

## LAND AT SHEPHERDS GROVE INDUSTRIAL ESTATE, STANTON, SUFFOLK

Response to "Rural Vision 2031" Development Plan Document by St Edmundsbury Borough Council

on behalf of Carisbrooke Investments Ltd

April 2012

*Cheffins*

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## 1. INTRODUCTION

- 1.1 This report is submitted in response to St Edmundsbury Borough Council’s “Rural Vision 2031” Development Plan Document (DPD), which has now reached the ‘preferred options’ stage. It has been prepared on behalf Carisbrooke Investments Ltd, who have an option agreement on an extensive area of land to the east of the village of Stanton (see site location plan on page 2), which is situated between the two existing industrial estates of Shepherds Grove East and Shepherds Grove West.
- 1.2 The report sets out the wider context and history of the Shepherds Grove Industrial Estates and examines the current issues and problems affecting their operation and possible future development. It also looks in detail at the relevant key issues, challenges and draft planning policy set out in “Rural Vision 2031”, and assesses the proposed provision of employment land over the plan period. It also proposes changes to the wording of Policy RV3 to reflect the need for any development of the site to be economically viable, given the necessary infrastructure requirements.
- 1.3 Finally, the report recommends a strategy for the development of the site that would meet the Council’s stated objective for a new access to serve the proposed ‘Shepherds Grove Employment Area’. This strategy is primarily focused on the provision of employment uses, but also includes higher value commercial uses and some residential development, to help cross-subsidise the high infrastructure costs associated with the development of the site.
- 1.4 Any queries or requests for further information should be addressed to Paul Sutton at Cheffins (01223 271985) or email [paul.sutton@cheffins.co.uk](mailto:paul.sutton@cheffins.co.uk).

## 2. CONTEXT

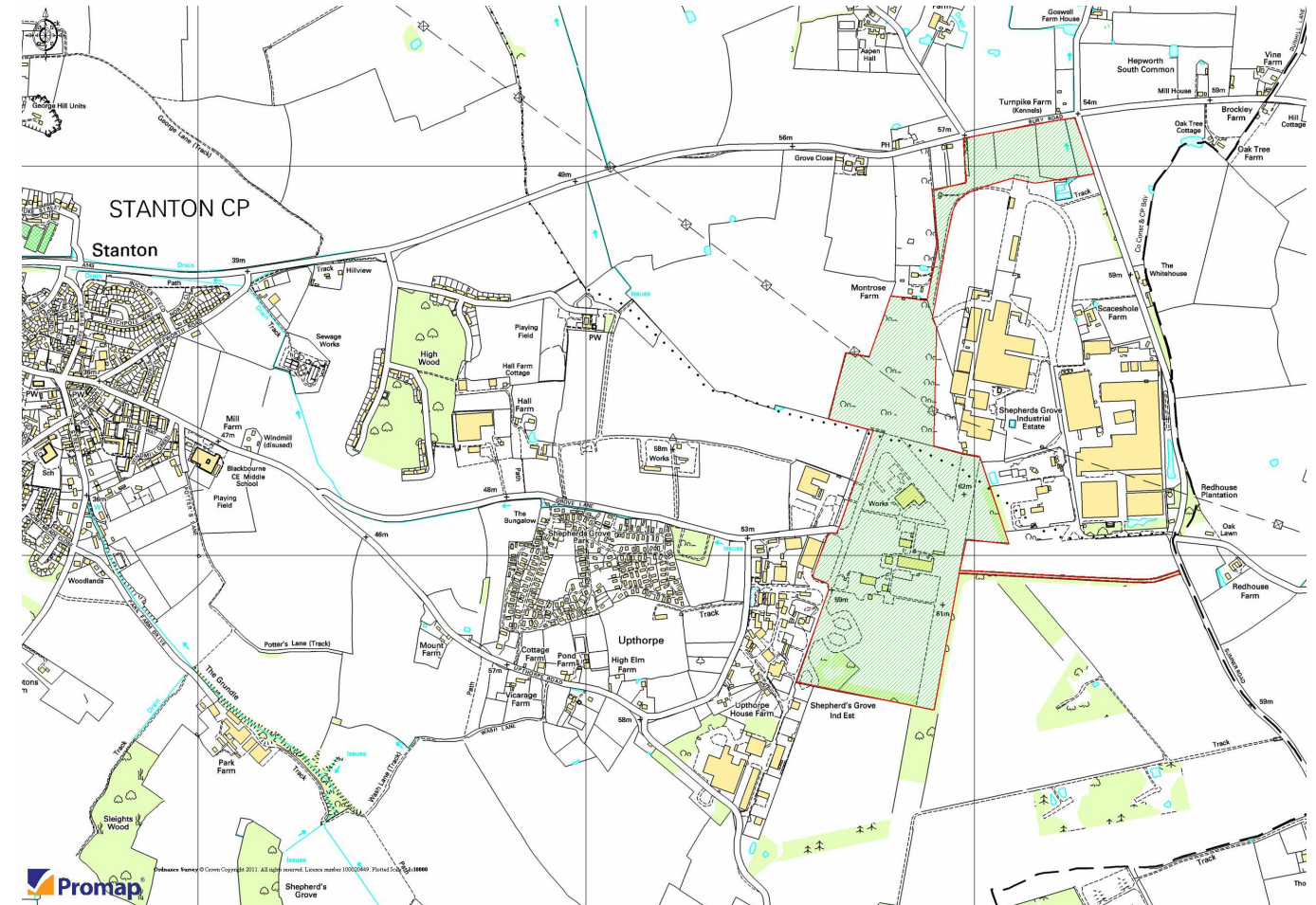
- 2.1 Stanton is located approximately 10 miles north-east of the centre of Bury St Edmunds and has a population of 2,696 (ONS 2007). The village has a good range of services and facilities including: a primary and a middle school, a shop and post office, two public houses, a village hall, a play area and sports facilities, and GP surgery. As a result, the village meets the criteria for designation as a “key service centre” – see paragraph 5.4.
- 2.2 Stanton is situated within the northern half of the St Edmundsbury Borough Council area, close to its boundary with the adjoining local authority - Mid Suffolk District Council. There are no special environmental designations within or adjacent to the site – the major landscape designations around Stanton lie to the east, south and south-west of the village. The closest area of nature conservation interest to the site lies 1000 metres to the west – “High Wood”, a County Wildlife Site. Two Sites of Special Scientific Interest (SSSI’s) lie to the south of the village – Sleights Wood and Kiln Wood.

- 2.3 The site that is the subject of these representations is located between two existing industrial estates (Shepherd’s Grove East and Shepherd’s Grove West), which are situated around 1,500 metres to the east of the village, just south of the A143. The A14 Trunk Road, the primary route between Felixstowe and the Midlands, is 9 miles to the south-west of the site. The site falls within the Parishes of both Stanton and Hepworth.
- 2.4 The A143 Bury Road, which adjoins the northern edge of the site, is a primary distributor route between Bury St Edmunds and Great Yarmouth to the north-east, and Bury St Edmunds and Haverhill to the south-west.
- 2.5 Shepherds Grove East, the larger of the two industrial estates, is accessed directly from the A143 via Sumner Road. Shepherds Grove West can only be accessed from the A143 by going through the village of Stanton and then via Upthorpe Road and Grove Lane (see Site Context Plan on page 6). There are severe highway safety problems with both access routes, which is largely a reflection of the historic development of these areas around the former airfield (see section 3).
- 2.6 The junction of Sumner Road and the A143 is an accident “black spot” and has been the location of several fatal road accidents in recent years. The highways authority (Suffolk County Council) already plan to implement some minor safety improvements at this point on the A143 (varying the speed limit, installing new signage and lighting), but these measures will not provide a complete answer to the problem while the dangerous ‘T’ junction remains.
- 2.7 Access to Shepherds Grove West from the A143 for all vehicles (including HGVs), is presently signed through the village of Stanton via Hepworth Road, and then via Upthorpe Road and Grove Lane (see Site Context Plan on page 6). The use of these unsuitable roads through the centre of the village by all manner of goods vehicles causes considerable disruption and numerous accidents/incidents.
- 2.8 This situation is also exacerbated by lorries and HGVs, heading north-east from Bury St Edmunds along the A143, that do not follow the signs for Shepherds Grove East, and leave the A143 too soon, at Stanton (signed ‘Shepherds Grove West’), only to discover that access to this estate through the village is impossible. As a result, they then have turn around and go back through the village to the A143, and then head eastwards to the correct exit at Sumner Road.
- 2.9 The Shepherd’s Grove Industrial Estates are home to a number of businesses, both large and small. These include DHL (one of the largest commercial employers in the Borough) who have 60,000 sq.metres of shared user warehousing on a 33 acre (13.35 ha) site at Shepherd’s Grove East employing 195 FTE employees. Suffolk Mushrooms Ltd are also located on the Shepherd’s Grove East Industrial Estate occupying a large warehouse/production facility to the west of the DHL site, which fronts onto Sumner Road. However, at the present time, people who work at Shepherd’s Grove East and live in Stanton have no direct access from the village, other than along the A143.
- 2.10 Shepherd’s Grove West Industrial Estate accommodates a wide range of smaller businesses, largely in the converted former airfield buildings. They include a number of engineering and manufacturing businesses, as well as hire firms and small support businesses. Several sites are also used for open storage. To the south of the estate, towards Reading’s Lane, are several larger, more modern industrial units, some of which are currently vacant.
- 2.11 Stanton is also home to the only rural “Sure Start” Centre within St Edmundsbury.



