

MASTERPLAN, WEST SUFFOLK HOSPITAL

Site of West Suffolk Hospital and St. Nicholas' Hospice Hardwick Lane, Bury St Edmunds.



Adopted July 2015

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1. Masterplan drawing, KLH Architects: Ref 2913-KLH-XX-ZZ-DR-A-0100 . P04

Public Consultation

This draft Masterplan was published for a four week consultation beginning on Monday 23rd March and ending on Monday 20th April. Following this consultation period a Statement of Community Involvement (Appendix A) has been prepared, which summaries the responses, comments upon them and where appropriate proposes amendments to the Masterplan. Copies of the original stakeholder and public responses have been included in the appendices. The draft Masterplan has been updated accordingly, prior to submission to the Borough Council for formal adoption.

1 INTRODUCTION

1.1 Status, purpose and scope of document

1.1.1 The adopted St. Edmundsbury Core Strategy (Policy CS3) states that Masterplans will be required for sites which by virtue of size, location or proposed mix of uses are determined by the local planning authority to require a masterplanning approach.

1.1.2 Policy BV22 in the Bury St. Edmunds Vision 2031 sets out the Council's specific policy towards the site currently occupied by West Suffolk Hospital and St. Nicholas' Hospice. It states:- Within the site shown on the Policies Map at Hardwick Lane, Bury St Edmunds (known as the hospital site), support will be given for the provision of new buildings and extension of existing premises for health care and associated uses where:

- a) Efficient use of land is maximised;
- b) Additional and adequate car parking is provided;
- c) A travel plan to reduce dependency on access to the hospital site by the private motor car is prepared and implemented; and
- d) The proposal would not have an unacceptable impact on the amenity of the hospital site and the surrounding area.

1.1.3 The paragraph preceding the policy advises as follows:-

"West Suffolk Hospital provides accident and emergency services for a wide area. The Foundation Trust has indicated that in the long term they wish to relocate to a new, purpose-built health campus. Provision for this is made in the Core Strategy near the Westley A14 interchange. In the meantime it is important to enable services to be provided at the existing site. Should there be major development proposals at the existing hospital we will require a masterplan to be prepared which would need to take account of increased demand for parking, traffic generation and environmental impacts on the site. The future design and development of the site should be sympathetic to sensitive environmental and heritage features and any potential adverse effects mitigated. Any necessary water quality or water availability mitigation measures should be undertaken in advance of the development taking place.

1.2 Overview of Strategic Planning for New Hospital

1.2.1 The Council's Core Strategy and Bury St. Edmunds Vision have allocated a site on the western edge of Bury St Edmunds as a location for a new healthcare campus, which would focus on a new hospital. In the long term the Trust faces the challenge of providing a level of care appropriate to the 21st century within aging buildings that will make this increasingly difficult. The existing main hospital building is based on 1960's design which does not reflect current layout/standards and is not functionally suitable by today's standards.

1.2.2 The Trust has commissioned an option appraisal to compare the re-development of the Hardwick Lane site and the development of a new healthcare campus on the Westley site. The purpose of the appraisal is to establish the preferred location for the future delivery of healthcare in West Suffolk. It is anticipated that this work will be concluded later this year, following which the Trust will develop a detailed strategic long term development plan for the preferred option.

- 1.2.3 In the meantime the development of a new hospital either at Hardwick Lane or on the Westley Site is unlikely to come to fruition for a period of at least 15 years during which time the provision of healthcare needs to be able to adapt to medical developments and the pressures arising from an aging and growing population. Currently on average the outpatients department sees 1000 patients per day, in the next 10 years this is predicted to increase to 1500 patients per day.
- 1.2.4 Emergency activity is currently forecast to increase annually by 3%. Increasing pressure felt by neighboring acute providers is expected to result in more patients living on the borders of the Trusts catchment area, particularly to the west; choosing to have their elective care at the West Suffolk Hospital.

1.3 Purposes of the Masterplan

- 1.3.1 The primary purposes of preparing this Interim Masterplan are:-
- To comply with the planning policies contained in the Council's Core Strategy and Bury St. Edmunds Vision 2031;
 - To provide a framework for future development on the hospital site;
 - To provide the West Suffolk NHS Foundation Trust with a clear basis on which to make decisions about future development on the hospital site in the short to medium term; and
 - To provide guidance for Council officers and Members in the determination of any future planning applications.

