



St Edmundsbury
BOROUGH COUNCIL

Replacement St Edmundsbury Borough Local Plan 2016

Planning Guidance Note: **Risby Business Park Masterplan**

Adopted June 2007



A Framework for Development

**REPLACEMENT ST EDMUNDSBURY
BOROUGH LOCAL PLAN 2016**

RISBY BUSINESS PARK

**Redevelopment of existing
Business Park
and provision of
Site Manager's Dwelling**

MASTERPLAN PLANNING GUIDANCE

ADOPTED JUNE 2007

**Planning and Engineering Services
St Edmundsbury Borough Council
PO Box 122
Bury St Edmunds
Suffolk
IP33 3YS**

PREFACE

This masterplan has been prepared by the developers and their agents and provides more detailed guidance on how land at the Risby Business Park will be developed. Although the site is not allocated for such use in the replacement St Edmundsbury Borough Local Plan 2016, the Masterplan has been prepared by the developers in accordance with Policy DS4 of the Plan and was approved as non-statutory planning guidance by the Borough Council on 26 June 2007.

The Masterplan has been the subject of consultation undertaken by the developers. Comments received as a result of the consultation have been considered and, where appropriate, the masterplan has been amended to resolve these issues. The masterplan will, along with the Replacement St Edmundsbury Borough Local Plan 2016, provide a basis by which any planning application for development on the area covered by it will be determined.

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June 2007

RISBY BUSINESS PARK
Bury St Edmunds

**Redevelopment of existing
Business Park
and provision of
Site Manager's Dwelling**

**Masterplan
&
Sustainability Appraisal**

March 2007

J & R Builders Limited

J & R Builders (Norwich) Limited

**RISBY BUSINESS PARK
Bury St Edmunds**

**Redevelopment of existing
Business Park
and provision of
Site Manager's Dwelling**

Masterplan & Sustainability Appraisal

Brown & Scarlett

Chartered Architects

The Old School Studios, 140 Eastgate Street, Bury St Edmunds, IP33 1XX

Land & Sculpture Design Partnership

Landscape Architects

Octagon House, The Water Run, Hitcham, Ipswich, IP7 7LN

John Popham

planning and environmental consultant

7 Tannery Drive, Bury St Edmunds, Suffolk, IP33 2SD

Tel: 01284 750883

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Masterplan

1 INTRODUCTION

1.1 Masterplan content

1.1.1 This masterplan

- explains why the Risby Business Park site is to be redeveloped;
- describes the nature and extent of public consultation and how the masterplan scheme was arrived at;
- explains the planning policy context;
- summarises information about the existing site;
- describes the proposed redevelopment scheme;
- indicates the phases in which the site may be developed; and
- includes a sustainability assessment.

1.1.2 As far as is practicable at this stage, the masterplan incorporates the appropriate elements of a Design & Access Statement as required by Section 327A of the Town & Country Planning Act, 1990.

1.1.3 A Sustainability Assessment of the proposal is at Appendix 1 at the rear of this masterplan.

1.2 Consultation with the public and St Edmundsbury Borough Council – amended alternative proposal becomes masterplan scheme

1.2.1 The masterplan has been subject to two rounds of public consultation. The first stage comprised circulating a leaflet containing a plan and summary description of the proposed development to residents of The Street and Welham Lane, Risby. They were invited to attend a public meeting (4 January 2007) arranged by Risby Parish Council and to submit their comments in writing. These were analysed and reported to St Edmundsbury Borough Council in a *Response to Public Consultation* (February 2007).

1.2.2 In response to criticism of the original proposals an alternative scheme was prepared by the developer. Following a meeting with representatives of the Parish Council (13 February 2007), at which the alternative scheme was presented, a further round of consultation took place. All those who had

responded to the first round of consultation were supplied with drawings showing the alternative scheme together with a description of the fresh proposals which were then considered by the Parish Council at a meeting held on 8 March 2007. The alternative proposals received strong support from the local community, the Parish Council declaring itself “pleased to see the changes” and “happy” with the alternative scheme.

1.2.3 On completion of the second round of public consultation the alternative scheme was put to the St Edmundsbury Borough Council. Concern was expressed by Borough officers that the amended proposed development site extended too far south over ‘countryside’. The developer has therefore amended the alternative proposal by reducing the number of car parking places (but still complying with the standard in the Replacement St Edmundsbury Borough Local Plan 2016) on the site so that the southern boundary is moved northwards. This has been achieved without moving the northern site boundary so that the added protection afforded to local residents by the alternative scheme remains unchanged. This amended alternative scheme has become the masterplan scheme.

2 SITE & LOCATION

2.1 Site location

2.1.1 The site is located 3.6 miles to the west of the centre of Bury St Edmunds on Newmarket Road, Risby, immediately north, and with easy access to, the A14 dual carriageway at its Saxham/Risby junction. On its eastern side the site adjoins the south-western edge of Risby and is close to the facilities in the Risby Barn and its immediate area.

2.2 Extent of site

2.2.1 The extent of the masterplan site is indicated on Figure 1, *Site Plan*, at the rear of this plan. The area which is included in the proposed redevelopment scheme is outlined in red (3.17 hectares) and remaining land is the same ownership in blue (4.6 hectares).

2.3 The surrounding area

2.3.1 Risby Conservation Area extends south-east along Welham Lane close to the north-east corner of the masterplan site. Two Grade II listed buildings, the Risby Barn and Risby Place, lie immediately to the east of the site and also front South Street. Because the site lies outside the housing settlement boundary for Risby (as defined in the Replacement St Edmundsbury Local Plan 2016) it is in ‘countryside’ for development control purposes and for this reason the rural area policies referred to in paragraph 4.1.1 below apply.