### 3. THE SITE

- 3.1 The site extends to approximately 91.5 acres (37ha) of relatively flat land between the existing industrial estates of Shepherd's Grove East and Shepherd's Grove West, and comprises a substantial part of the former World War II airfield (RAF Shepherd's Grove).
- 3.2 During the last years of the Second World War, Shepherds Grove was an RAF base for Stirling bombers, but it was in fact built for the United States Air Force (USAF) in 1943. In May 1946 the station was used as a satellite of RAF Wootton Radio Warfare Establishment.
- 3.3 The station was put on "care and maintenance" in 1950, but was then loaned to the USAF in 1951. They used the station to base several jet fighter squadrons during the "Cold War" period. In 1959 Shepherds Grove became a "Thor" Missile Base, initially for Mark 7 missiles and later for Mark 28 thermo-nuclear weapons. The missiles were removed after the end of the cold war in 1963 and the "undeveloped" areas of the airfield were returned to agricultural use. An industrial estate was developed on those "built" areas of the airfield, utilising some of the original airfield buildings, particularly in the area now known as Shepherds Grove West.
- 3.4 The whole site has now been cleared of buildings and other structures and is now predominantly rough grassland with a small woodland copse along its southern boundary. The main vehicular access to the site is from Sumner Road to the east. This access road is approximately 600 metres in length and has been constructed to a high standard with a concrete surface and is c.7m in width. A substantial belt of trees has been planted along the south side of the access road, which continues around the south-east corner of the site (outside the site boundary).
- 3.5 There are further potential existing access points into the site from the Shepherd's Grove West Industrial Estate at Grove Lane (the former airfield entrances), and from within the estate itself.
- 3.6 The site has an irregular shape and it adjoins the existing industrial estates along large sections of the site's eastern and western boundaries. The majority of the western boundary of the site between Montrose Farm (see map) and Grove Lane is open countryside in agricultural use. A narrow strip of land between Montrose Farm and the eastern industrial estate links the main part of the site with the area of land fronting the A143, which is bounded by Bury Road to the north and Sumner Road to the east. The south-east boundary of the site (south of the eastern industrial estate) adjoins open countryside in agricultural use.
- 3.7 While the majority of the site is generally level, there is a slight fall from west to east across the whole site. The site lies between 59m and 51m AOD. A number of drainage ditches cross the most northerly section of the site, between the eastern industrial estate and Bury Road (A143).
- 3.8 No part of the site is designated for its ecological value at national or local level. The previous airfield use of the site, which included two concrete runways (now mostly removed), numerous buildings and other structures, and its general lack of vegetation, severely constrains its ecological value. The only existing landscape feature of interest within the site is the area of young woodland along the southern boundary.



Site Location Plan – site outlined in red and hatched green

- 3.9 There are no Scheduled Ancient Monuments or listed buildings within, or close to, the site, nor does any part of the site lie fall within a designated Conservation Area.
- 3.10 There are no significant watercourses within or close to the site and no part of the site is identified by the Environment Agency as at risk from flooding. There are no ponds within the site and the site is not within a groundwater source protection zone. A small pond at Montrose Farm lies within 20m of the sites western boundary.

## 4. EMPLOYMENT LAND SUPPLY

### The Western Suffolk Employment Land Review

- 4.1 This section of our representations examines the evidence base documents concerning the supply of employment land, principally the West Suffolk Employment Land Review and St Edmundsbury BC Annual Monitoring Report 2010/11.
- 4.2 The Western Suffolk Employment Land Review (ELR) (by GVA Grimley, May 2009) assessed the employment land requirements of the job target of 18,000 between 2001 and 2021 from the East of England Plan (May 2008). Western Suffolk comprises the Districts of Mid Suffolk, Forest Heath and the Borough of St Edmundsbury. The methodology explains that the employment land requirements are split into the following categories:
- 'Office', which comprises B1a and B1b uses; and,
  - 'Industrial', which comprises B1c, B2 and B8 uses.
- 6.3 The ELR concluded that there was an oversupply of approximately 30 ha of employment land in St Edmundsbury Borough for the period 2006 and 2026. This translated to an oversupply of office land of around 1.5 ha and an oversupply of industrial land of around 28.9 ha. These findings are reflected in the table below.

Table 1: Employment land requirements for St Edmundsbury for the period 2006 - 2026

Base Case	Demand Floorspace (sq m)	Demand Land (Ha)	Supply Land (Ha)	Land Surplus/ Deficit (Ha)
Office	87,000	9.7	11.2	+1.5
Industrial	229,857	57.7	86.6	+28.9
Total	316,856	67.4	97.8	+30.3

Source: GVA Grimley, May 2009, Western Suffolk Employment Land Review

### St Edmundsbury Annual Monitoring Report 2010/11 - Existing Supply

- 6.4 However, the Annual Monitoring Report (AMR) 2010/11 provides the most up to date data on the amount of employment land within the Borough. It identifies all the existing employment commitments in the Borough and these comprise undeveloped land on allocated employment sites (in the Replacement Local Plan) in the following locations:
- Bury St Edmunds (BSE) – 83.49 ha;
  - Haverhill – 28.20 ha;
  - Rural Allocations – 59.88 ha; and,
  - Total – 171.57 ha.
- 6.5 The above findings are set out in the third column of table 2 (opposite). However, the AMR does not identify the land by employment type (B1 use, B2 use and B8 use). Table 2 therefore assumes an equal split by employment type between B1, B2 and B8 uses.

Table 2: Undeveloped land on allocated employment sites

Employment Area	Use Classes	Total Land remaining available – August '11 (Ha)	B1 Land (Ha)	B2 & B8 Land (Ha)
Anglian Lane, BSE	B1 & B8	0.40	0.2	0.2
Barton Road, BSE	B1 & B8	0.29	0.145	0.145
Blenheim Park, BSE	B1, B2 & B8	0.77	0.26	0.51
Suffolk Business Park, BSE	B1 & B8	6.24	3.12	3.12
Chapel Pond Hill, BSE	B1, B2 & B8	0.88	0.3	0.58
Eastern Way, BSE	B1, B2 & B8	0.78	0.26	0.52
Mildenhall Rd, BSE	B1, B2 & B8	3.6	1.2	2.4
Northern Way, BSE	B1, B2 & B8	0.34	0.12	0.22
Western Way, BSE	B1, B2 & B8	1.91	0.64	1.26
Suffolk Business Park Strategic Site, BSE	B1 & B8	68.28	34.14	34.14
<b>BSE Sub-total</b>		<b>83.49</b>	<b>40.385</b>	<b>43.095</b>
Bumpstead Rd, Haverhill	B1, B2 & B8	7.81	2.61	5.2
Falconer Rd, Haverhill	B1, B2 & B8	3.73	1.25	2.48
Haverhill Industrial Estate	B1, B2 & B8	1.7	0.57	1.13
Homefield Rd, Haverhill	B1 & B8	0.26	0.13	0.13
Project Office Furniture, Haverhill	B1, B2 & B8	2.6	0.87	1.73
Hanchett End – Strategic site	B1	12.1	12.1	
<b>Haverhill Sub-total</b>		<b>28.2</b>	<b>17.53</b>	<b>10.67</b>
Barrow Business Park	B1	1.0	1.0	
Chedburgh	B1, B2 & B8	1.1	0.37	0.73
Risby Business Park	B1, B2 & B8	2.47	0.82	1.65
Rougham	B1, B2 & B8	2.2	0.73	1.47
Shepherd's Grove, Stanton	B1, B2 & B8	53.11	17.7	35.4
<b>Rural Allocations Sub-total</b>		<b>59.88</b>	<b>20.62</b>	<b>39.25</b>
<b>Borough Total</b>		<b>171.57</b>	<b>78.54</b>	<b>93.02</b>

Source: AMR 2010/11 and Author's assumptions for calculating land by employment type



- 6.6 In addition to outstanding allocations, the employment commitments also include employment permissions within the Borough. Table 3 identifies this in floorspace by employment type. To translate this into land, the same plot ratios have been used as those within the Western Suffolk ELR, namely, 1 for office uses, and 0.4 for industrial (B1c, B2 and B8) uses.

Table 3: Employment permissions in the Borough of St Edmundsbury

Use Class	Floorspace (sq m)	Office Land (Ha)	Industrial Land (Ha)
B1(a), (b) & (c)	3,200	0.32	
B2	2,119		0.53
B8	1,224		0.31
Totals	6,543	0.32	0.84

Source: AMR 2010/11 and Author's assumptions for calculating land by employment type

According to the Council's latest AMR, the total existing office and industrial supply in the Borough is therefore 78.86 ha and 93.86 ha respectively.

#### Employment Demand for the Period 2026 - 2031

- 6.7 The Western Suffolk ELR was undertaken on the basis that 13,605 jobs would be created within the Borough of St Edmundsbury between the period 2006 and 2026. Table 4 illustrates the change by employment type.

Table 4: Employment Increase in St Edmundsbury 2006 to 2026

Employment Type	Employee Increase 2006 - 2026
Office (B1(a) & B1(b))	3,009
Office Business Space (B1(b), B1(c) & B2)	2,864
Warehouse	811
<b>Total</b>	<b>13,605</b>

Source: Western Suffolk Employment Land Review (GVA Grimley, May 2009)

- 6.8 Using the above total figure, the annual change for each employment type is reflected in table 5.

Table 5: Annual Increase in Employment in St Edmundsbury 2006 to 2026

Employment Type	Employee Change 2006 - 2026
Office (B1(a) & B1(b))	150.45
Office Business Space (B1(b), B1(c) & B2)	143.2
Warehouse	40.55

Source: Western Suffolk Employment Land Review (GVA Grimley, May 2009) & authors calculation.

- 6.9 It is assumed that the employee increases for the period 2006 - 2026 will remain the same for the period 2026 - 2031. On this basis, the total employee increase over this period, by employment type, could be represented in the following way:

- 752.25 for Office (B1(a) & B1(b);
- 716 for Office Business Space (B1(b), B1(c) & B2); and,
- 202.75 for Warehouse.

- 6.10 To calculate the demand in floorspace for the period 2026 – 2031 (4<sup>th</sup> column in table 6 below) the following densities have been assumed:

- 1 employee per 10 sq m for Office<sup>1</sup>;
- 1 employee per 41.5 sq m for Other Business Space<sup>2</sup>; and,
- 1 employee per 75 sq m for Warehouse<sup>3</sup>.

- 6.11 Again, to translate the floorspace requirements into the land requirements (5<sup>th</sup> column in table 6), the plot ratios of 1 for office uses and 0.4 for industrial (B1c, B2 and B8) uses have been used. On this basis, the employment land requirements for St Edmundsbury for the period 2006 to 2031 are set out in table 6 below.

Table 6: Employment Land (Supply &amp; Demand) in St Edmundsbury for the period 2006 - 2031

USE CLASS	Supply Land (Ha)	Demand Land (Ha) 2006-2026	Demand Floorspace (sq m) 2026-2031	Demand Land (Ha) 2026-2031	Total Demand Land (Ha) 2006-2031	Land Surplus (Ha)
Office	78.86	9.7	7,522.5	0.75	10.45	68.41
Industrial	93.86	57.7	44,920.25	11.23	68.93	24.93
Total	172.72	67.4	52,442.75	11.98	79.38	93.34

Source: Annual Monitoring Report 2010/11, Western Suffolk Employment Land Review (GVA Grimley, May 2009) and Author's calculations

- 6.12 Table 6 illustrates that, taking into account all the proposed employment land allocations, together with sites that already have planning permission, there is potentially a large surplus of employment land, for the period 2006 and 2031, of around 93ha.