1.4 Scope of Masterplan

- 1.4.1 The Masterplan is supported by a Travel Plan and includes the following matters:-
- A summary of the Trust's current and projected needs;
 - A description of the site;
 - Identification of potential areas capable of accommodating further development;
 - Baseline information where necessary to inform the constraints and opportunities affecting the areas identified for future development comprising:
 - The relationship to existing development;
 - The landscape setting;
 - Wildlife;
 - Traffic and access;
 - The planning policy context.

1.5 Supporting Documents

- 1.5.1 The following documents provide background information and should be read in association with this Masterplan:-
- ECOLOGY ASSESSMENTS – PRACTICAL ECOLOGY
 - Extended Phase 1 Habitat Report – Woodland abutting Sharps Road: September 2014.
 - Extended Phase 1 Habitat Report – Residencies, West Suffolk Hospital: September 2014.
 - Extended Phase 1 Habitat Report – Site B: July 2014
 - West Suffolk Hospital – Bat Aerial Inspection Report: February 2015.

- ARBORICULTURAL ASSESSMENTS – HAYDENS, ARBORICULTURAL CONSULTANTS
 - Tree Survey and Constraints Report – Western Woodland: 12/09/2014
 - Tree Survey and Constraints Plan – Western Woodland: 12/09/2014
 - Tree Survey and Constraints Report – Existing Residences: 12/03/2014
 - Tree Survey and Constraints Plan – Existing Residences: 15/09/2014
 - Tree Survey and Constraints Report – Residences Site B: 09/09/2014
 - Tree Survey and Constraints Plan – Residences Site B: 09/09/2014
 - Assessment of Heritage Trees and Evaluation of tree cover in relation to Boundary Screening: 15/02/2015.

- TRANSPORT ASSESSMENT - MLM
 - Transport Statement – Masterplan Ref: 616256-REP-CIV-TS 2015_772.

- TRAVEL PLAN FOR WEST SUFFOLK HOSPITAL

Travel Plan: September 2014.

- ACTION PLAN

The Action Plan of Measures in the Travel Plan will be reviewed and updated where appropriate, to take into account the responses of stakeholders, in particular by Suffolk county Council, and the public prior to its submissions with the proposed application for extra car parking in the Western Woodland.

- STATEMENT OF COMMUNITY INVOLVEMENT
 - To be completed following Public Consultation

2 SUMMARY OF THE TRUST'S CURRENT REQUIREMENTS

2.1 In the short term the Trust needs to provide the following:

- A cardiac catheterisation laboratory or Cath lab;
- A sterile services department (SSD) to be relocated on site from Hospital Road;
- New residences to replace the existing substandard residences; and
- Additional car parking to alleviate current parking issues.
- Improvements to the site entrance to ensure access for emergency vehicles is never hindered.

2.2 The Trust's SSD team and facilities are currently located in buildings at Hospital Road, Bury St. Edmunds approximately 1.5 miles from West Suffolk Hospital. The land and buildings are owned by Suffolk Mental Health Partnership NHS Trust (NSFT), and are leased to the Trust. Sterile services are critical to the smooth and efficient operation of WSFT's theatres. The SSD building, facilities and environment are however, aging, and are in need of urgent investment. This is placing constraints on the current service provision and future growth potential.

2.3 Typically, vehicles perform 29 journeys per week (5 hospital visits each weekday, and 2 visits on Saturday and 2 on Sunday), equivalent to circa 90 miles per week. There would be a reduction in transportation costs as the majority of clinical instruments will be moved within the main hospital buildings.

- 2.4 Movement of the SSD team would create demand for an additional 12 car parking spaces at Hardwick Lane site. However, the shift / working pattern for this department runs slightly behind the main hospital. The busy period for reprocessing and sterilising instruments is from the later afternoon into the evening, processing equipment used that day ready for the next. Much of the parking demand therefore avoids the peak demand.
- 2.5 Notwithstanding the Travel Plan designed to reduce reliance on use of the car, additional parking provision is still required for the following reasons:
- To address visitor parking availability;
 - To increase Blue Badge spaces;
 - To provide the necessary tolerance to enforce unauthorised parking;
 - To provide for increased Trust activity arising from population growth and an ageing population; and,
 - To provide capacity on site when space may be taken up during construction and refurbishment projects.
- 2.7 Outline planning permission was granted on 19th December 2014 for the new residences located within Area 5. These will be synchronised with the demolition of the existing staff accommodation ensuring that no more than 160 (existing number) bedrooms are in occupation at any time.