3 REDEVELOPMENT OF RISBY BUSINESS PARK SITE

3.1 In May 2001 a major fire severely damaged the principal building on the Risby Business Park leading to the cessation of business activity. During subsequent discussions with the Borough Economic Development and Planning 5

departments encouragement was given to redevelop what had become a significant area of brownfield land. The proposed scheme is considered by the Borough's Economic Development Section to represent a very important regeneration initiative which will contribute directly to the local economy.

4 PLANNING POLICY CONTEXT

4.1 Replacement St Edmundsbury Borough Local Plan, 2016

4.1.1 The principal policies in the Replacement St Edmundsbury Borough Local Plan, against which the proposed redevelopment scheme will be assessed, are:

- Policy E1, *Existing employment land and premises*, which provides for the re-development of existing employment land and premises for existing and alternative employment uses;
- Policy RU1, *Employment development in rural areas*, which, subject to certain criteria, permits employment in rural areas outside general employment areas;
- Policy RU5, *Replacement of buildings in the rural areas*, which supports the replacement of existing buildings in rural areas for economic development purposes; and
- Policy DS3, *Development design and impact*, against which the design and impact of all applications are assessed.

It should also be noted that as a result of an error (for which the Planning Inspectorate has apologised) an agreed local plan pre-inquiry amendment to policy RU1, which related to the masterplan site, and which would have permitted its extension beyond its existing boundaries subject to fulfilling certain criteria, was deleted. When submitted for planning permission the application will therefore have to be determined without the benefit of this agreed amendment.

5 DESCRIPTION OF PROPOSED SCHEME

5.1 Outline description of proposed development

5.1.1 The proposed scheme is illustrated on Figure 2, *Layout Plan*, at the rear of this report and involves

- the clearance of buildings and structures from the existing business site;
- extensive landscaping works to both the boundaries of, and within, the site;
- the upgrading of an existing range of buildings at the northern end of the site and redevelopment of the remainder of the site with business units of varying sizes;
- the erection of a site manager's dwelling with access off Welham Lane, Risby; and
- the upgrading of the existing internal access road from the old Newmarket Road.

5.2 The masterplan scheme in detail

5.2.1 **Landscape assessment and screen planting** are described in section 6 below, and **Contamination and remediation** in section 7.

5.2.2 **Business units.** The masterplan scheme comprises the phased redevelopment of the existing business park on an extended site and with a built footprint totalling 8,138m² (87,600 sq ft). Within the landscape framework there are eight business blocks, each with associated car parking (see Figure 2). The northernmost block will be formed by converting an existing range of buildings which fronts onto Welham Lane, and the remainder will be new build. The blocks are designed to provide a mix of leasehold and freehold accommodation built in units of 186m² (2,000 sq ft) for use singly or in multiples according to the choice of occupiers. This versatility will be a key feature of the scheme. Of the proposed buildings the five central blocks, which are located where the ground level is lower, will have an eaves level of 7 metres. The northernmost range of new units which are closest to residential development will have an eaves level of 4 metres. The eaves heights of the individual blocks are marked on Figure 2. The exterior of the northern block, which will be a conversion, will be largely of traditional materials to create a barn like structure. The new units will be constructed of a range of materials which reflects their rural location but gives them a contemporary feel. The final choice of materials will be made at detailed design stage.

5.2.3 **Use classes of business units.** The principal building (running north-south) to the east of the site will be use class B8. The range of existing buildings to be converted at the northern end of the site will be entirely use class B1, as will the two northernmost of the new blocks. The use of the remaining blocks will be predominantly class B1 – the final uses being decided at the detailed planning stage. No class B2 uses will be permitted on the site.

5.2.4 **Parking.** All car parking will be confined to the masterplan site itself. Because many of the proposed units are to be sold freehold it is not possible to confine car parking to a single area detached from the units themselves. However, wherever possible car parking has been located where proposed buildings will screen it from off-site residential properties even though vehicles will be some distance from them (see next paragraph and paragraph 8.5 below).

The amount of parking will meet current local plan standards (see paragraph 1.2.3, above). Lorry parking for the principal unit (which will have a B8 use) is in a dedicated area with a purpose designed one-way system (to the east of the building) which at its nearest is at a distance of over 120 metres from the closest dwelling.

5.2.5 Proximity of proposed business units to adjoining residential

properties. The proposed new business blocks will be some distance from the nearest residential properties. The proposed main unit (Class B8), which will be around 80 metres from the nearest dwelling in Welham Lane, is some four times further away than the existing (fire damaged) principal building. On the eastern side of the proposed development the nearest dwelling is 140 metres from the proposed main (B8) unit, and 100 metres distant from the northern B1 block

5.2.6 Site manager’s dwelling. In order to ensure adequate full time site security a site manager’s dwelling, with access from Welham Lane, is to be provided. The design of, and materials for, the dwelling will be appropriate for a rural area. This proposal is subject to meeting the “occupational dwelling” tests in Annex “A” of PPS7, *Sustainable Development in Rural Areas*, and would be subject to an appropriate planning condition and / or Section 106 planning obligation.

5.2.7 Site layout and internal landscaping. Figure 2, the *Layout Plan*, indicates the location of the buildings within their proposed landscape setting. Approaching the development from the south, off Newmarket Road, the proposed scheme retains the existing lime avenue approach to the site itself. At its northern end the entrance drive leads on to a landscaped area. This comprises a triangular island with ground cover and specimen cedar trees which will allow a glimpsed view of the principal building. Beyond the triangle there is a formal landscaped area with paths with yew hedges, focused on the principal block, but linking with other parts of the development. Beyond and to the south-west, west, and north-west, of this centrepiece there are visually linked landscaped areas around the eastern gables of the other principal blocks. The periphery of the site is marked by bunding and native species screen planting to the north, south, and west, and new native hedgerow species planting to reinforce the east (see next section for further detail).