- 6.13 In addition, it can be seen that the developable site area of the employment allocation at Shepherd's Grove, Stanton (53ha), represents 30% of the total employment land supply for the period 2006 – 2031.

- 6.14 Comparing the developable site area of the proposed employment allocation at Shepherd's Grove, Stanton (53ha), against the developable sites within the other rural employment area designations (in Policy RV3), it is also clear that Shepherd's Grove represents nearly 90% of the total employment area available for the rural areas (59.8ha).

- 6.15 The developable site area of the proposed employment allocation at Shepherd's Grove, Stanton (53ha) therefore represents the most significant employment site in the rural areas (i.e. outside of Bury St Edmunds and Haverhill), however, the scale of the allocation also has to be seen in the light of an over-supply of employment land, based on likely demand to 2031. It can therefore be concluded that it is not essential to develop the whole of the proposed allocation at Shepherd's Grove for employment purposes over the plan period, i.e. to 2031.

<sup>1</sup> Drivers Jonas Deloitte, 2010, Employment Densities Guide 2<sup>nd</sup> Edition, appendix 6 use types 5, 6, 8 and 9 – median density for B1a General Office, B1a Call Centre, B1a Business Park and B1a Serviced Office

<sup>2</sup> Drivers Jonas Deloitte, 2010, Employment Densities Guide 2<sup>nd</sup> Edition, appendix 6 use types 1 and 2 – median density for B2 General Industrial and B1c Light Industry (Business Park)

<sup>3</sup> Drivers Jonas Deloitte, 2010, Employment Densities Guide 2<sup>nd</sup> Edition, appendix 6 use types 3 and 4 – median density for B8 General Warehouse & Distribution and B8 Large Scale and High Bay Warehousing

## 5. PLANNING HISTORY

- 5.1 Outline planning permission for industrial and commercial development (B1, B2 and B8 without floor area or hours of use restrictions) was granted for the site in May 2000, subject to a section 106 agreement, and were renewed in 2004. However, it is believed that these permissions have since lapsed.
- 5.2 A further planning permission was granted in July 2006 for a distribution centre comprising 114,900 square metres (1,236,772 sq ft) of B8 floor space (with 20 metre eaves) plus ancillary offices, parking for lorries, cars and cycles, servicing and access (including a new roundabout on the A143), landscaping, erection of 2.1m high security fencing and the provision of two surface water attenuation lagoons. The permission was also subject to section 106 and section 278 agreements (in respect of the proposed road improvements).
- 5.3 This permission (Ref: SE/02/1747/P), which was obtained on behalf of IKEA for a new distribution centre, expired on 6<sup>th</sup> July 2011, as no application was made before this time to extend the time limit. Carisbrooke Investments Ltd obtained an interest in the site in
- 5.4 The boundary of the site that is the subject of these representations, is the same as the site that was granted planning permission in July 2006 for the distribution centre. The somewhat erratic boundary of the site reflects the previous application site and the extent of land that was needed to provide the required new roundabout adjacent to the A143, the new access road, building footprint and ancillary areas.
- 5.5 The majority of the site has been allocated for employment purposes in local planning policy documents for over ten years. This situation is likely to continue unchanged, with the latest “Rural Vision 2031” document allocating the site for employment purposes as part of the much larger ‘Shepherd’s Grove Employment Area’ – see section 6 of this report.

## 6. PLANNING POLICY

### Background

- 6.1 Policy CS1 of the Council’s Core Strategy DPD (December 2010) sets out the spatial strategy for the Borough, and provides a framework for environmentally sustainable economic growth.
- 6.2 The towns of Bury St Edmunds and Haverhill are identified as providing the main focus for the location of new development, supported by appropriate levels of development in Key Service Centres, Local Service Centres and Infill Villages.
- 6.3 The adopted Core Strategy DPD provides a high level strategic planning framework for the whole of St Edmundsbury and identifies a long term strategy for the rural areas, as follows:
- Sites for approximately 1,600 new homes are needed in the rural areas up to 2031 to meet projected needs;
  - Sites for other uses will also need to be identified during the preparation of the Rural Vision 2031 DPD; and,

- This growth will be provided in those Key and Local Service Centre villages that have a range of services and facilities to meet local needs.

- 6.4 Policy CS4 concerns ‘settlement hierarchy and identity’ and classifies Stanton as a “Key Service Centre”, which are defined as being:

*“Large villages with a good level of services, which might include:*

- *a primary school within the settlement and a secondary school within the settlement or easily accessible by public transport;*
- *primary health care facilities;*
- *a range of retail and service provision capable of meeting day-to-day needs, in particular for convenience shopping;*
- *local employment opportunities; and,*
- *frequent public transport to higher order settlements.”*

Stanton is the largest of the Borough’s five Key Service Centres (the others being Barrow, Clare, Ixworth and Kedington). The role of Key Service Centres is to act as the main focus for additional homes, jobs and community facilities outside of Bury St Edmunds and Haverhill.

- 6.5 Policy CS9 of the adopted Core Strategy concerns ‘employment and the local economy’ and identifies two strategic employment sites: land east of the Suffolk Business Park in Bury St Edmunds (68ha); and land at Hanchett End in Haverhill (12ha). In addition, the policy also states that existing General Employment Areas in or near Key Service Centres, such as the one at Shepherds Grove, Stanton will continue to be protected and promoted for employment uses to meet local and sub-regional needs.

### Rural Vision 2031 – Preferred Options DPD

- 6.6 “Rural Vision 2031” (RV2031) is essentially a Rural Site Allocations planning document that will be a formal Development Plan Document (DPD), and form part of the Council’s Local Development Framework. It will set out the statutory planning policy for the rural areas.
- 6.7 In setting out a profile of the rural area (chapter 3) the RV2031 DPD notes that there is little local employment in the rural areas and that many people commute to jobs elsewhere. It also confirms that the proportion of people who work in the village where they live is much lower than in either of the two towns. From a sustainability point of view, the RV2031 DPD seeks to address this situation through the provision of rural employment sites, but this initiative is not mentioned in the draft Rural Vision (p.18), which makes no reference to this key employment issue.
- 6.8 The rural objectives (set out on page 22 of the RV2031 DPD), seek to maintain and develop the rural economic base through the provision of rural employment sites (objective 2), and to encourage and support the provision of infrastructure (objective 3). They also aim to provide a level of development which will help to maintain and enhance existing bases of community services and facilities, appropriate to the requirements of individual villages (objective 4).
- 6.9 Chapter 10 of the RV2031 DPD concerns ‘jobs and economy’ and aspiration 1 stresses that villages should have local jobs and not be simply dormitories for the towns. One of the proposed actions intended to achieve this is to identify sites for the development of new employment and to safeguard existing important rural employment sites (such as Shepherd’s Grove).



### Proposed Policy RV3

- 6.10 The Rural Vision 2031 DPD provides a new policy on rural employment areas, which carries forward the strategy set out in the Replacement Local Plan 2016 – to continue to support the already well-established general employment areas in the rural parts of the Borough. Within these areas, the Council has reviewed the potential amount of land available for development and Policy RV3, which designates the "Rural Employment Areas", also includes a list of the land available for development. This list includes 53.1ha of land at Shepherd's Grove, Stanton/Hepworth for B1, B2 and B8 uses. Although this area is not identified on the Proposals Map Inset Plan 48 (see opposite), it is clear that the majority of this land falls within the site that is the subject of these representations – i.e. the earlier 'IKEA site'. In addition, the proposed policy also states:

*"Proposals for B1, and B2 and B8 uses where appropriate, will be permitted within General Employment Areas providing that space requirements, parking, access and general environmental considerations can be met.*

*The following infrastructure is required to facilitate development:*

*a) an access road to Shepherd's Grove Industrial Estate*

*b) an access road to Chedburgh Industrial Estate*

*The routes of the above road schemes are identified on the Proposals Map and will be safeguarded. Masterplans will be required for sites at Clare, Nethergate Street and at Shepherd's Grove, Stanton/Hepworth."*

- 6.11 The Proposals Map referred to in the above policy, in respect of Shepherd's Grove, is shown opposite. The defined employment area remains identical to the previously approved proposals map, which is contained in the Council's Replacement St Edmundsbury Borough Local Plan 2016 (as shown on front cover of this report).

- 6.12 The red dashed line on the plan indicates the infrastructure required to serve any new development at the site (as defined in the policy) – in this case, a new 'four-arm' roundabout just south of the A143, together with new access roads that would serve both existing industrial estates at Shepherd's Grove East and Shepherd's Grove West. This infrastructure is identical to the proposals contained in the IKEA planning application, which was approved in July 2006 but has now expired.

- 6.13 Such infrastructure works will be expensive. Carisbrooke Investments have obtained detailed cost estimates for these works (see separate report on off-site infrastructure works by Davis Langdon), and they are summarised below:

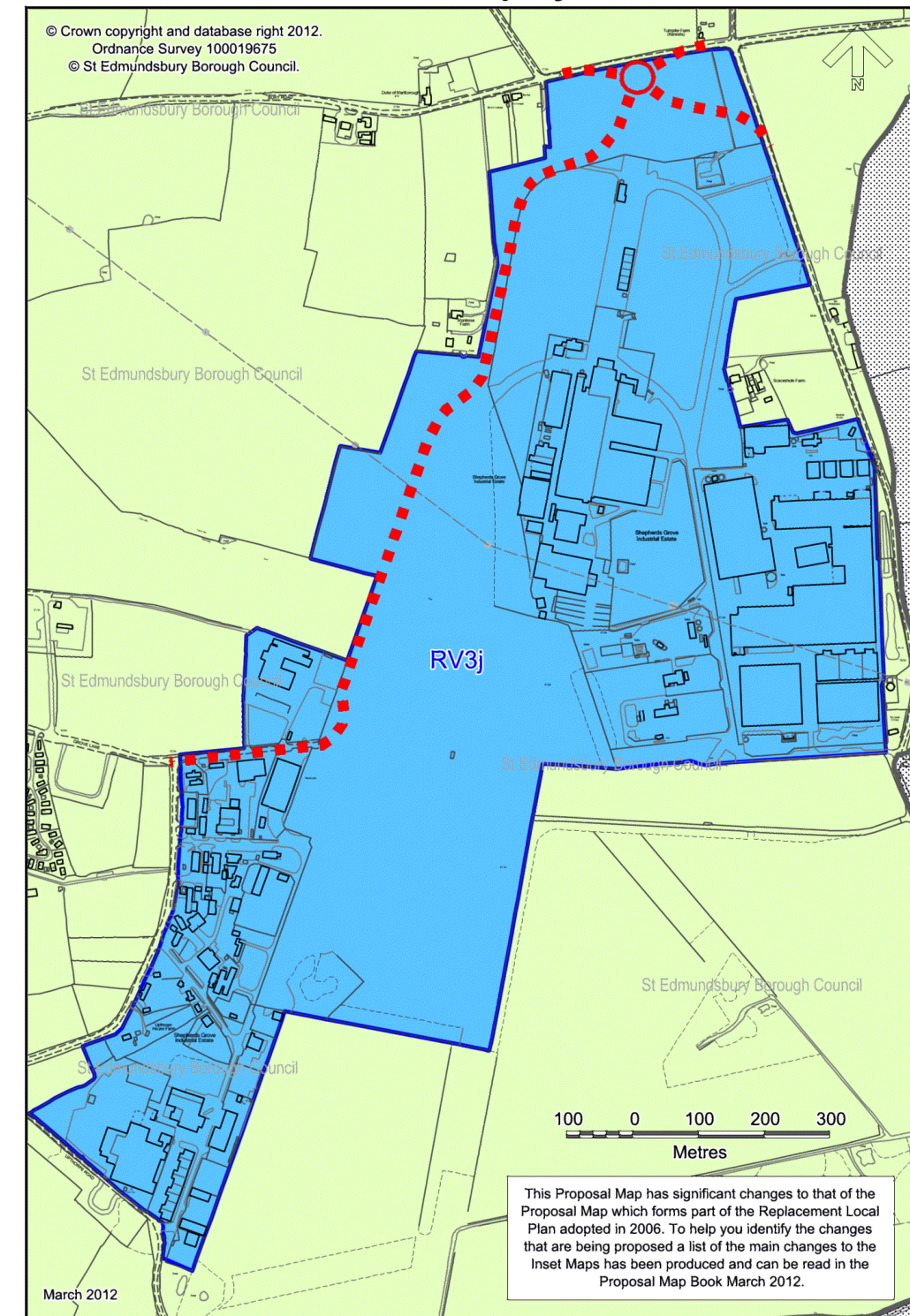
- New access roundabout, highway works, sewers, utilities etc. - **£3,041,602**
- New access roads (1,600m in length), footpath/cycleways, streetlighting, foul & surface water drainage, services and utilities (without connection costs) - **£3,200,000.**

Therefore, an indicative total construction (*excluding* professional fees, finance and disbursements) is likely to be in the region of **£6.24 million**.

- 6.14 It should also be borne in mind that these works could not realistically be phased over a long period (in order to spread costs) during the development of the site, since the new access to Shepherd's Grove West would form an important element of the desired planning gain and would be required as soon as possible to alleviate the current access problems.

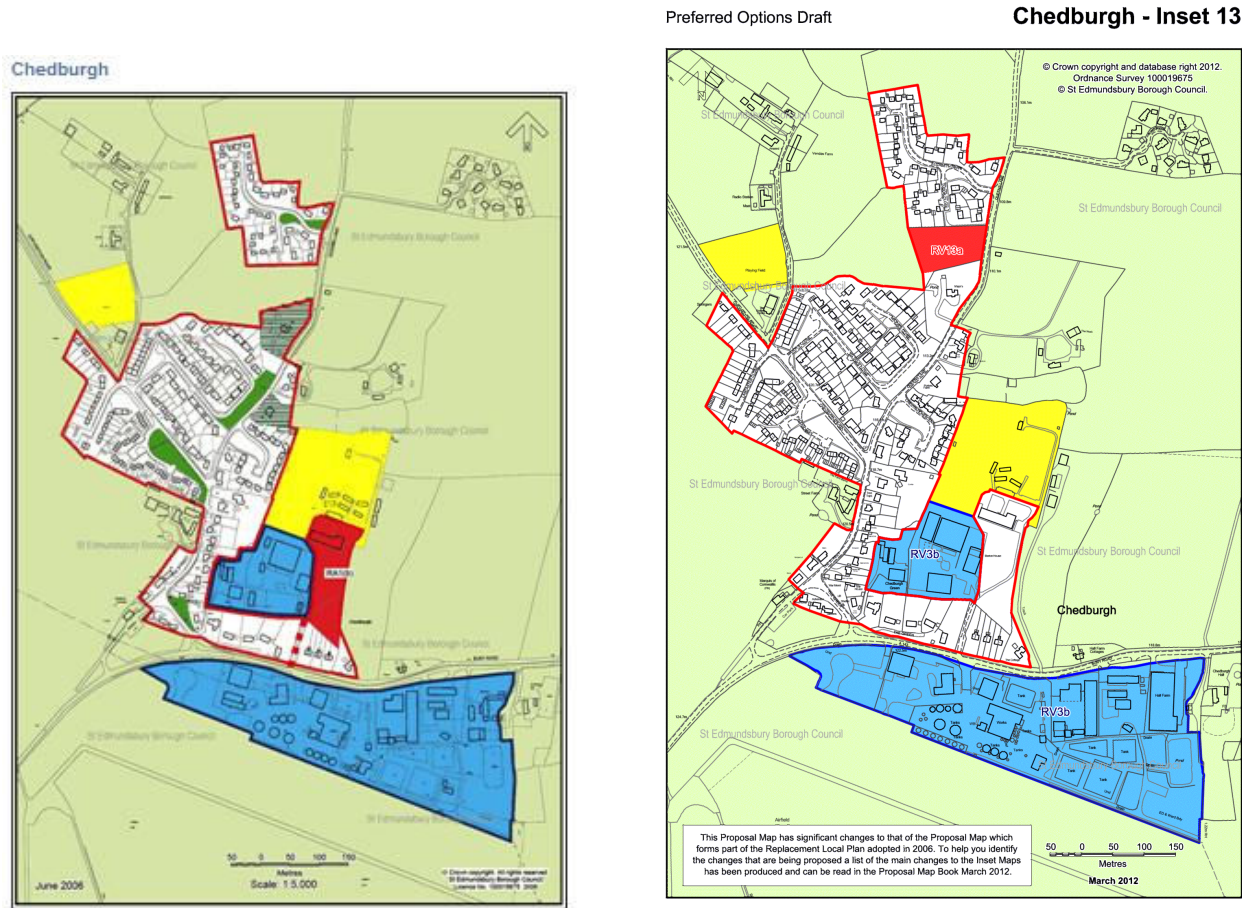
### Preferred Options Draft

### Stanton - Shepherd's Grove Employment Area - Inset 48





- 6.15 As currently worded, Policy RV3 indicates that major infrastructure works are required for developable land in only two rural employment areas – Chedburgh and Shepherd’s Grove. In reality, this is not really the case as the planning application that was approved for the residential redevelopment of the former Firework Factory Site in Chedburgh, includes a new access road to the existing northern industrial area. The proposed access was shown on the Inset Map for Chedburgh in the Replacement Local Plan (see below left – red dashed line), but is not shown on the proposals map inset plan for the Rural Vision 2031 DPD (see below right).
- 6.16 Policy RV3 should therefore be amended to recognise that the infrastructure required to serve the existing northern industrial area in Chedburgh (the new access road), will already be provided through the residential redevelopment of the adjacent site (shown in red on the left hand map below).
- 6.17 Accordingly, the only rural employment area listed within Policy RV3 that requires major infrastructure as part of any new development proposals is the Shepherd’s Grove Employment Area. It is requested therefore, that the policy should be amended to indicate this fact and that, in recognition of the importance of the Shepherd’s Grove Employment Area in meeting Rural Objectives 2, 3 and 4, the text of the policy should also reflect that the Council would be willing to consider the inclusion of higher value uses to help cross-subsidise the very high infrastructure costs associated with the development of the site.



- 6.18 Our proposed revisions to the wording for the final paragraphs of Policy RV3 are set out below:
- “Proposals for B1, B2 and B8 uses where appropriate, will be permitted within general employment areas providing that space requirements, parking, access and general environmental considerations can be met.
- Shepherd’s Grove, Stanton/Hepworth - Infrastructure delivery/Development viability:  
It is acknowledged that the infrastructure costs associated with the provision of a new roundabout on the A143 and new access roads, to serve both existing industrial estates and major new commercial development, could have a potential impact upon deliverability of the developable part of the site for employment purposes. If, having regard to prevailing market conditions, it can be demonstrated that such costs will seriously jeopardise the delivery of the site, and the provision of the required infrastructure, the Local Planning Authority will consider the inclusion of an appropriate provision of higher value uses to cross-subsidise these costs. The amount, location and nature of such uses shall be identified in a development brief for the site and shall be subject to regular review, having regard to market conditions and development viability.
- The route of the new access roads and roundabout are identified on the Proposals Map and will be safeguarded.
- A Masterplan or Development Brief will be required for the site at Clare, Nethergate Street.”

- 6.19 There are clear and justifiable reasons for adopting a more specific policy approach to the development of the Shepherd’s Grove Employment Area. Firstly, Shepherd’s Grove is the only rural employment area specified within Policy RV3 that requires the provision of significant infrastructure works before the undeveloped areas of the site can be developed. Secondly, the costs of the required infrastructure and the likelihood that most of the works would be required as a first phase of any development (i.e. before any returns could help fund it), is such that an innovative, proactive policy needs to be adopted suggesting how this infrastructure could be provided. Thirdly, the size, scale and importance of the Shepherd’s Grove site and therefore its likely contribution to rural employment needs (it represents nearly 90% of the total area available for the rural areas), suggests that development of the site forms a key element of the Council’s aspirations for the Rural Vision 2031 DPD. Fourthly, as already discussed, there is a clear and pressing need to resolve traffic/access issues to the existing industrial estates at Shepherd’s Grove and the accident black-spot on A143. There is also clear local support from both Parishes to resolve these problems. Finally, the revised approach suggested in the re-wording of Policy RV3 set out above, is a method that has been used by the Council before (at the Haverhill Research Park) – with the inclusion of ‘higher value uses’ being justified as an exception to normal policy because of the high costs of infrastructure and services provision.
- 6.20 The next section of this report explains in principle how the site at Shepherd’s Grove could be developed, and phased to achieve the provision of the new roundabout on the A143 and the new access roads to the existing industrial estates. The new roundabout and access roads would be a first phase of the development of the site, which would primarily be for employment purposes, but would also include higher value commercial uses and an element of residential development, in order to cross-subsidise the high infrastructure costs.