Figure 1 Location Plan



Figure 2 Illustrative Image

3 DESCRIPTION OF THE SITE AND ITS LOCATION

- 3.1 The Trust's land holding at Hardwick Lane covers an area of 20.88 hectares with buildings set in a mature landscape setting. The site is located approximately 1.5 km south of the town centre.
- 3.2 The site is not located within a flood plain, Conservation Area or a Special Landscape Area although the southern boundary adjoins a Special Landscape Area. In addition no areas of significance for archaeology have been identified.
- 3.3 Within and adjacent to the complex of existing buildings and car parks a large number of mature trees, belonging originally with the historic parkland, have been retained, which has had the beneficial effect of softening the impact of the hospital in its urban setting and integrating it into the adjoining landscape. These mature trees have been supplemented over the years by ornamental and native planting which further softens the impact of the hospital buildings and car parks. The trees within the hospital site are covered by two blanket Tree Preservation Orders.
- 3.4 Buildings accommodating the St. Nicholas Hospice and the Wedgwood Unit, where day care is provided by the Suffolk Mental Health Care Trust, are located in the south-east corner of the site. Both of these occupiers have long leases which mean that they could remain at Hardwick Lane if there was a relocation of the acute hospital.
- 3.5 The site faces on to Hardwick Lane to the north, where residential properties front on to the opposite side of the road.
- 3.6 There is a largely undeveloped area of woodland on the west side of the site adjoining the spacious rear gardens of large detached dwellings in Sharp Road, the exception being a car park constructed within a clearing at its northern end. A bund on the western boundary was constructed in 2005 and planted up in order to protect the residents in Sharp Road from the impact of the car park and any future development. This has now matured to create an effective screen.
- 3.7 Hardwick Heath, an important area of public open space, adjoins the eastern boundary and the remains of the former Hardwick House estate lie to the south.
- 3.8 There is one entrance ('in' only) to the hospital site from Hardwick Lane, located at the eastern end of the frontage. The main traffic circulation through the site has been recently changed to one-way only with two exits to Hardwick Lane, located centrally and at the western end of the frontage.
- 3.9 There are 16 car parks on the site with a total of 1,494 spaces. The last time that spaces were increased substantially was in 2004 when 260 were added. However, the site is operating at capacity. Illegal and inconsiderate parking has been much reduced by double yellow and red lines and wooden posts in key locations.
- 3.10 Nevertheless there is still some illegal parking on site and some parking off-site in local residential roads and at Hardwick Heath car park.