5.2.8 Site lighting. While the provision of lighting is a matter for the final design stage, it is proposed that much of it will be low level. Where required, high level lighting will be screened to prevent off-site impact.

6 LANDSCAPE ASSESSMENT & SCREEN PLANTING

6.1 A landscape and visual appraisal carried out by the Land & Sculpture Design Partnership assesses views into the site from the surrounding landscape and appraises the screening effects of the existing peripheral planting. It also identifies the areas that require supplementary screen landscaping. Figure 2, *Layout Plan*, in addition to indicating the central feature of the development (described in detail in paragraph 5.2.4 above), depicts the screening work required.

6.2 The main screening feature is a peripheral belt, in some cases reinforcing existing planting, which uses a varying combination of elements including new native hedgerow, tree and shrub planting. These elements relate to the informal generally lower level planting at the heart of the development. They also provide an important visual backdrop to the development blocks when they are viewed from within the site giving a sense of enclosure. Externally, from the wider landscape, the belts will screen the development.

6.3 When the boundary screen is mature it will very largely obscure views over the development leaving only glimpses of structures in the summer months, and breaking up the great majority of the form of the buildings in the winter. Views of buildings on the site from the west will be further restricted by the fact that they have been located with their gables facing open countryside. On the village (east) side there are no buildings directly adjoining the boundary, all being set back.

6.4 In addition to the belts there are new bunds at the southern and northern ends of the development – those to the northern end being planted with shrubs rather than trees so that the gardens of the proposed houses are not permanently shaded by trees when the planting matures.

7 CONTAMINATION AND REMEDIATION

7.1 **Environmental desk study and site investigation report.** An Environmental Desk Study and Site Investigation Report, which covers contamination and remediation, was submitted with the consultation draft of the masterplan. The report concludes that localised soil remediation work may be required for the site, and that during construction protective measures will be required on a 'prudent basis'. In response to consultation the Environment Agency (EA) has no objection to the masterplan as submitted but has drawn attention to the close proximity of the site to protected groundwater abstraction for public water supply and the potential vulnerability of the site. The possibility that land contamination could affect the water supply is of potentially serious concern. EA recommends that three conditions be imposed on the grant of planning permission. These are a scheme for the provision and implementation of pollution control, foul water, and surface water drainage; a scheme to deal with the risks associated with the contamination of the site; and a condition that if any contamination that has not previously been identified is found during the course of the works (unless otherwise agreed in writing) no further development shall be carried out until written approval for an amendment to the method statement has been granted by the local planning authority. There will, in addition to remediation work, be a considerable further cost in clearing derelict structures and the removal of hazardous substances from the site.

7.2 **Remediation work and site clearance.** The next step will be to agree a remediation method statement/decontamination work specification with the Environment Agency and the Borough. The intention is that all work not requiring planning permission will commence once masterplan approval has been obtained and agreement on the specification has been reached with the Agency and the Borough.

8 HIGHWAYS & PEDESTRIAN LINKS

8.1 **Transport Impact.** Due to the site's proximity to the A14 trunk road and junction 41, the Highways Agency will require a Transport Statement or Transport Assessment to be submitted with the planning application for the development of the site. The developers will liaise with the Agency over the content of this prior to the submission of the application.

8.2 **Access from public highway.** Access to the site is via the old Newmarket Road and not through the main part of the village. Leaving the public highway (Newmarket Road) the main northwards entrance road into the Business Park will be upgraded to permit easy passing of traffic. The developers will liaise with the highways authority over the provision of signing to ensure that there is no business parking in Welham Lane. In response to consultation Suffolk County Council was generally satisfied with the approach in the draft masterplan. The provision of an amended access off the Old Newmarket Road which meets the requirements of Industrial and Farm Access Layout Type 1 – DC104/1 is required. Also on-site car parking should be linked to and relate to the information in and provisions of a travel plan.

8.3 **Cycle and pedestrian access.** The opportunity exists for a direct cycle and pedestrian link to be established between the proposed development and the shopping facilities at Risby Barn which Suffolk County Council considers should be encouraged. While the provision of much of the link lies off the application site, and is not in the control of the applicant, it would be of significant benefit to the facilities at Risby Barn and the staff of firms occupying the development. The on site part of the proposed route will therefore be protected as part of the development.

8.4 **Public transport.** For those not employed within the parish, Risby is served by a bus service (routes: 349, 357) that operates approximately hourly during normal working hours on week days. These 'buses run between Risby and Bury St Edmunds the time taken being a little under 15 minutes. The bus stop is at Flempton Road Green some 500 metres from the masterplan site.

8.5 **Travel Plan.** When submitted, the planning application for the development of the site will be accompanied by a travel plan that accords with the requirements of the adopted local plan including the encouraging of sustainable modes of travel and contains modal split targets agreed with the Borough.

8.6 **On-site parking.** On-site parking adjoining units will be restricted to spaces which can be provided (including disabled parking) without impacting adversely on the landscaping proposals for the scheme. The effects of having the majority of parking adjoining the business units (for the reasons explained in paragraph 5.2.4 above) will be mitigated by carefully designed landscaping so that cars are not readily apparent from principal viewpoints within the site.

9 WILDLIFE

9.1 An ecological scoping survey has been carried out which concludes that there are no major conservation issues on the site. The inspection revealed that there are a number of features with potential for supporting birds, reptiles (excluding great crested newts) and bats. The site will be assessed prior to submitting a full planning application and again immediately prior to the commencement of work. At the recommendation of Suffolk Wildlife Trust (in response to consultation) pre-application work will include checking for Great Crested Newts at the pond in Welham Lane, a full reptile survey prior to site clearance, a further investigation of the grassland, and a bat assessment of the two buildings to which access has previously been restricted. Any necessary mitigation conservation measures will be taken (including the timing of work).

