. A new car park at West Suffolk House has been utilised for disabled parking and visitors.

Beetons Way footpath has been improved, with the landscaping enhanced, the listed wall exposed and its historic value clearly identified, and an adequate lighting scheme provided along the route.

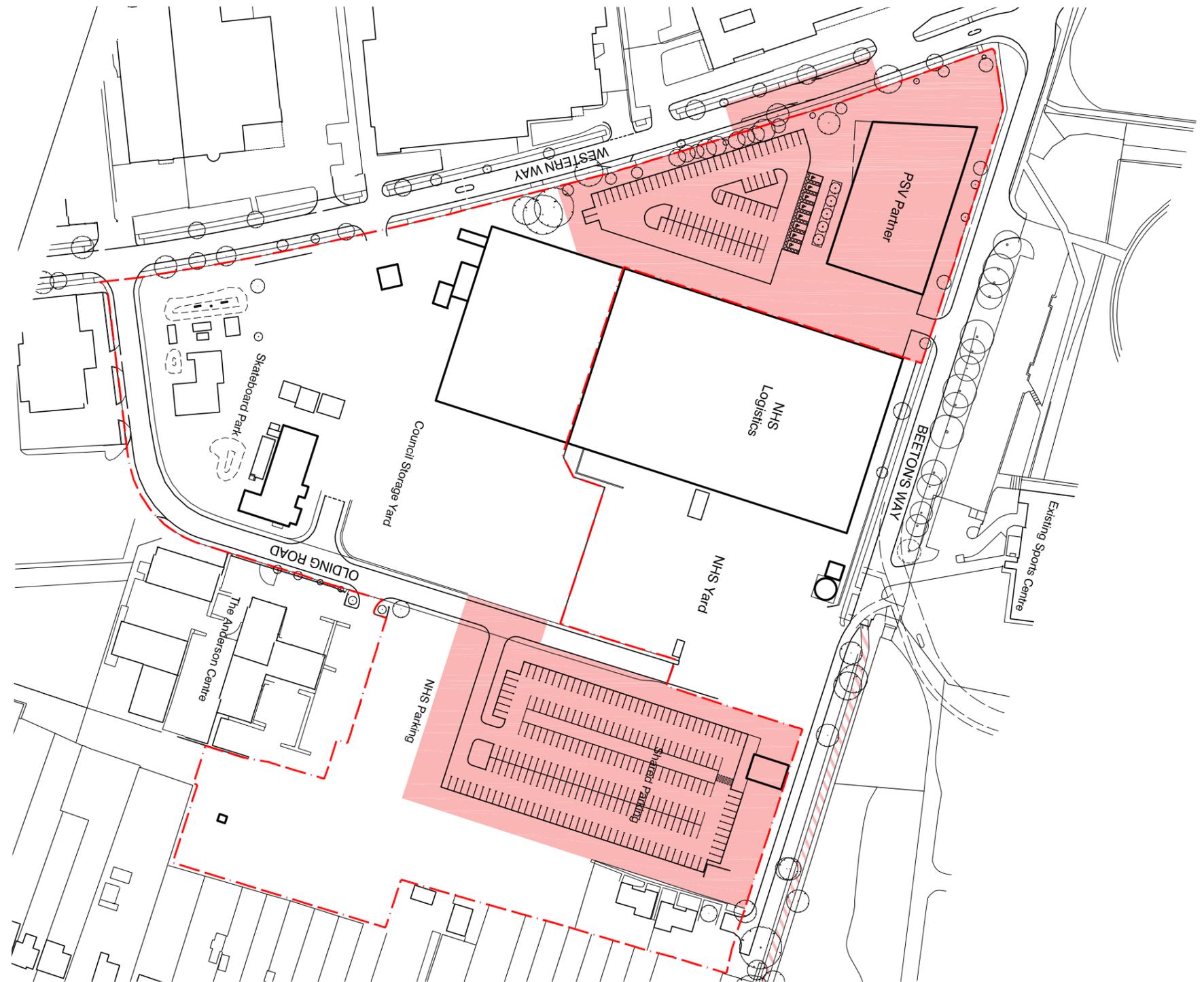


Figure 32 - Completed Phase I Plan (taken from current adopted masterplan)

Phase 2

This is very much a preparation phase in order to develop future phases. Once the Council Depot becomes available it can be demolished and the existing hard standing area can be made available for use as temporary car parking and site compound areas.