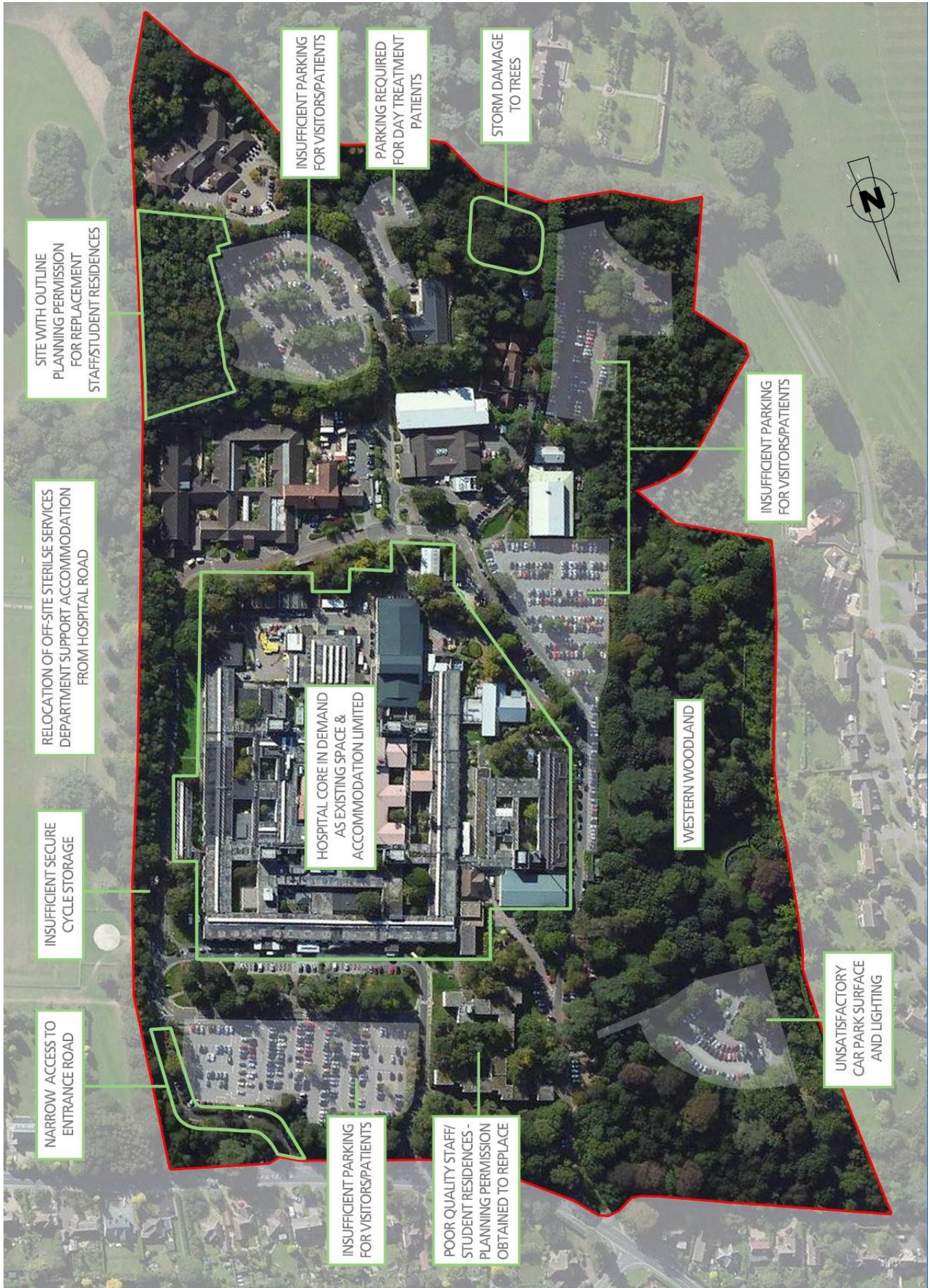


Figure 3 EXISTING SITE CONTEXT

4 IDENTIFICATION OF POTENTIAL AREAS CAPABLE OF ACCOMMODATING FURTHER DEVELOPMENT

4.1 Identification of potential areas where the future needs of the Trust can be met has taken into account the core and other buildings which will not be subject to significant change and the need to maintain the mature landscape setting around the boundaries of the site. On this basis the following development areas have been identified in this Masterplan (see Appendix 1, KLH drawing no 2913-KLH-XX-ZZ-DR-A-0100 P03).

Area 1 Hospital Core

Area 2 Western Woodland

Area 3 Site of existing residences (soon to be replaced – see Area 5 below)

Area 4 Vacant land adjacent to Rowan House

Area 5 Site of proposed residences

4.2 Area 1 – Hospital Core

4.2.1 This comprises the original hospital buildings, where core medical services are provided, separated from Hardwick Lane by Car Park A (the patients' and visitors' car park) and encompassed by the main internal roadway.

4.2.2 Opportunities will be limited to replacement of any existing structures and extensions to the core building, related to the provision of the core medical services. As this is a largely developed area there has been no need to assess impacts on trees and wildlife in the preparation of this Masterplan. New development of the core medical facilities will be incorporated into the main hospital wherever possible to maintain the concentration of diagnostic and treatment facilities in close proximity to each other and the in-patient wards.

4.3 Area 2 – Western Woodland

4.3.1 In the late 1990s the West Suffolk Hospitals NHS Trust purchased an area of land between the western boundary of the existing hospital complex and properties fronting Sharp Road in order to provide for future expansion. One clearing towards the northern end of this area now accommodates a car park.

4.4 Area 3 – Site of existing residences (soon to be replaced – see Area 5 below)

4.4.1 The existing residences will be demolished following completion of the new residences. This cannot occur before the design and construction of the new residencies and therefore cannot provide for the Trust's immediate needs.

4.5 Area 4 – Vacant land adjacent to Rowan House

4.5.1 This pocket of land is situated centrally on the southern boundary of the site. It is bordered by the grounds of Hardwick Manor to the south, a car park to the east and hospital buildings and woodland to the north.

4.6 Area 5 – Site of New Residences

- 4.6.1 The site is situated in the south-east corner of the hospital site. It is bordered by a car park to the west, Hardwick Heath to the east and hospital buildings to the north and south. Since this area is now committed to the new residences and was fully assessed as part of the recently permitted outline planning application it has not been included as available for future development in the Masterplan.

5 BASELINE SITE INFORMATION

- 5.1 The key issues influencing development within Areas 2, 3 and 4 have been scoped as:-

- Impact on trees;
- Impact on wildlife;
- Relationship to adjoining the land uses including existing residential development adjoining the site.

In respect of trees and wildlife reference should be made to the separate reports accompanying the Masterplan and which are summarised below.