10 MAINS SERVICES

10.1 Mains water, foul water mains drainage, and electricity, were connected to the site in 2001 and checks have indicated that all are available without difficulty for the redevelopment. In general the provision of mains services is not a masterplan issue but in response to comments made during consultation the position about the individual services is indicated below.

10.2 **Water**. The developer is aware of the fact that there is low water pressure in Welham Lane and has provided for a mains reinforcement which will benefit local residents.

10.3 **Mains drainage**. There are existing on-site drainage difficulties. Subject to agreement with Anglian Water the developer will be running a new sewer from the site using a pumped discharge arrangement and therefore the question of connecting to the existing system, about which concern has been expressed, is therefore not an issue.

10.4 **Electricity**. The precise nature of the supply and its alignment will be determined once the scheme design has been finalised.

11 EMPLOYMENT

11.1 The following minimum figures are envisaged:

Type of unit	No of units	Employees per unit	Total no of jobs
Business	31	3	93
Office	8	4	32
Site support	-	-	3
Total jobs:	-	-	128

It is considered that these are conservative figures and that the total number of jobs is likely to be exceeded.

12 ACCESS TO BUILDINGS

12.1 In the immediate environment of buildings there will be level access to accommodate wheelchair movement. Car parking has been located close to buildings so that it provides easy access. All development will have ground floor wheel chair access. Internally buildings will comply with part M of the Building Regulations (2004).

13 ARCHAEOLOGY

13.1 The site has not previously been the subject of a systematic archaeological survey and within the masterplan area no archaeological sites are known. However, there is a findspot of a Roman brooch within a 100 metres of the boundary, the area is close to the medieval settlement and there is a general background of prehistoric occupation in the parish.

13.2 While there are no grounds for archaeological objection to the principle of development, because of the overall size of the development area and the degree of ground impact an archaeological mitigation strategy will be required. The first stage will involve an evaluation (probably by trial trenching) following which a full strategy will be drawn up. The preference is for this work to be undertaken prior to a planning application being submitted – an appropriate point being after the adoption of the masterplan in conjunction with the site clearance work. Any further work required can then be secured by means of a condition on the grant of planning permission. In response to consultation the Suffolk County Council Archaeological Service has confirmed that the above approach is acceptable to them.

14 CONSTRUCTION & OPERATIONAL MATTERS

14.1 **Construction concerns and consultation arrangements.** It is anticipated that an appropriate condition will control work during construction. The developer will in addition seek a local liaison arrangement with the Parish Council whereby residents have a point of contact and can be kept informed about progress.

14.2 **Operational matters.** During consultation concerns were expressed about hours of work, noise, and fumes. While these are matters which are normally the subject of conditions imposed by the local planning authority when planning permission is granted the following information is provided. The proposed weekday hours of work are from 7.30am to 7.00pm, and on Saturday from

7.30am to 12.00 noon. On Sundays there would be no industrial activity but office working and cleaning would be permitted. In relation to noise there is an existing site boundary limit of 48dba, which is less than what is understood to be the background reading from the A14 of 52dba. There should be no problem with fumes since the proposed use classes of B1 & B8 exclude the use of processes which are likely create them.

15 PHASING

15.1 For economic reasons the scheme will be phased – the completion of one part of the work helping to fund the next. Phase one will include site clearance, perimeter landscape planting, road construction and some of the blocks. Phase two will include the site manager’s dwelling.

16 CONCLUSION

16.1 The proposed scheme will:

- Clear and clean up the existing brownfield site;
- Provide 8138m² footprint of new business and office units;
- Be set in a greatly enhanced extended landscape;
- Create 128 permanent jobs;
- Provide a site manager’s dwelling; and
- Help to support the shops at Risby Barn.

Note: A **Sustainability Appraisal** of the proposal is at Appendix 1 below.