## National Planning Policy Framework

- 6.21 A new National Planning Policy Framework (NPPF) was issued by the Coalition Government in March 2012, which sets out the Government’s planning policies for England and how these are expected to be applied. Appendix 3 of the NPPF lists all those existing planning policy documents that have been revoked and replaced by the new Framework.
- 6.22 The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications. At the heart of the new NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
- 6.23 The NPPF sets out 12 core land-use planning principles, including that they should:
- be genuinely plan-led, empowering local people to shape their surroundings;
  - encourage the effective use of land by re-using land that has been previously developed; and,
  - promote mixed use developments, end encourage multiple benefits from the sue of land in urban and rural areas.
- 6.24 The Government, through the new NPPF, is committed to ensuring that the planning system does everything it can to support sustainable economic growth, stressing that planning should operate to encourage and not act as an impediment to sustainable growth. The NPPF therefore places significant weight on the need to support economic growth through the planning system.
- 6.25 Of particular relevance to the site at Shepherd’s Grove, paragraph 22 of the new NPPF states:
- “Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used solely for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.”*
- 6.26 Paragraph 22 of the NPPF clearly suggests that alternative land uses should be considered in situations where long-standing employment site allocations are unlikely to be used for that purpose. In the current economic climate it is very unlikely that a single user (like IKEA) will come forward again to develop the Shepherd’s Grove site and provide the required infrastructure as a first phase. In such circumstances, it is clear that the Council should consider allowing some alternative, complementary uses that could help to cross-subsidise the early provision of the required infrastructure.
- 6.27 Paragraph 28 of the NPPF also stresses that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.
- 6.28 The new NPPF also deals in detail with “Plan-making”, stressing that Local Plans should be both aspirational and realistic. They should also involve early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses.
- 6.29 Referring specifically to the business sector, the NPPF (at paragraphs 160 and 161) states that local planning authorities should have a clear understanding of business needs within the economic markets operating in and across their area, and that to achieve this they should:
- “..work closely with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability.”*
- 6.30 In respect of the evidence base for Local Plans, the NPPF emphasises that this should be used to assess:
- the needs for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic development over the plan period, including for retail and leisure development; and,
  - the existing and future supply of land for economic development and its sufficiency and suitability to meet the identified needs. Reviews of land available for economic development should be undertaken at the same time as, or combined with, Strategic Housing Land Availability Assessments and should include a reappraisal of the suitability of previously allocated land.
- 6.31 Finally, and perhaps most significantly, the new NPPF refers to the need to ensure viability and deliverability (paragraph 173), where its states that careful attention needs to be paid to viability and costs in both plan-making and decision-taking, stressing that plans must be deliverable. It goes on:
- “...the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.”*
- 6.32 Clearly, the new NPPF requires local planning authorities to both understand development finance and economic viability and to ensure that if they do have specific site requirements (for new infrastructure for example), that they shape Local Plan policy in such a way so as to provide competitive returns for both land owner and developer, to enable the development to be deliverable. This is one of the fundamental arguments that we are making in respect of the Shepherds Grove site, through our suggested revisions to Policy RV3.

## 7. PROPOSED DEVELOPMENT STRATEGY

7.1 The following diagrams and plans illustrate a proposed initial development strategy for the site at Shepherd's Grove, which is based on the following principles:

- i) The recognition that not all the available land needs to be developed for employment purposes to meet likely demand over the plan period;
- ii) The urgent need to resolve the current traffic problems associated with HGVs accessing Shepherd's Grove West through the village of Stanton, and the need to deal with the accident black-spot at the junction of Sumner Road with the A143;
- iii) That to ensure economic viability, the costs of the requirements likely to be applied to the development, such as new infrastructure should, when taking account of the normal costs of development and mitigation, provide competitive returns to enable the development to be deliverable;
- iv) The inclusion of complementary 'higher value uses' such as commercial (retail, public house/restaurant, hotel, petrol filling station etc) and residential, as well as traditional employment uses such as B1, B2 and B8, to help cross-subsidise the high infrastructure costs;
- v) The creation of a well-landscaped environment with substantial buffer zones to open countryside edges; and,
- vi) The need to provide suitable links to Stanton along Grove Lane, and eastwards to Sumner Road, incorporating footpath/cycleways from the new residential area.

7.2 The first plan (page 10), shows the existing situation in terms of vehicular access to the existing industrial estates of Shepherd's Grove West and Shepherd's Grove East. It also demonstrates that although the site lies outside the existing settlement boundary for Stanton, the site almost adjoins the residential area of Shepherd's Grove Park and the hamlet of Upthorpe, and is within a little over 2km of most existing village facilities and services, including the village schools. This plan also shows that the site is almost equidistant from similar facilities and services in the other nearby local centre of Walsham Le Willows.

7.3 The second plan (page 11) shows the proposed solutions to provide access to both the existing industrial estates at Shepherd's Grove West and Shepherd's Grove East, via the construction of a new 'four-arm' roundabout just south of the A143. New access roads would then be created running south through the site to serve Shepherd's Grove West, and east to meet Sumner Road, just north of one of the existing access roads into Shepherd's Grove East, removing the need for the existing 'T' junction where Sumner Road meets the A143. Further investigation could also be undertaken to assess the capability of the existing secondary access road that runs westwards from Sumner Road to serve the site.

7.4 The third plan (page 12) provides an illustrative Masterplan for the development of the site, based on the above access solutions, which includes four principle elements (all areas shown are indicative at this stage):

- o An area of commercial development around the proposed new roundabout next to the A143, which could comprise roadside related uses such as: hotel; public house/restaurant; petrol filling station/retail outlet etc;
- o A central employment area for B1, B2 and B8 uses;
- o Sites for flexible 'live/work' units along the new spine road where it meets Shepherd's Grove West Industrial Estate; and,
- o An area of residential development, which would be large enough to provide a mix of starter homes and affordable housing, as well as larger, family houses in a sustainable location adjacent to (potentially) the largest rural employment area in the Borough.

7.5 The final plan (page 13), illustrates a potential 'long-term' Masterplan for the area. It shows that, through the relocation of existing employment uses in the northern half of Shepherd's Grove West (possibly to new, purpose built units elsewhere on the new employment site), the residential area could be expanded to create an even more sustainable settlement where residents could easily walk or cycle to work.

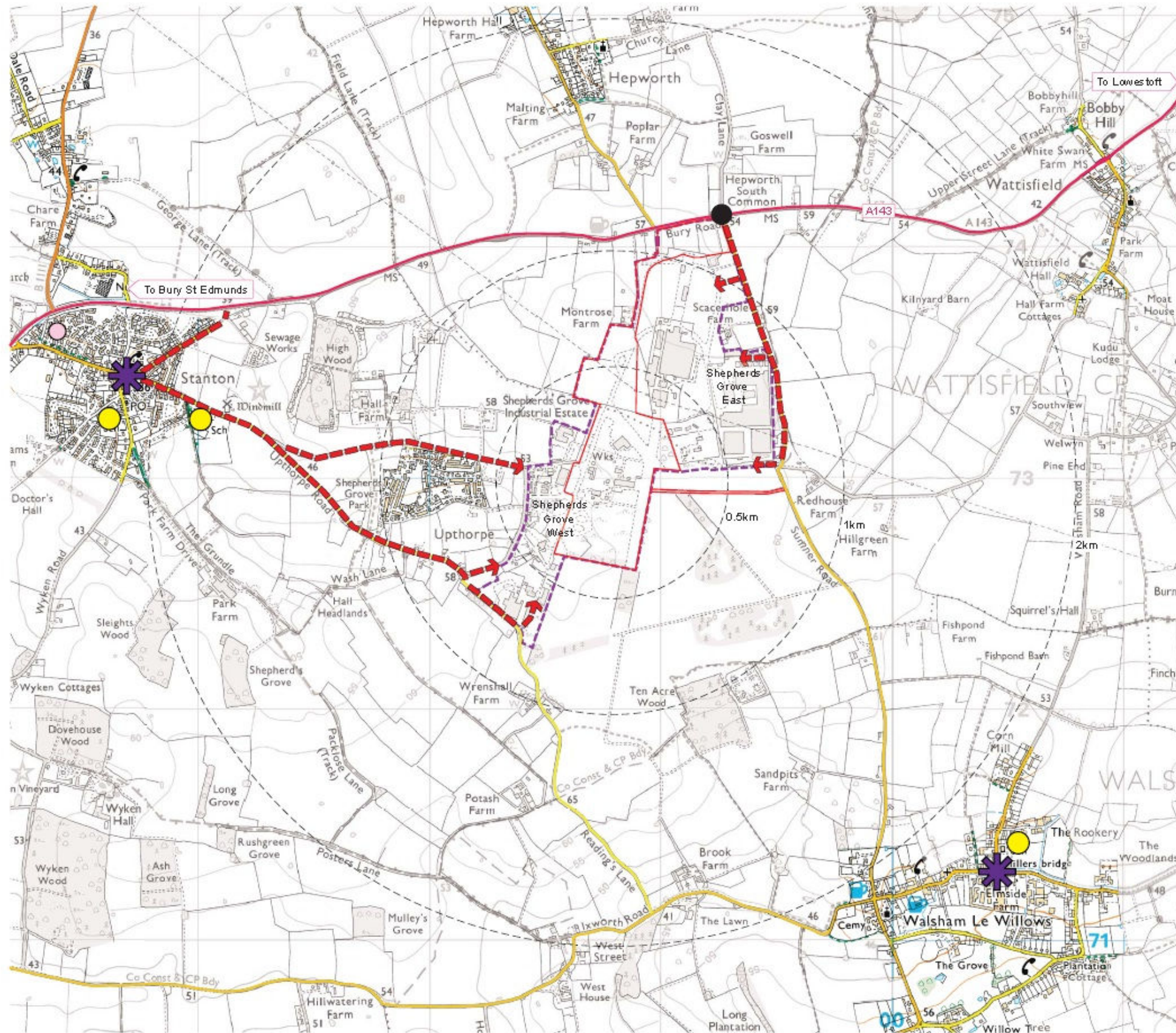
7.6 All these plans have been the subject of consultation with both Stanton Parish Council (at their meeting on the 12<sup>th</sup> April 2012), and with Hepworth Parish Council (at their Planning Meeting on 16<sup>th</sup> April 2012. In that the principles of the draft proposals would resolve the long-standing problems of road safety (both on the A143 and in Stanton itself), and provide direct access for HGVs to the industrial estates from the A143, there was considerable interest from both Parish Councils to the extent that they both expressed support in principle.