5.2 Assessment of Heritage Trees

5.2.1 Heritage Trees

A number of heritage trees and woodland areas have been identified which are of considerable historic and cultural value. These are either Large, mature or veteran specimens of Cedar of Lebanon, Sweet chestnut, Beech, Oak or old Yew woodland. Whilst it is not possible to establish precise dates for these trees they are of an age which means that they are certainly remnants of the historic landscape and parkland of Hardwick Manor and as such they provide maturity of character and cultural connection to the history of the site. These trees have been identified on the accompanying plan Ref: 4572-D.

5.3 Evaluation of Tree Cover in Relationship to Boundary Screening

- 5.3.1 A total of 10 different areas have been identified and the character of each has been assessed in the accompanying Arboricultural Consultant's Reports as below:

5.3.2 Area 1 – Hardwick Lane

The wooded frontage of the site along Hardwick Lane is typified by dense understorey of evergreen species, predominantly yew, with overstorey of sycamore, cedar, beech and lime. These trees are important to the character of Hardwick Lane and provide very effective screening of the site's Northern boundary due to the elevated position of the site over land to the north.

5.3.3 Area 2 – Hardwick Heath Sports Pitches

Extending to approximately half the length of the sites eastern boundary this narrow tree belt is of mixed species including oak, silver birch, sycamore, scots pine and yew. This provides important definition of the boundary and screening of hospital buildings from the Heath. Whilst some evergreen specimens are present the predominantly deciduous nature of the trees dictates that the screening effect by establishing evergreen understorey there is little scope for removing trees in this area without compromising the screening value of the feature.

5.3.4 Area 3 – Off-site trees on Hardwick Heath

Some areas of off-site trees provide good screening benefit. These are either relatively young plantation trees or naturalised scrub.

5.3.5 Area 4 – Eastern Plantation

A large area of even aged plantation woodland is present which provides good screening but has not received consistent management resulting in etiolated growth of trees which are strongly dependent on one another for shelter from prevailing winds. As the canopy structure of the trees in this area is high, the screening effect is somewhat reduced but could easily be improved through periodic thinning and establishment of understorey vegetation.

5.3.6 Area 5 – Off-site Woodland at Hardwick Manor

Outside of the site's southern boundary is dense woodland of mixed native and ornamental trees. Whilst some of the on-site vegetation augments the wooded effect along this boundary there are no substantial open views across this boundary.

5.3.7 Area 6 – Evergreen Sections of the Western Boundary

Some sections of the western boundary are populated by dense areas of evergreen trees such as yew and holm oak. Additional young planting in these areas offer substantial screening to sections of this boundary.

5.3.8 Area 7 – Sparse Sections of the Western Boundary

Two areas of the western boundary are notably sparse allowing largely unobstructed views of the parkland beyond. The southernmost of this areas has been provided with a two metre close boarded fence which assists in the low level screening of parking areas but both areas could be substantially improved with the addition of new planting.

5.3.9 Area 8 – Open Section

A section of the western boundary is almost devoid of any substantial vegetation however the orientation of the boundary at this point reduces the potential for views into and out of the site. In light of intended proposals to increase parking provision in this area of the site it is highly recommended that appropriate planting should be made to establish an effective screen over time.

5.3.10 Area 9 – Bund Planting

As part of past landscaping works a bund has been created along a section of the western boundary and planting of native shrub species predominantly hazel and dogwood, has been made along its length. Whilst this provides a degree of screening as well as good wildlife habitat, the low level nature of the planting combined with the sites topography dictates that views from properties along Sharp Road are possible above the trees. This is not currently a substantial issue as the presence of larger heritage trees provides a backdrop that softens the appearance of the hospital buildings higher up the slope to the east. Because it is intended to increase the provision of parking areas close to the western boundary it would be advisable to establish taller species among the existing bund planting to improve screening over time.

5.3.11 Area 10 – Bund Planting

The issues relating to Area 10 are similar to those of area 9 except that the vegetation has established more successfully and the nature of topography improves the screening effect currently present.