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FIGURE 1

RISBY BUSINESS CENTRE, NEWMARKET ROAD,
RISBY, SUFFOLK

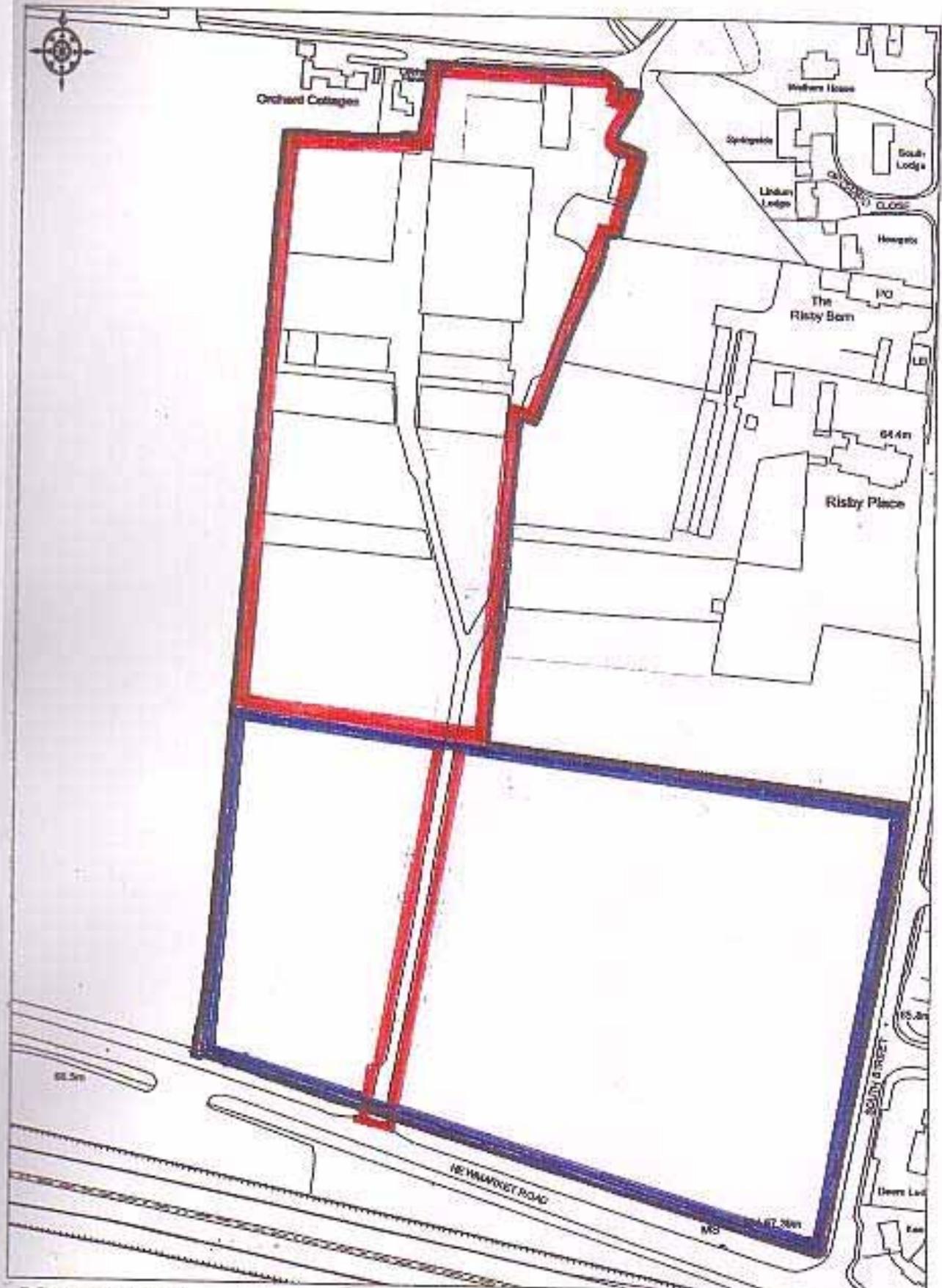


FIGURE 2



client	J & R BUILDERS
Job	RISBY BUSINESS PARK
	MASTER PLAN
scales	NOT TO SCALE
date	MARCH 2007
contract	2512 dwg. 10 rev A

BROWN & SCARLETT
CHARTERED ARCHITECTS
 Old School Studios, 140 Eastgate Street
 Bury St Edmunds IP33 1XX
 Tel: 01284 768800 Fax: 01284 702880
 email info@brownandscarlett.co.uk

**RISBY BUSINESS PARK
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Sustainability Appraisal

1 INTRODUCTION

1.1 NEED FOR SUSTAINABILITY ASSESSMENT

St Edmundsbury Borough Council has requested that the masterplan for the development of Risby Business Park is accompanied by two Sustainability Assessments.

1.2 POLICY CONTEXT

Two Sustainability Appraisals (SAs) are included in this appendix. The first (in Section 2) has been prepared under the Replacement Local Plan methodology, and the second (in Section 3) uses a table from the emerging Local Development Framework.

2 APPRAISAL UNDER REPLACEMENT LOCAL PLAN GUIDELINES

The following documents have been used as a guide in the preparation of this sustainability appraisal (SA):

St Edmundsbury Borough Council *Redeposit Replacement Local Plan Sustainability Appraisal* (January 2005) (RRLPSA)

Planning Policy Statement 12 *Local Development Frameworks* (2004) (PPS12)

The question to be answered by this assessment is whether, having regard to the relevant policies in the Replacement St Edmundsbury Local Plan, the proposed development can be declared to be acceptably 'beneficial'.

2.1 ASSESSMENT PROCESS

2.1.1 In this section the proposed development is assessed against the policy table in Chapter 15, Site Specific Policies, section 15.1, Rural Allocations – Policy RA3, General Employment Areas.

2.1.2 The site is assessed against a set of criteria for each of which it is placed in 1 of 4 categories – beneficial, neutral, adverse, uncertain.

2.2 ASSESSMENT

2.2.1 **Transport: Trips**

The criterion is concerned with the number and length of trips and accessibility between land uses. Questions include: does the proposal reduce the need to travel, minimise trip generation and facilitate combined trips?

There will be an opportunity to reduce travel for those living in Risby and employed on RBP. The centre of Bury St Edmunds is 3.6 miles distant. It is intended that there will be on-site catering provision to reduce the need to travel except for getting to and from work. The site is exceptionally well located in relation to the A14 trunk road with direct access to an uncongested junction without the need to go through the village of Risby, and avoiding the congestion of the Bury St Edmunds junctions – especially Bury St Edmunds East which connects the Moreton Hall industrial estate in Bury St Edmunds to the A14. In addition, by comparison with other allocated rural general employment areas, it avoids the need to travel on rural roads to get to the A14 or other parts of the dual carriageway trunk road network with direct connections to other parts of the UK. Overall therefore there is a net benefit by comparison with the allocated rural sites.

<u>Conclusion on Transport: Trips</u>	<u>Impact</u>
Borough Policy RA3:	Uncertain
Risby Business Park site (RBP):	Beneficial

2.2.2 **Transport: Modes**

Transport modes concern the modal split of travel such as that made by car, foot, bicycle and 'bus. Questions include whether implementation will reduce or increase car reliance or whether it improves personal choice for alternative means of travel by public transport, cycling or walking. Does the proposal increase opportunities for using alternatives to car transport?

For those not employed within the parish, Risby is served by a bus service (routes: 349, 357) that operates approximately hourly during normal working hours, on week days. These 'buses run between Risby and Bury St Edmunds the time taken being a little under 15 minutes.

<u>Conclusion on Transport: Modes</u>	<u>Impact</u>
Borough Policy RA3:	Uncertain
RBP:	Adverse

2.2.3 **Biodiversity**

Biodiversity is concerned with habitats and species richness. Will the proposal damage or protect existing habitats, enhance wildlife potential, or create new habitats and general wildlife corridors?