7.7 Both Parish Councils felt that the construction of a new roundabout on the A143 to provide access to the Shepherds Grove area would greatly improve highway safety at the junction with Sumner Road, which is an acknowledged accident 'black spot'. They generally supported the principle of the inclusion of such infrastructure as part of any planning policy for this important site. However, they also acknowledged that the cost of providing the roundabout and a new industrial estate access road over 1km in length, is likely to be several million pounds.









7.8 We therefore firmly believe that the Borough Council should adopt a more flexible approach in their proposed planning policy for this site, which should recognise that employment uses alone are unlikely to bring forward viable development proposals (that meet their own requirements for access) in the current economic recession.

7.9 The draft development proposals clearly merit serious consideration. They include elements of higher value commercial uses and some residential development in order to cross-subsidise the high infrastructure costs associated with the development of the site. Such an approach is one that the Council should support in principle, provided that the new roundabout and access roads to both existing industrial estates are built and completed as a 1<sup>st</sup> Phase of any development of the site.





# KEY

- Site boundary 
- Strategic employment site 
- Catchment distances 
- Existing local centre 
- School 
- GP surgery 
- Existing commercial vehicle routes 
- Accident black spot 

**nlp** Nathaniel Lichfield  
& Partners  
Planning, Design, Economics,

Project Shepherds Grove, Stanton

Title Site Context Plan  
Including Existing Access

Client Cheffins

Date April 2012

Scale NTS @ A3

Drawn by PBa

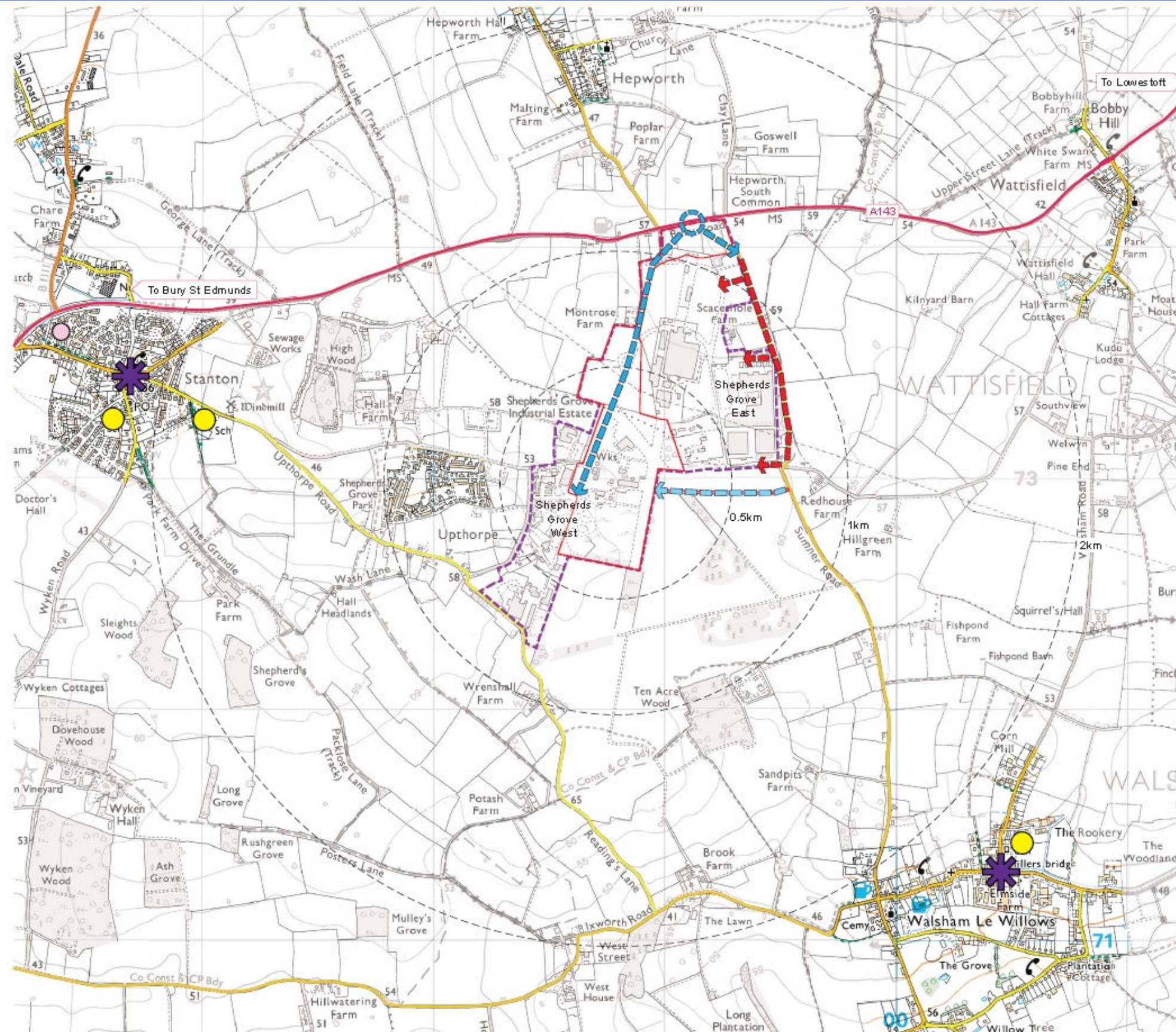
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KEY	
Site boundary	
Strategic employment site	
Catchment distances	
Existing local centre	
School	
GP surgery	
Proposed roundabout	
Proposed commercial vehicle access	
Potential secondary access	
Existing commercial vehicle access	



Project Shepherds Grove, Stanton

Title Site Context Plan  
Including Proposed Access

Client Cheffins

Date April 2012

Scale NTS @ A3

Drawn by PBa

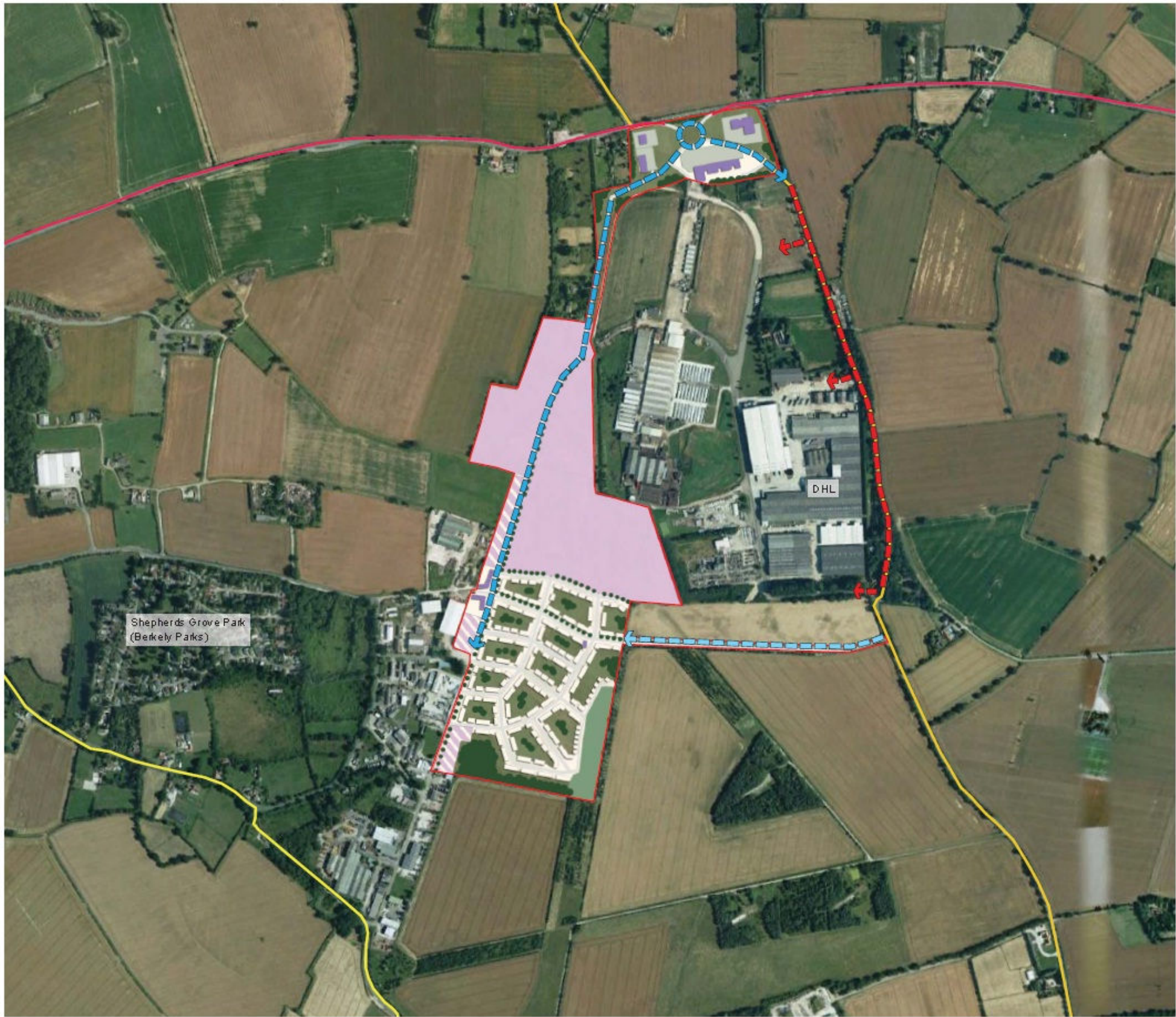
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- KEY**
- Site boundary
  - Open space
  - New residential
  - Commercial
  - Employment
  - Flexible live/work units
  - Proposed commercial vehicle access
  - Potential secondary access
  - Existing commercial vehicle access