It was identified that the current car parking provision is not adequate and thus it is proposed that the first section of the 1800 space multi-storey car park (block 9) is constructed to provide approximately 850 spaces. However, the capacity and design of this car park will be assessed at the time of the application to ensure it is adequately sized to suit the developed site areas and also provide for any car parking shortfall identified for the Sports and Leisure Centre and West Suffolk College. The construction of this car park will provide full accessibility between the Masterplan site and adjoining sites by the provision of a stair and lift tower. Associated infrastructure, such as the new roundabout, car park access/egress, raised plaza areas, traffic calming and pedestrian crossing points will also take place during this phase.

During this phase the current West Suffolk House visitor's car park (80 spaces) and half of the existing Olding Road car park (150 spaces) will remain operational. These will be supplemented by a 230 space temporary car park providing approximately 460 spaces

This phase anticipates that funding for the bus and coach drop-off facility will also be achieved, making the formation of the additional joint and shared car parking provision within the Masterplan even more critical to the functioning of the combined public facilities (education, leisure and employment) provided for within the area.



Figure 33 - Phase 2 Plan

Phase 3

At the beginning of this phase the multi-storey car park will be operational, however, it is anticipated the existing NHS Logistics warehouse will still be occupied. Therefore, it is proposed to develop block 8, as it can be completed fairly independently and can utilize the adjacent hard standing for site setup and, if required, temporary parking.

Towards the end of this phase the West Suffolk House visitors' car park will be closed to allow for future development. Visitors will use the multi-storey or temporary surface car parking. After the later stages of construction it may be possible to convert the existing Leisure Centre car park for the bus drop off point and dedicated disabled parking to shorten the travel distance to West Suffolk House and other buildings in that part of the site. Disabled parking will also be allocated within the multi-storey.

It is clear from the Masterplan that within the latter phasing of the site, there is ample land available to increase the opportunity of other Public Service functions to join or relocate within the Masterplan site. There is also the potential for non-public service functions to be accommodated, whether these are Central Government, corporate relocations or businesses from within the local community.

Before the end of phase 3 the existing NHS Logistics warehouse should become available, therefore decommissioning and demolition can commence.



Figure 34 - Phase 3 Plan

Phase 4

This phase will see the most development take place. The existing NHS Logistics warehouse demolition will continue for the first few months of this phase. Construction will begin on blocks 1, 2, 3, 4 and 5. Its completion will see the 'heart' of the site emerge with connections to the Leisure Centre, Western Way and West Suffolk College.

In order to cope with the demand for parking spaces in the forthcoming phases of development the second section of the multi-storey car park will be constructed, providing an additional 950 spaces.



Figure 35 - Phase 4 Plan

Phase 5

With the multi-storey fully operational the site will now have 1800 spaces, this unlocks the potential to expand development further, whilst providing for the leisure centre and West Suffolk College. Therefore, blocks 3, 6 and 7 can be built, working from site compounds adjacent to 7 and 3, using Olding Road as primary site access.

In the later stages, the small surface car parks can be added including the service road link from block 3 to Olding Road for taller vehicles.

7.3 Future Phases of Development

The above phases have been assessed to ensure they do not preclude or prevent any further development of adjoining sites identified within the BV15 development zone (i.e. Sports and Leisure Centre and West Suffolk College).



Figure 36 - Phase 5 Plan

8.1 Potential Regeneration

Once the final phase of development has taken place, the Masterplan site will have been comprehensively redeveloped.

It is hoped that the development of the Western Way Masterplan will act as a catalyst for the area. The first phase building located on a prominent corner of the site, acts as a landmark building for the site and has added a new focus to both Western Way and Beetons Way. The new proposals, from phase 2, will look to capitalise on this and create exciting new spaces and a new district for the town. The increase in office based staff and the provision of better transport will also add to the attractiveness of the area for other businesses looking to relocate to a prime site in close proximity to the A14, together with the smaller support / service businesses associated with an employment / business area.

Some of these smaller support businesses, such as a sandwich / coffee bar, could well be accommodated within the central area, on the ground floor of some blocks along key desire lines from West Suffolk College and those close to the skate park.

It is clear from the analysis of the area contained within the relevant Planning Policies and this document that there is plenty of brownfield land ripe for redevelopment in the locality. This land availability, when considered alongside the possible education / employment links, which could be developed with West Suffolk College and the existing leisure and sports facilities in the area, has the potential, through carefully managed development, to become a vibrant and key employment area for Bury St Edmunds.