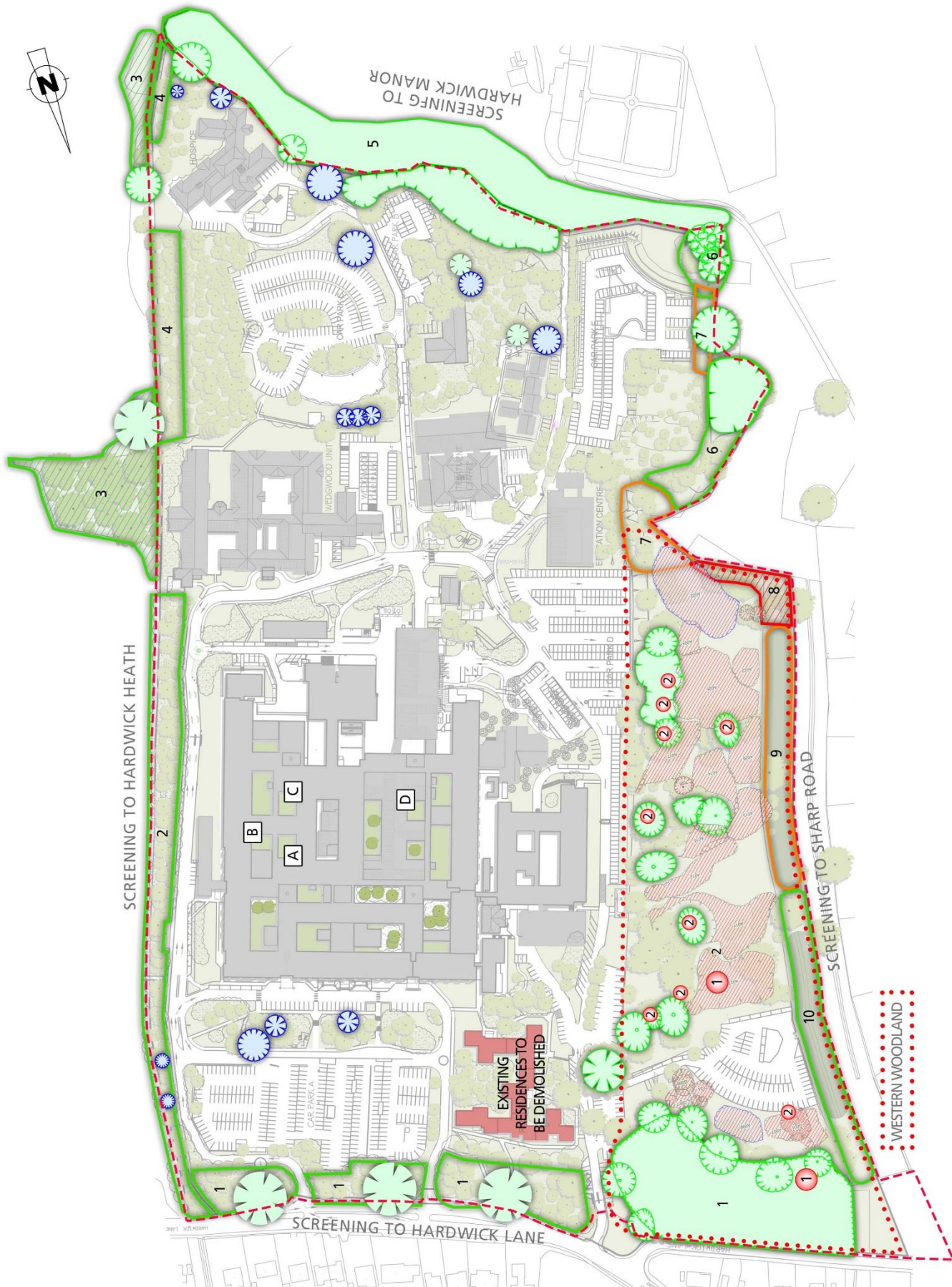


Figure 4 LANDSCAPE

5.4 Area 2 – Western Woodland

5.4.1 Trees

Within this area there are two woodlands, the most northern is the smallest and lies between a car park to the south and Hardwick Lane to the north. The most southern woodland is the larger area between the internal circulatory road and the backs of properties in Sharp Road from which it is separated visually by a planted bund. Level changes are generally gentle and undulating.

The tree survey identified a total of thirty three individual trees, one group of trees and two woodland areas, which included twenty trees falling within BS 5837:20 Category "A" (features of high quality) specimens or landscape features and nine BS 5837:2012 Category "B" (features of modest quality) trees.

The Root Protection Areas and crown spreads for the trees deemed worthy of retention are indicated on Hayden's Drawing No.4287-D contained within the accompanying report. These define the below and above ground constraints of the trees.

Ideally, the footprint of any proposed development should be no closer than 2 metres from the edge of any root protection area or crown spread of any trees to be retained. Consideration should also be given to the future growth potential of trees in close proximity to prospective development.

5.4.2 Wildlife

An extended Phase 1 Habitat Survey was carried out in August 2014 in order to provide ecological baseline information pertaining to the site along with recommendations for further surveys, mitigation and enhancement as deemed appropriate.

No definitive evidence of protected species was found within the woodland but further monitoring will be necessary to confirm whether or not this is the case and, if necessary, measures taken to mitigate the impact on any identified species.