**nlp** Nathaniel Lichfield & Partners  
Planning, Design, Economics

**Project** Shepherds Grove, Stanton

**Title** Illustrative Masterplan

**Client** Cheffins

**Date** April 2012

**Scale** NTS @ A3

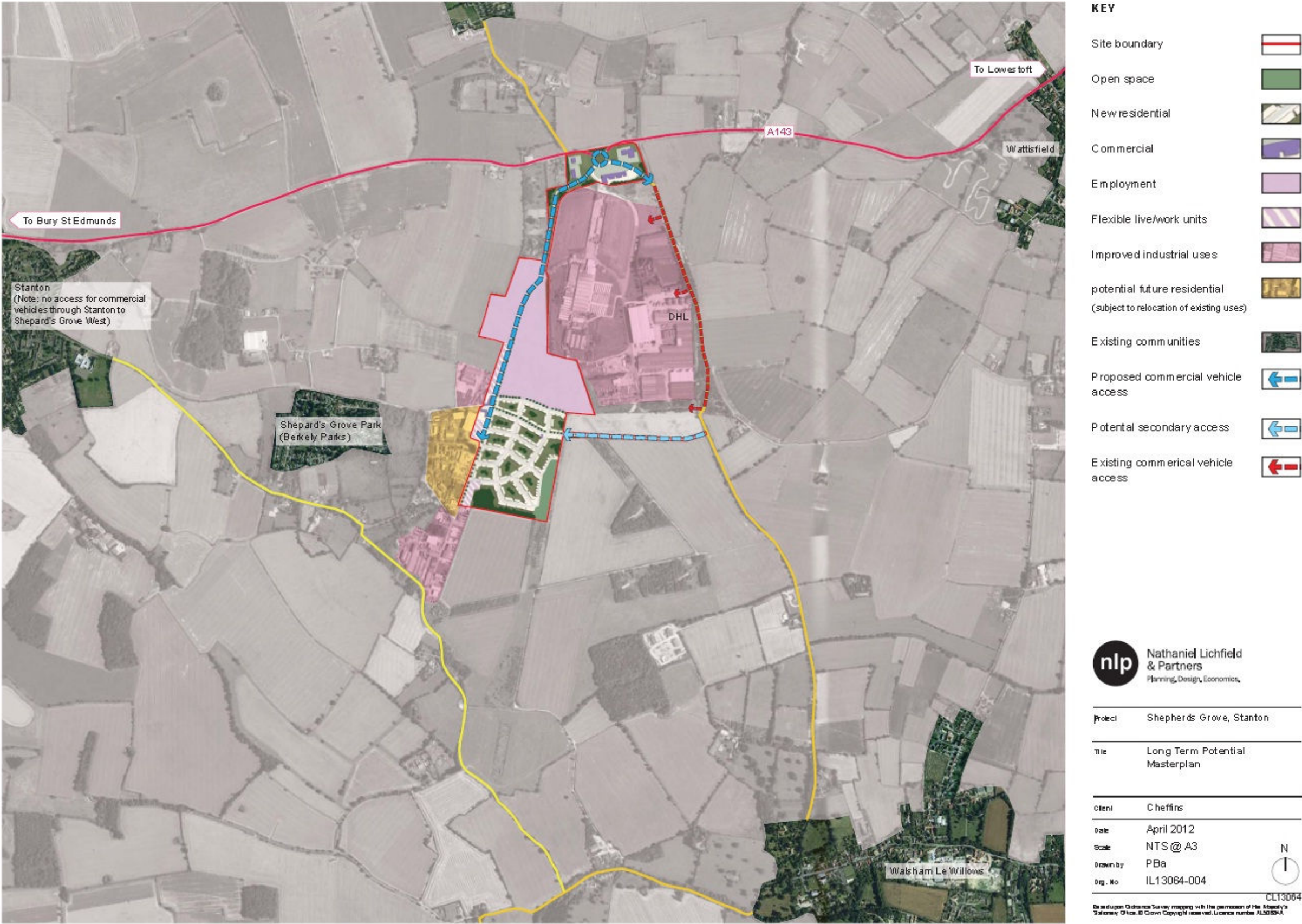
**Drawn by** PBa

**Draw. No.** IL13064-003

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## 8. CONCLUSIONS

- 8.1 Shepherd's Grove East and Shepherd's Grove West are long established industrial estates in a countryside location close to the village of Stanton, which is designated as a 'key service centre' in the Council's adopted Core Strategy DPD.
- 8.2 The historical growth of these two major employment areas since the closure of Shepherd's Grove Airfield has created problems in terms of access for goods vehicles, which have now reached the point where urgent action is required.
- 8.3 The site that is the subject of these representations forms a key part of the Shepherd's Grove Employment Area, which represents the largest single site allocation (over 53ha) for new employment development in the rural area of St Edmundsbury.
- 8.4 Examination of the Council's evidence base, in terms of the supply and likely demand for employment land over the plan period (to 2031), suggests that there will be a significant over-supply of such land and that as a consequence, it is unlikely that the whole of this site will be required for employment development.
- 8.5 The site itself is unconstrained by any environmental designations and has been allocated for employment purposes for over 10 years. Despite several planning applications having been granted for B1, B2 and B8 floorspace since 2000, no development has taken place. The last planning permission granted for the site (an IKEA distribution warehouse of 1.2 million square feet) did not proceed largely because of the requirement for a new access road and roundabout on the A143 to serve both the new development and the existing industrial estates, which would cost several million pounds.
- 8.6 Stanton is the largest of the Borough's Key Service Centres, the principle role of which is to act as the main focus for additional homes, jobs and community facilities outside of the principle towns of Bury St Edmunds and Haverhill.
- 8.7 The Council's adopted Core Strategy DPD supports the protection and promotion of the existing General Employment Areas in or near to Key Service Centres for employment uses to meet local and sub-regional needs.
- 8.8 The Rural Vision 2031 DPD notes that there is little local employment in the rural areas and that many people commute to jobs elsewhere. The provision of a major employment site such as Shepherd's Grove could provide a sustainable solution for many people living in nearby villages, enabling them to live and work locally thereby reducing commuting to the larger towns.
- 8.9 Proposed Policy RV3 continues to support the already well-established general employment areas in the rural parts of the Borough, including Shepherd's Grove, and continues the requirement for significant infrastructure to serve the undeveloped land within this area as well as the existing industrial estates of Shepherd's Grove East and Shepherd's Grove West. However, the cost of providing this infrastructure will be over £6.24 million and it is also likely that it will be required as an early phase of any development proposals.
- 8.10 The proposed Shepherd's Grove Employment Area is the only rural employment area designated in the Rural Vision 2031 DPD that requires major infrastructure as an integral part of any new development proposals. It also contains the largest potential development area (53ha) which represents over 90% of the total employment sites available in the rural areas. We firmly believe that Policy RV3 should reflect this fact and deal specifically with the issues surrounding the delivery of this key site.
- 8.11 The Sustainability Appraisal Report (Table 5.5 – Summary of Employment Sites Assessment) clearly shows that Shepherd's Grove, Stanton is the most sustainable location when judged against the SA Objectives and their indicators. This site is only in conflict with one of the four indicators for SA objective 16 (To conserve and enhance biodiversity and geodiversity), because a small part of the site at Shepherd's Grove West is just within 2km of the SSSI site at Shepherd's Grove (ancient woodland area).
- 8.12 The text of Policy RV3 should be amended as set out in paragraph 6.18 of this report, to recognise both the importance of the allocation at Shepherd's Grove, and to reflect the need for any development proposals that come forward to be economically viable. There are clear and justifiable reasons for adopting a more specific policy approach to the development of the Shepherd's Grove Employment Area, as set out in paragraph 6.19 of this report.
- 8.13 The new National Planning Policy Framework (NPPF) stresses that local planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used solely for that purpose, and that Local Plans should be both aspirational and realistic.
- 8.14 The NPPF also requires local planning authorities to both understand development finance and economic viability and to ensure that if they do have specific site requirements (such as significant new infrastructure), that they should 'shape' Local Plan policy in such a way so as to provide competitive returns for both land owner and developer, to enable the development to be deliverable.
- 8.15 The proposed draft Development Strategy set out in this report for the site at Shepherd's Grove, represents a basis for further discussion and consideration; in the meantime, Policy RV3 should be amended as set out in this report so that the basis of an economically viable solution for the delivery of the site can be provided and the necessary infrastructure realised at an early stage.

# Carisbrooke Off Site Infrastructure Works, Stanton Feasibility Estimate, 05-Jan-12





**Document Issue Sheet**

Revision Nr	Document	File Path	Issue Date	Parties Sent To	Prepared By	Checked By	Reviewed By
-	Estimate Nr 1	065490/J/01	06.07.11	Carisbrooke	TH	TH	JA
	Estimate Nr 2	065490/J/01	19.09.11	Carisbrooke	TH	TH	JA
	Estimate Nr 3	065490/J/02	05.11.11	Carisbrooke	TH	TH	JA
	Estimate Nr 4	065490/J/02	05.01.12	Carisbrooke	TH	TH	JA

<b>Authorised by (Director):</b>	James Abraham
<b>Date</b>	05/01/2012

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## 1.0 Executive Summary

1.1 This Estimate has been prepared to identify the potential off site infrastructure costs for the development of land at Stanton for Carisbrooke Investments for the following Option:-

Option 2 - Access to the site formed from the A143 by a new roundabout with 4 arms.

1.2 The Total Construction costs can be summarised as follows:

	Construction Cost (£)	
	Price Date 1Q12 - DL TPI 452	
		Option 2
Highway works		1,136,720
Preliminaries		140,000
Sewers		480,000
Utilities		800,000
Contingency	10%	255,672
Overhead and Profit	3%	84,372
Total Construction Cost		2,896,764
Project Reserve	5%	144,838
<b>Total</b>		<b>3,041,602</b>

1.3 The costs identified above are construction costs only, and include design & contract contingency and project reserve but exclude professional fees and VAT.

1.4 Please note that if the use of the site were to vary (e.g. to residential use), then the scope and costs of the works will change accordingly.

1.5 Please refer to Section 2.0 for reference to notional cost allowances for some elements of the works, which represent a significant cost risk.

1.6 Please refer to Section 5.0 for a detailed breakdown of the costs.

1.7 The measurements contained within this document shall not be relied upon for any purpose other than the formulation of this

1.8 The estimate is based upon the following scope of infrastructure works:-

1.8.1 Highways works to create access to the site off the A143 via a new roundabout and also includes the blocking off and realignment of Sumner Road at it's northern end, but exclude any new access road into the site.