There are no adverse wildlife impacts to the site. The creation of the landscaped space, which will be designed to enhance wildlife habitat, will lead to a benefit.

<u>Conclusion on Biodiversity</u>	<u>Impact</u>
Borough Policy RA3:	Uncertain
RBP:	Beneficial

2.2.4 **Landscape**

The criterion is concerned with the appearance of the countryside. Designated areas are given particular significance. Will the proposal protect, enhance, create or damage landscape?

The proposed development will enhance by creation and active management a currently derelict area within the countryside. Existing peripheral planting will be retained and reinforced with appropriate species and significant areas within the developed area will be landscaped, planted, and permanently managed. Overall there will be a significant gain both to the wider landscape and within the site.

<u>Conclusion on Landscape</u>	<u>Impact</u>
Borough Policy RA3:	Adverse
RBP:	Beneficial

2.2.5 **Townscape**

Townscape is concerned with the character and visual appearance of settlements. Will the proposal improve the character of the visual environment for residents and visitors; does it provide for the enhancement of the existing townscape, or does it detract from it?

The proposal will enhance the local area improving the character of the visual environment to the south-west of the main part of the settlement, between it and the A14 trunk road by the addition of a well designed development with carefully landscaped boundaries.

<u>Conclusion on Townscape</u>	<u>Impact</u>
Borough Policy RA3:	Uncertain
RBP:	Beneficial

2.2.6 **Cultural heritage**

This topic covers the built heritage principally listed buildings, conservation areas and archaeological sites. Will the proposal protect or enhance these both qualitatively and quantitatively?

There are no listed buildings affected by the proposal. There are no known archaeological remains but the site will be the subject of investigation prior to commencement of the development.

<u>Conclusion on Cultural heritage</u>	<u>Impact</u>
Borough Policy RA3:	Neutral
RBP:	Neutral

2.2.7 **Minerals conservation**

The topic is concerned with the consumption of minerals, safeguarding district resources and the reuse/recycling of materials. Does the scheme result in the sterilisation of mineral resources, or does it generate demand for mineral, and other renewable resources?

While some minerals will be used in the construction of the development, no resources are sterilised and the impact of the proposal is therefore considered to be neutral.

<u>Conclusion on Minerals conservation</u>	<u>Impact</u>
Borough Policy RA3:	Neutral
RBP:	Neutral

2.2.8 **Water conservation and quality**

Water conservation and quality covers river and groundwater levels and the purity of water supply. Will the proposal have an adverse effect on water conservation and quality; does it generate additional pressure on available resources?

Given the former use of the site it is not considered that there will be significant additional pressure on water resources. There will, however, be significant benefit from the brownfield clear-up of the site since it is adjacent to an important water resource. Taken overall, though, the effect is considered to be neutral

<u>Conclusion on Water conservation and quality</u>	<u>Impact</u>
Borough Policy RA3:	Neutral
RBP:	Neutral

2.2.9 **Flood risk**

Does the scheme impact on the flood plain or a river catchment; is the site within or adjacent to a flood plain?

The site is not in a flood plain and there are no flooding concerns.

<u>Conclusion on Flood risk</u>	<u>Impact</u>
Borough Policy RA3:	Neutral
RBP:	Neutral

2.2.10 **Air quality**

The criterion is concerned with levels of air borne pollutants of potential significance, particularly carbon dioxide. Significant additional tree cover is considered beneficial. Will development exacerbate or improve local air pollution problems? Is there significant additional tree cover?

Given the proposed business use there are no significant adverse impacts and overall the quality may be marginally improved since there is significant additional tree planting.

<u>Conclusion on Air quality</u>	<u>Impact</u>
Borough Policy RA3:	Neutral
RBP:	Neutral

2.2.11 **Open space**

This topic relates to the quality of, and accessibility to, open spaces within both urban and rural areas. The space may be of recreational and/or aesthetic value to the Development Plan area. Does the proposal provide for the protection of open space within an urban area, and will it enhance the extent of public access?

While there is no dedicated 'open space' provision in the formal sense, the proposed development will be set in an attractive landscape with a central feature.

<u>Conclusion on Open space</u>	<u>Impact</u>
Borough Policy RA3:	Neutral
RBP:	Neutral

2.2.12 **Brownfield land**

Brownfield land is defined as 'land dereliction and the opportunities for land reclamation and the re-use of redundant sites'. The proposal is evaluated to determine whether it encourages the use of brownfield land. Does it encourage or

inhibit the reclamation and re-use of derelict land and a redundant/underused site?

The proposal provides the opportunity to reclaim and re-use a site which is currently categorised as previously developed, or brownfield. The scheme will therefore have a beneficial effect.

<u>Conclusion on Brownfield land</u>	<u>Impact</u>
Borough Policy RA3:	Beneficial
RBP:	Beneficial

2.2.13 **Land pollution**

Concerned with the effects of contamination, erosion and pollution of land. Will the proposal cause or reduce the pollution, contamination or erosion of land?

The proposed scheme will lead to the decontamination of the business site.

<u>Conclusion on Land pollution</u>	<u>Impact</u>
Borough Policy RA3:	Neutral
RBP:	Beneficial

2.2.14 **Agriculture and forestry**

Will the proposal lead to the loss of good quality land? Does it help to safeguard the best and most versatile agricultural land?

By redeveloping an existing brownfield site for business the scheme will avoid the need to use an equivalent area of greenfield land.

<u>Conclusion on Agriculture and forestry</u>	<u>Impact</u>
Borough Policy RA3:	Uncertain
RBP:	Beneficial

2.2.15 **Energy conservation**

Energy conservation is concerned with energy use in buildings, design and layouts and the potential for exploitation of renewable sources of power. Proposals should be evaluated for possible benefits of energy efficient siting and design, and whether they restrict opportunities for the development of renewable sources of power.