1: www.mas.org/wp-content/uploads/2013/02/pops.jpg
 2: laud8.files.wordpress.com/2015/02/laud8-fantasia2.jpg
 3: www.placesinparis.com/wp-content/uploads/2011/12/Centre-Pompidou-Paris-Outside.jpg
 4: worldlandscapearchitect.com/wp-content/uploads/2015/07/St-Vincent-Plaza-public-realm1-300x200.jpg

Figure 37 - Aspirational Images



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Please refer to separate document.



Please refer to separate document.



APPENDIX 3
Environmental Assessment Response



Mr I Sams
Head of Property Services
St Edmundsbury Borough Council
St Edmundsbury House
Western Way
Bury St Edmunds
Suffolk IP33 3YS.

26 JUN 2006
Our ref PD/
Contact Patsy Dell
Direct Dial 01284 757306

23rd June 2006

Dear Mr Sams

**Town and Country Planning (Environmental Impact Assessment)
(England and Wales) Regulations 1999
Proposed Public Services Village, Western Way, Bury St Edmunds**

I refer to your letter dated 7th June requesting a screening opinion under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 as to whether the development described in the letter is EIA Development requiring the submission of an environmental statement.

In preparing the response to your request, the Local Planning Authority has had regard to:

1. the exclusion thresholds and criteria in Schedule 2 of the Regulations,
2. whether the proposal is likely to significant effects on the environment by virtue of factors such as its nature, size or location,
3. the three main screening criteria detailed in Schedule 3 of the Regulations, namely the characteristics of the development, the location of the development and the characteristics of the potential impact,
4. the indicative screening thresholds in Circular 02/99 (Annex A), and
5. the general criteria the assessment of significance detailed in Circular 02/99 (para 33) i.e. whether the proposal is for a major development that is more than local significance, whether the development is in an environmentally sensitive or vulnerable location and whether the development would have unusually complex or potentially hazardous environmental effects.

The project constitutes an urban development project under part 10 (a) of Schedule 2 of the Regulations and, and as the site has an area of approximately 4.5 hectares, it exceeds the thresholds and criteria listed in column 2. No part of the site is within a sensitive area as defined in Regulation 2(1). The site is already developed and contains office floorspace, surface car parking and an operational depot. No part of the site has any local designation

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as being of wildlife interest. The site is adjoined by a mix of uses and includes industrial properties, a leisure centre and the West Suffolk College. There are also residential properties to the south of the site fronting Newmarket Road. The principal access to the site would continue to be from Western Way.

Having regard to this information, it is the opinion of the Local Planning Authority that:

- a. the proposal is not a development that is of more than local importance,
- b. the location is not particularly environmentally sensitive.
- c. the development will not involve complex or potentially hazardous environmental effects. The types of impact will not be of a markedly different nature to those that occur from the existing use of the site.
- d. the development will result in more office floorspace and additional on-site parking provision. However, the development may result in the relocation of the depot. As a consequence, there may be an increase in traffic and, potentially, noise and emissions. However, given the scale of the proposed development and the current activities on the site, it is not considered that the impacts of these would be substantially more significant or be of a materially different nature to the impacts that arise from the existing use of the site. Although, the site would be developed more intensively than at present, the proposed scheme is below the indicative criteria in para. A19 of Annex A in Circular 02/09. Furthermore, the site is already in an industrial estate. On this basis, the Local Planning Authority takes the view that the proposed development is not likely to have significant effects on the environment by virtue of factors such as its nature, size or location. Therefore, it does not constitute Schedule 2 Development for the purposes of the Environmental Impact Assessment Regulations 1999 and is not EIA Development.

Yours sincerely

P. Dell

Patsy Dell
Head of Planning and Engineering Services



MASTERPLAN SUSTAINABILITY ASSESSMENT

Objective (from the UK Sustainable Development White Paper)	Reason for criteria (with reference to the Community Plan)	Primary criteria question	Required answer	Site characteristics (where criteria is failed please indicate with a * where mitigating measures will be taken)
A. Social progress for all	To ensure good accessibility, encourage sustainable transport and provide an integrated transport system	1. Is the site accessible or capable of being served by a public transport network, such as railways?	Yes	Yes. Site is within walking distance of the railway station and a network of bus routes
		2. Will a regular existing/proposed bus route and/or rail route serve the development?	Yes	Yes, but the reinstatement of the route will require developer's contributions
		3. Is the site accessible by sustainable transport to a range of facilities and services, including retail, education and leisure?	Yes	Yes
		4. Does the settlement contain shopping facilities?	Yes	Yes
		5. Does the settlement contain a primary school	Yes	Yes
		6. Does the settlement contain a middle school	Yes	Yes
		7. Does the settlement contain existing community facilities available to and accessible from the new development?	Yes	Yes
		8. Is the site situated in an area of housing need ?	Yes	