Further ecological survey dated February 2015 has been established that there is no evidence of bats using the trees which offered potential Bat roosts. Recommendations are given for the correct procedure in the event that any of these particular trees are removed.

The protection of the trees to be retained is important. Clearance of log piles should be carried out by hand between April and October (the reptile active period) and any tree clearance works should be undertaken outside of the nesting bird season (March-September inclusive). If this is not possible, a nesting bird survey should be undertaken by an experienced ecologist 24-48 hours prior to clearance.

5.4.3 Relationship to adjoining land uses

This area is separated from the core buildings by the internal circulatory road and its detachment makes it less suited to accommodating acute medical facilities whilst maintaining the concentration of diagnostic and treatment facilities in close proximity to each other and the in-patient wards.

It adjoins the rear gardens of dwellings in Sharp Road such that any new development would need to be of scale that does not adversely impact these properties or introduce unacceptable overlooking.

The need to maintain the tree dominated character of this area places a restriction on the size and nature development and the need to develop outside the root protection areas and crown spreads.

5.5 Area 3 – Site of Existing Residences

5.5.1 Trees

Although the site is currently developed nevertheless there are many trees located in this area, some of which are in groups and whilst others have merit, all were planted as part of the original development. There are many level changes as a result of cut and fill at the time of construction of the Existing Accommodation. The residences are separated from Hardwick Lane by a substantial woodland Avery.

The tree survey identified a total of twenty seven individual trees, fourteen groups of trees and one woodland, which included twenty trees falling within BS 5837:20 Category "A" (features of high quality) specimens or landscape features and nine BS 5837:2012 Category "B" (features of modest quality) trees.

The Root Protection Areas and crown spreads for the trees deemed worthy of retention are indicated on Hayden's Drawing No.4288-D contained within the accompanying report. These define the below and above ground constraints of the trees constraints of the trees.

Ideally, the footprint of any proposed development should be no closer than 2 metres from the edge of any root protection area or crown spread of any trees to be retained. In regards to shading consideration will be needed regarding the size, positioning and aspect of windows, together with the internal layout of buildings in close proximity to trees to ensure sufficient daylight enters rooms or buildings. Consideration should also be given to the future growth potential of trees in close proximity to prospective development.

Hard surfaces may be constructed under the crown spreads of retained trees and within the root protection area if specific detail is paid to the design and specification.

5.5.2 Wildlife

An extended Phase 1 Habitat Survey was carried out in August 2014 in order to provide ecological baseline information pertaining to the site along with recommendations for further surveys, mitigation and enhancement as deemed appropriate.

No definitive evidence of protected species was found within the area. The current residences that are to be demolished comprises a three-storey flat roofed building with no potential noted for roosting bats.

The protection of the trees to be retained is important. Any tree clearance works should be undertaken outside of the nesting bird season (March-September inclusive). If this is not possible, a nesting bird survey should be undertaken by an experienced ecologist 24-48 hours prior to clearance. If an active nest is identified it should be left in-situ with sufficient attendant vegetation so as to afford a screen against works. The nest must be left in situ until the young have fledged and the nest has been abandoned. Native and wildlife attracting plant species should be used wherever possible in the planting scheme for the site.

5.5.3 Relationship to adjoining land uses

The site is well related to the main patients' and visitors' car park with access to the core building without crossing the existing internal roads. It is screened from dwellings on the opposite side of Hardwick Lane by an area of woodland.

If trees of merit are to be retained (within this area) there will be a restriction on the size and nature of new buildings in terms of avoiding overshadowing and the need to build outside the root protection areas and crown spreads. A problem exuberated by the changing levels.

5.6 Area 4 – Vacant land adjacent to Rowan House

5.6.1 Trees

This is a mixed broadleaf and Conifer woodland with a large understory of suppressed and distorted specimens, particularly yew and sycamore. The area slopes and also contains a number of significant localised level changes.

The tree survey identified a total of five individual trees and one woodland, which included seven trees falling within BS 5837:20 Category "A" (features of high quality) specimens or landscape features and ten BS 5837:2012 Category "B" (features of modest quality) trees.

The Root Protection Areas and crown spreads for the trees deemed worthy of retention are indicated on Hayden's Drawing No.4023-D contained in the accompanying report. These define the below and above ground constraints of the trees.

Ideally, the footprint of any proposed building should be no closer than 2 metres from the edge of any root protection area or crown spread of any trees to be retained. In regards to shading consideration will be needed regarding the size, positioning and aspect of windows, together with the internal layout of buildings in close proximity to trees to ensure sufficient daylight enters rooms or buildings. Consideration should also be given to the future growth potential of trees in close proximity to prospective development.