The proposal is assessed as not restricting renewable sources of power, and providing the opportunity for energy efficient design.

<u>Conclusion on Energy conservation</u>	<u>Impact</u>
Borough Policy RA3:	Neutral
RBP:	Neutral

2.2.16 **Thriving communities**

The maintenance of existing community vitality, urban, suburban or rural. Proposals should be evaluated as to whether they maintain, enhance or restrict the key elements of particular communities in the area. The key elements of a thriving community are defined as access to a primary school, community facilities (community/village hall, recreation ground) and shopping facilities (convenience goods shop).

The proposed development is in close proximity to existing village facilities at Risby Barn which it could help to support.

<u>Conclusion on Thriving communities</u>	<u>Impact</u>
Borough Policy RA3:	Beneficial
RBP:	Neutral

2.2.17 **Well-being**

Concerned with the quality of life, as perceived through sight, sound smell and touch. It includes perception of security and impact on health. The topic includes facets of the local environment including noise, smell and light pollution. Will the proposal retain, improve or exacerbate local environmental conditions? Will it lead to an increase in noise, light, or odour problems which would affect environmental quality?

The proposal will give rise to a significantly improved local environment adjoining the west side of the settlement. No adverse environmental problems are foreseen.

<u>Conclusion on Well-being</u>	<u>Impact</u>
Borough Policy RA3:	Neutral
RBP:	Neutral

2.2.18 **Economic development**

Economic development contrasts with economic growth. The latter is dependent on increased consumption of finite resources and is unsustainable. Economic development can lead to increases in employment and activity without increasing consumption of finite resources. The relevant questions are: will the proposal encourage diversification in the economy; will it adversely affect sites for industry/commerce; will it provide opportunities for investment; will it support the relevant existing centres?

It is estimated that the proposed scheme will provide a minimum of 128 new jobs, including some within the parish, thereby supporting the local community.

<u>Conclusion on Economic Development</u>	<u>Impact</u>
Borough Policy RA3:	Beneficial
RBP:	Beneficial

2.2.19 **Equity**

Concerned with ensuring that development does not discriminate against individuals or groups in society. Does the proposal cater for identified local requirements including those of business, or does it discriminate against sections of the local community?

The development provides a good mix of business units, including starter units, and is flexible in that it will be able to permit their expansion on site. In addition some affordable housing is provided. The detailed design of the business units and dwellings will be socially inclusive.

<u>Conclusion on Equity</u>	<u>Impact</u>
Borough Policy RA3:	Neutral
RBP:	Beneficial

2.2.20 **Conclusion**

Table 1 on the final page of this assessment summarises the overall position. St Edmundsbury Borough Council assesses its policy RA3 being 'sustainable' with a conclusion of 'beneficial'. The proposed development performs better than the RA3 policy sites which are assessed as having 3 'beneficial' criteria in

comparison to the 9 beneficial ‘criteria’ assigned to RBP (for details see Table 1 at end of this Appendix).

2.3 OVERALL CONCLUDING ASSESSMENT RELATING TO REPLACEMENT LOCAL PLAN

3.1 Assessment required

Whether, having regard to the relevant policies in the Redeposit Replacement St Edmundsbury Local Plan, the proposed development can be declared to be acceptably beneficial.

When assessed, the proposed Risby Business park development (with 9 ‘beneficial’, 9 ‘neutral’, and 1 adverse criteria) performed better than the Borough’s ‘beneficial’ assessment of its RA3 policy sites (3 beneficial, 11 neutral, 4 uncertain, and 1 adverse). **It is therefore concluded that the RBP proposal can be defined as acceptably ‘beneficial’ in that it outperforms the Borough’s assessment of its RA3 sites.**

Continued: **TABLE 1** See next page

TABLE 1**SUMMARY SUSTAINABILITY ASSESSMENT IN RELATION TO REPLACEMENT LOCAL PLAN****Comparison between assessment of Replacement St Edmundsbury Borough Council Local Plan policy RA3 and proposed Risby Business Park development.**

The potential impacts listed under the heading of ‘criteria’ below have been assessed as being in one of four categories:

Beneficial – Neutral – Adverse – Uncertain

<u>Criteria</u>	<u>St Edmundsbury Policy RA3</u>	<u>RBP development</u>
Transport: Trips	Uncertain	Beneficial
Transport: Modes	Uncertain	Adverse
Biodiversity	Uncertain	Beneficial
Landscape	Adverse	Beneficial
Townscape	Neutral	Beneficial
Cultural heritage	Neutral	Neutral
Minerals conserv.	Neutral	Neutral
Water conserv.	Neutral	Neutral
Flood risk	Neutral	Neutral
Air quality	Neutral	Neutral
Open space	Neutral	Neutral
Brownfield land	Beneficial	Beneficial
Land pollution	Neutral	Beneficial
Agriculture/Forestry	Uncertain	Beneficial
Energy Conservation	Neutral	Neutral
Thriving Communit.	Beneficial	Neutral
Well-being	Neutral	Neutral
Economic Growth	Beneficial	Beneficial
Equity	Neutral	Beneficial
Conclusion	1 Adverse 4 Uncertain 11 Neutral 3 Beneficial	1 Adverse 9 Neutral 9 Beneficial