1.8.2 Foul and surface water sewers.

1.8.3 Electricity, gas and water utilities.

1.9 Anglian Water have a number of different options available to pay for water main and sewer works, including the option to pay over a 12 year period.

## 2.0 Basis

- 2.1 The costs have been based on the following design information:  
 MLM's Highways and Access Appraisal, dated 14 June 2011; Supplementary Report and A143 access drawings dated 30 June 2011 and email dated 25 October 2011 attaching updated drawings.  
 MLM's revised access drawings 614027/SK001, 002 & 003.  
 WSP Drainage and Flood Risk Initial Review, dated 10 June 2011.  
 WSP Existing Services Infrastructure Review, dated 5 July 2011.  
 WSP Development Supported off Local Network document, dated 28 September 2011  
 Anglian Water pre-Development Report dated 01 August 2011  
 WSP emails dated 18 August 2011, 13 October 2011, 2 November and 21 December 2011.
- 2.2 Anglian Water's estimated cost for incoming water supply for the full development is £1,500,000, including off site reinforcement works. This is only an estimate for budget purposes and as such represents a cost risk. Anglian Water have also indicated that this can be charged on a pro rata basis to reflect the phased nature of the works. £250,000 only has been included in the base estimate, which will allow for c. 150 nr residential units or c. 3 Hectares of warehousing as per WSP's Report dated 1.11.2011.
- 2.3 Anglian Water's verbal estimated cost for replacing the whole foul water sewer is £480,000. As advised by WSP, this is a worst case cost, in the absence of a drainage strategy prepared by Anglian Water. This is only an estimate for budget purposes and as such represents a cost risk. Although Anglian Water have advised WSP that there is some limited capacity within the existing foul water drainage system, which might accommodate up to 50 nr residential units or 1 hectare of warehousing, the full cost of £480,000 has been included in the base estimate.
- 2.4 No allowance have been included for new surface water sewers on the assumption that on site attenuation will discharge into the existing ditch alongside the A143, in the absence of any indicative costs or information from Anglian Water. The lack of this information represents a significant cost risk. If new sewers are required from the site to an existing sewer within say 1000m, the cost could be £500,000.
- 2.5 A notional allowance has been included for the diverting/relocating the existing water main crossing the site, in the absence of any indicative costs from Anglian Water. The lack of this information represents a significant cost risk.
- 2.6 Similarly, a notional allowance has been included in the Highways works for the possible diversion of the existing BT cables running along along the A143, due to the creation of either the new crossover or roundabout. No other services are known to exist in this location The lack of this information represents a significant cost risk.
- 2.7 The costs are based on the work being undertaken as one contract.
- 2.8 The construction work will be procured using a single stage traditional procurement route with tenders obtained in selective competition. Due to current market conditions, the procurement route should continue to be reviewed during the subsequent design stages.
- 2.9 All costs represent a fixed price, at a 1Q12 price date, and assume an immediate start on site. No allowance has been included for future tender price inflation or deflation.

## 3.0 Assumptions

- 3.1 Construction works can be undertaken in normal working hours.
- 3.2 Construction periods of 16 weeks for Option 1 Highways works, 20 weeks for Options 2A and 3A Highway works and 14 weeks for Options 2B and 3B Highways works.
- 3.3 Highways works (roads and cycle/footpaths and associated lighting) will be of an adoptable standard and will be adopted.
- 3.4 Foul drainage sewers can fall by gravity to the Stanton Sewerage Treatment Works without the need for pumping (as advised by WSP). Anglian Water have confirmed that the Stanton Sewerage Treatment Works has available capacity.
- 3.5 All utilities infrastructure charges will be individual plot/contract costs and are therefore excluded from this estimate.
- 3.6 Mains electrical supply of 2MVA is included in the costs, based upon a verbal estimate from WSP, in the absence of a quote or cost advice from UK Power Networks.
- 3.7 Gas mains supply cost of £150,000 is included in the estimate, based upon initial advice from the British Gas to WSP. This should be sufficient to accommodate up to 150 nr residential units. Further development is likely to require off site reinforcement and British Gas have advised an indicative cost of £250,000.

## 4.0 Exclusions

- 4.1 All on site works except for highways works to A143 and Sumner Road. Extending the new access road into development is not included.
- 4.2 Any work to the existing concrete on site access road (MLM advise no work required).
- 4.3 Professional fees
- 4.4 VAT
- 4.5 Client finance and insurance costs.
- 4.6 Section 106 contributions
- 4.7 Mains water and waste water Infrastructure charges (to be levied on a plot by plot basis).
- 4.8 Surface water attenuation (to be on plot costs).
- 4.9 Any upgrading of Stanton Sewerage Treatment Works.



## 5.0 Estimate

			OPTION 2
Ref	Item		Total (£)
	<b>Summary of Option 2</b>		
1	Highway Works		1,136,720
2	Preliminaries		140,000
3	Sewers		480,000
4	Utilities		800,000
	<b>Sub-Total</b>		<b>2,556,720</b>
5	Contingency	10.00%	255,672
			2,812,392
6	Overheads and Profit	3.00%	84,372
7	Total Construction Cost		2,896,764
8	Deposit and Commuted sums to Highways Authority		excluded
9	Project Reserve	5.00%	144,838
10	<b>TOTAL COST AT 1Q12</b>		<b>3,041,602</b>
	<b>Optional Utility Supply Costs</b>		
	Extra over the water supply included in the Base estimates above for:-		
A	Development of each further 150 houses or 3 hectares of warehousing		<b>250,000</b>
B	Extra over the gas supply included in the Base estimates above for:- Off site reinforcement for development in excess of 150 residential units		<b>250,000</b>

## 5.0 Estimate

Ref	Item	Option 2			
		Quantity	Unit	Rate (£)	Total (£)
<b>5.2</b>	<b>HIGHWAY WORKS - OPTION 2 - NEW ROUNDABOUT WITH 4 ARMS</b>				
	<b>Highways - New Roundabout on A143</b>				
1	New roundabout construction; 50 diameter overall; internally 30m diameter; including drainage, lighting, etc.	1	Item	350,000	350,000
2	Extra over for spurs to highways/site road	4	nr	20,000	80,000
3	Extra for breaking up existing road construction	110	m <sup>2</sup>	15	1,640
4	Remove existing kerb	65	m	10	650
5	Signage	1	Item	5,000	5,000
6	Foot/cycle path complete; alongside highway; site side of A143 only; 2.0m wide; edging one side; 400mm overall depth	150	m	130	19,500
7	Reinstate grass verge 2m wide (site side of A143 only)	150	m	12	1,800
	<b>Highways - Realigned A143</b>				
8	Remove existing kerb	235	m	10	2,350
9	Hot rolled asphalt road construction complete; 7.3m wide; 620 overall depth	767	m <sup>2</sup>	110	84,320
10	Extra for breaking up existing road construction	1,043	m <sup>2</sup>	15	15,650
11	New Road kerb	270	m	30	8,100
12	White Lining	1	Item	500	500
13	Signage	1	Item	incl	incl
14	Reinstate grass verge 2m wide (far side of A143)	150	m	12	1,800
15	Street lighting to road (columns, at 40m centres)	1	Item	13,000	13,000
16	Surface water drainage to new road	1	Item	10,000	10,000
	<b>Highways - Bus Stops</b>				
17	Bus stop lay by and shelter on existing highway	1	item	19,000	19,000
18	Bus stop, shelter & hardstanding at side of carriageway	1	item	5,500	5,500
	<b>Highways - Footpath</b>				
19	Foot/cycle path complete; alongside highway; site side of A143 only; 2.0m wide; edging one side; 400mm overall depth	205	m	130	26,650
20	Reinstate grass verge 2m wide (site side of A143 only)	205	m	12	2,460
	<b>Highways - Realigned Sumner Road</b>				
21	Remove existing kerb	0	m	10	0
22	Hot rolled asphalt road construction complete; 7.9m wide where radii less than 150m, 7.3m elsewhere; 620 overall depth	1,170	m <sup>2</sup>	110	128,700
23	Extra for spur junction for future plots say	2	nr	9,000	18,000
24	New Road kerb	300	m	30	9,000
25	White Lining	1	Item	500	500
26	Signage	1	Item	1,000	1,000
27	Street lighting to road (columns, at 40m centres)	1	Item	17,000	17,000
28	Surface water drainage to new road	1	Item	15,000	15,000
29	Allowance to block off Sumner Road	1	Item	10,000	10,000
	<b>Highways - Footpath to realigned Sumner Road</b>				
30	Foot/cycle path complete; alongside highway; both sides of road; 2.0m wide; edging one side; 400mm overall depth	300	m	120	36,000
31	Grass verge 2m wide (both sides)	300	m	12	3,600
					886,720
	<b>Highways - Service Diversions</b>				
32	Notional allowance for possible service diversions (BT) at new roundabout on A143	Item	say	250,000	250,000
	<b>Highway Works Option 2 Total Carried to Summary</b>				<b>1,136,720</b>



**5.0 Estimate**

Ref	Item	Option 2			
		Quantity	Unit	Rate (£)	Total (£)
<b>5.2</b>	<b>HIGHWAY WORKS - OPTION 2 - NEW ROUNDABOUT WITH 4 ARMS</b>				
	<b>Preliminaries</b>				
33	Staffing costs	20	weeks	2,000	40,000
34	Accommodation	20	weeks	1,000	20,000
35	Compound	1	Item	10,000	10,000
36	Plant (included in rates)	1	Item	incl	incl
37	Temporary works	20	weeks	500	10,000
38	Road cleaning	20	weeks	1,500	30,000
39	Surveys, Insurances, H&S, etc	1	Item	10,000	10,000
40	Traffic management costs due to highways works	1	Item	20,000	20,000
	<b>Preliminaries Total</b>				<b>140,000</b>
	<b>Carried to Summary</b>				

**5.0 Estimate**

Ref	Item	Sewers			
		Quantity	Unit	Rate (£)	Total (£)
<b>5.3</b>	<b>SEWERS</b>				
	<b>Foul Water</b>				
1	Replacement of foul water sewers to Stanton Sewerage Treatment Works, based upon verbal estimated costs from Anglian Water to WSP. WSP have advised that this should be a worst case.	Item	say	480,000	480,000
	<b>Surface Water</b>				
2	New surface water sewers; assumed not required and that attenuated outfall from site can connect to existing ditch along A143	Item		excl	excl
3	On site attenuation (excluded from scope of this estimate)			excl	excl
	<b>Sewers Total Carried to Summary</b>				<b>480,000</b>





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