MASTERPLAN SUSTAINABILITY ASSESSMENT

Objective (from the UK Sustainable Development White Paper)	Reason for criteria (with reference to the Community Plan)	Primary criteria question	Required answer	Site characteristics (where criteria is failed please indicate with a * where mitigating measures will be taken)
		9. Will the site be isolated from the rest of the settlement (such as separation by a primary road)	No	
		10. Will the sites development result in any of the following? 1 – Coalescence of settlements visually or physically 2 – Ribbon development 3 – Unchecked urban expansion 4 – Physical intrusion in to the countryside 5 – Unsuitable living environment	No	
B. Protection of the natural and built environment	Protecting rural land and habitats; enhancing built and urban environments promoting biodiversity	11. Is the site designated as open space or as an important open area?	No	
		12. Is the site within a special landscape area	No	
		13. Will the development effect areas of historical significance? 1 – Schedules ancient monuments or archaeological sites of importance 2 – Listed buildings 3 – Historic setting or feature	No	An archaeological assessment has been carried out and measures identified to ensure no adverse impact upon any findings.
		14. Will the development of the site impact upon a wildlife site of international/national importance or other sites of ecological value?	No	
		15. Will the development of the site have a significant impact on the landscape through the loss of trees and woodland?	No	Some trees may be removed to enable development, but this will be offset by the new planting scheme.

MASTERPLAN SUSTAINABILITY ASSESSMENT

Objective (from the UK Sustainable Development White Paper)	Reason for criteria (with reference to the Community Plan)	Primary criteria question	Required answer	Site characteristics (where criteria is failed please indicate with a * where mitigating measures will be taken)
c. Prudent use of natural resources	Reducing the use of natural resources and water issues	16. How is the site classified in terms of the sequential approach? 1 – Brownfield within main urban area 2 – Brownfield adjoining a main urban area 3 – Greenfield within a main urban area 4 – Extension to a main urban area 5 – infilling within a CS3 (e) settlement 6 – Extension to a CS3 (e) settlement 7 – Infilling within other villages 8 - Extension to other villages 9 – Brownfield rural 10 – Greenfield rural		
		17. Is the site on high grade agricultural land (grade 1)?	No	
		18. Will the sites development result in the loss/sterilisation of mineral reserves or potential resources?	No	
		19. Are there any known sources of contamination on the site?	Yes	Desktop study carried out and appropriate action will be taken.
		20. Does the site suffer from subsidence	No	
		21. Are there adequate water resources available to serve the new development	Yes	Negotiations are required with Anglian water Services.

MASTERPLAN SUSTAINABILITY ASSESSMENT

Objective (from the UK Sustainable Development White Paper)	Reason for criteria (with reference to the Community Plan)	Primary criteria question	Required answer	Site characteristics (where criteria is failed please indicate with a * where mitigating measures will be taken)
		22. Will the development of the site affect a protected aquifer as defined by the Environment	No	
		23. Is the site in an area where there is a serious risk of river flooding?	No	
		24. Will the site's development affect the flow/storage of water on or downstream of the site resulting in surface water flooding	No	
		25. Does the settlement/parish contain a general employment area?	Yes	
D. Maintain stable levels of economic growth	To build economic activity on local strengths	26. Is the site located within an area of economic interest/growth?	Yes	
			Failing Criteria	B11*, B13*, B14*, B15*, C21*



APPENDIX 5
Photograph Locations





Please refer to separate document.





APPENDIX 8
Masterplan Drawings

NO DIMENSIONS TO BE SCALED FROM THIS DRAWING

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CDM - RESIDUAL RISKS
The following are considered to be significant risks relevant to this drawing, which could not be fully mitigated or removed through design. Further possible control measures have been identified within the Design Risk Assessments which may help to mitigate these and other identified risks further during the construction / maintenance process.



Accommodation Schedule

- 0. West Suffolk House: 4 storey
- 1. 4 storey
- 2. 3 storey
- 3. 5 storey
- 4. 3 storey
- 5. 3 storey
- 6. 4 storey
- 7. 5 storey
- 8. 3 storey
- 9. 6 storey car park

Proposed Site Plan
1 : 1000

Revisions	Date	Drawn / Chkd
P04 Additional labels added	04/03/16	ALK/RTO
P03 Masterplan report issue	14/01/16	ALK/RTO
P02 Updated following feedback from client	04/01/16	ALK/RTO
P01 First Issue	03/11/15	ALK/RTO

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	STATUS PURPOSE OF ISSUE S2 INFORMATION
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