Sustainability Appraisal - Section 3 below

3 APPRAISAL UNDER LOCAL DEVELOPMENT FRAMEWORK TABLE

DEVELOPMENT SUSTAINABILITY APPRAISAL

SA Objective	Question: Will this proposal help to.....	Rating	Comment
SOCIAL			
To improve the health of the population overall	Will it improve access to high quality, health facilities?	0	
	Will it reduce death rates?	0	
	Will it encourage healthy lifestyles?	0	
To maintain and improve levels of education and skills in the population overall	Will it improve qualifications and skills of young people?	0	
	Will it improve qualifications and skills of adults?	0	
To reduce crime and anti-social activity	Will it reduce actual levels of crime?	0	
	Will it reduce the fear of crime?	0	
	Will it reduce noise and odour concerns?	0	
To reduce poverty and social exclusion	Will it reduce poverty and social exclusion in those areas most affected?	+	Will provide employment gain for residents of Risby
To improve access to key services for all sectors of the population	Will it improve accessibility to key local services?	0	
	Will it improve accessibility to shopping facilities?	0	
	Will it provide access to childcare?	?	
To offer everybody the opportunity for rewarding and satisfying employment	Will it reduce unemployment overall?	+	Some employment for Risby residents who are without private transport
	Will it reduce long-term unemployment?	?	
	Will it provide job opportunities for those most in need of employment?	+	
	Will it help to improve earnings?	+	
To meet the housing requirements of the whole community	Will it reduce homelessness?	+	
	Will it provide enough housing?	0	
	Will it increase the range and affordability of housing for all social groups?	0	
	Will it reduce the number of unfit homes?	0	
To improve the quality of where people live and to encourage community participation	Will it improve the satisfaction of people with their neighbourhood as a place to live?	+	High quality development will improve local environment
	Will it increase access to natural green space?	0	
	Will it encourage engagement in decision making?	0	
	Will increase the number of people involved in volunteer activities?	0	
	Will it improve ethnic relations?	0	
	Will it improve access to cultural facilities?	0	
ENVIRONMENTAL			
To maintain and where possible improve water and air quality	Will it improve the quality of inland waters?	0	
	Will it improve the quality of coastal waters?	0	
	Will it improve air quality?	0	
To conserve soil resources and quality	Will it minimise the loss of greenfield land to development?	++	
	Will it minimise loss of the best and most versatile agricultural land to development?	++	
	Will it maintain and enhance soil quality?	0	
To use water and mineral resources efficiently, and re-use and recycle where possible	Will it promote sustainable use of minerals?	0	
	Will it promote sustainable use of water?	0	

SA Objective	Question: Will this proposal help to.....	Rating	Comment
	Will it maintain water availability for water dependant habitats?	O	N/A
To reduce waste	Will it reduce household waste?	O	
	Will it increase waste recovery and recycling?	?	May do – but uncertain
To reduce the effects of traffic on the environment	Will it effect traffic volumes?	O	No greater than when in use previously
	Will it reduce the need for local travel?	O	
	Will it increase the proportion of journeys made using modes other than the private car?	-	
To reduce contributions to climate change	Will it reduce emissions of green house gases by reducing energy consumption?	-	
	Will it increase the proportion of energy needs being met by renewable sources?	-	
To reduce vulnerability to climatic events	Will it minimise the risk of flooding to people and property from rivers and watercourses?	O	N/A
	Will it minimise the risk of flooding to people and property on the coast?	O	N/A
	Will it reduce the risk of coastal erosion?	O	N/A
	Will it reduce the risk of damage to people and property from storm events?	O	
To conserve and enhance biodiversity	Will it maintain and enhance sites designated for their nature conservation interest?	O	N/A
	Will it help deliver the targets and actions for habitats and species within the Suffolk Biodiversity Action Plan?	O	N/A
	Will it help to reverse the national decline in farmland birds?	O	
To conserve and where appropriate enhance areas of historical and archaeological importance	Will it protect and enhance sites, features and areas of historical and cultural value in both urban and rural areas?	O	
	Will it protect and enhance sites, features and areas of archaeological value in both urban and rural areas?	O	
	Will it protect and enhance sites, features and areas of geological value in both urban and rural areas?	O	
To conserve and enhance the quality and local distinctiveness of landscapes and townscapes	Will it reduce the amount of derelict, degraded and underused land?	++	
	Will it improve the landscape and/or townscape?	++	
ECONOMIC			
To achieve sustainable levels of prosperity and economic growth throughout the plan area	Will it improve business development and enhance competitiveness?	++	
	Will it improve the resilience of business and the economy?	+	
	Will it promote growth in key sectors?	+	
	Will it improve economic performance in advantaged and disadvantaged areas?	O	
	Will it encourage rural diversification?	+	
To revitalise town centres	Will it increase the range of employment opportunities, shops and services available in town centres?	O	
	Will it decrease the number of vacant units in town centres?	O	
To encourage efficient patterns of movement in support of economic growth	Will it reduce commuting?	-	
	Will it improve accessibility to work by public transport, walking and cycling?	O	
	Will it reduce journey times between key employment areas and key transport interchanges?	O	
	Will it increase the proportion of freight transported by rail or other sustainable modes?	O	
	Will it increase the consumption of locally produced food and good?	O	
To encourage and accommodate both indigenous and inward investment	Will it encourage indigenous business?	++	
	Will it encourage inward investment?	++	
	Will it make land available for business development?	++	

Significant Positive Effects: Minimises loss of greenfield land to development and loss of best and most versatile agricultural land.

Reduces amount of derelict brownfield land.

Improves landscape.
Improves business development and enhances competitiveness.
Encourages local business and inward investment.
Makes land available for business development

Significant Negative Effects: Will not increase proportion of journeys made using modes other than private car.
May increase green house gas emissions.
Will not increase proportion of energy needs being met by renewable resources.
Will not reduce commuting.

Timescale: Development scheduled to commence within 9 months.

Likelihood: Barring unforeseen circumstances project certain to proceed subject to obtaining planning permission.

Recommendation for mitigation of adverse effects and/or enhancement of positive effects:

Ensure that wildlife value of landscaping works is maximised consistent with not compromising visual quality.
Give every encouragement to employment from village community.
Examine means by which private car commuting to the site may be minimised.

ASSESSMENT CARRIED OUT BY: __John Popham_____ DATE: _November 2006