Hard surfaces may be constructed under the crown spreads of retained trees and within the root protection area if specific detail is paid to the design and specification.

5.6.2 Wildlife

A Phase 1 Habitat Survey was carried out in July 2014 in order to provide ecological baseline information pertaining to the site along with recommendations for further surveys, mitigation and enhancement as deemed appropriate.

No definitive evidence of protected species was found within the area but further monitoring will be necessary to confirm whether or not this is the case and, if necessary, measures taken to mitigate the impact on any identified species.

Two yew trees with bat potential have been identified on site. If either of these trees will be lost to the development or impacted by lightning as a consequence of the development then further aerial inspection surveys and/or emergence surveys will be required.

The protection of the trees to be retained is important. Clearance of log piles should be carried out by hand between April and October (the reptile active period) and any tree clearance works should be undertaken outside of the nesting bird season (March-September inclusive). If this is not possible, a nesting bird survey should be undertaken by an experienced ecologist 24-48 hours prior to clearance. If an active nest is identified it should be left in-situ with sufficient attendant vegetation so as to afford a screen against works. The nest must be left in situ until the young have fledged and the nest has been abandoned. Native and wildlife attracting plant species should be used wherever possible in the planting scheme for the site.

5.6.3 Relationship to adjoining land uses

This area is isolated from the core buildings and immediately south of the residences in Rowan House and the Busy Bees day care nursery. Its location makes it unsuited to accommodating the services necessary to maintaining the concentration of diagnostic and treatment facilities in close proximity to each other and the in-patient wards.

It adjoins the grounds to Hardwick Manor to the south such that any new buildings would need to be of scale that does not impact this property or introduce unacceptable overlooking.

The need to maintain the important trees within this area, a problem exacerbated by the changing levels, places a restriction on the size and nature of new buildings in terms of avoiding overshadowing and the need to build outside the root protection areas and crown spreads.

Further improvements to the Boundary screening and landscaping will be a key factor to any use of this area.

6 PLANNING POLICY CONTEXT

6.1 St. Edmundsbury Core Strategy, December 2010

6.1.1 Policy CS3, which sets out the circumstances when Masterplans will be required, requires proposals for new development to create and contribute to a high quality, safe and sustainable environment. The policy identifies the components that should be addressed, and these addressed where relevant within this Masterplan.

6.1.2 Policy CS3 is supported by a Supplementary Planning Document – Development Design & Impact, September 2011, which expands upon the criteria that need to be considered when designing new developments.

6.1.3 Other relevant policies are:-

- Policy CS2 requiring that a high quality, sustainable environment be achieved by designing and incorporating measures appropriate to the nature and scale of the development. Such measures relate to the protection and enhancement of natural resources and the sustainable design of the built environment.
- Policy CS7 requiring all proposals for development to provide for travel by a range of means of transport other than the private car. All development proposals will be required to be accessible to people of all abilities including those with mobility impairments.

6.2 Bury St. Edmunds Vision 2031, September 2014

6.2.1 The policy towards development on the site currently occupied by West Suffolk Hospital and St. Nicholas' Hospice (BV22) is set out at paragraphs 1.1.2 and 1.1.3.

6.3 Forest Health and St. Edmundsbury Local Plan – Joint Development Management Policies Document

6.3.1 The Development Management Document was adopted on 24th February 2015. Policies relevant to formulating detailed development proposals will be taken into account.

7 TRANSPORT, PARKING AND THE TRAVEL PLAN

7.1 Travel Plan

7.1.1 In 2014 a new Travel Plan was prepared and adopted by the Trust, replacing earlier travel plans from 2005 and 2010. The current version accompanied a recent application to build replacement residences on the site and also accompanies this Interim Masterplan in accordance with requirement set out in Policy BV22.

7.1.2 Measures already actioned by the Trust include:-

- Promotion of a car sharing scheme;
- Provision of 134 cycle storage spaces;
- Participation in the Department of Transport tax efficient cycle purchase scheme;
- Introduction of car parking charges for staff to encourage alternative means of travel;
- Travel advice for new staff members;
- Leased car scheme favouring low emission cars;
- On site bus stop; and
- Participations in national walk to work week.

7.1.3 In addition the following actions have been taken to alleviate traffic to the site and ease circulation within it:-

- Dedicated car parking for car sharers;
- Leasing of 150 car parking spaces at Bury St Edmunds Rugby Club and introduction of a shuttle bus to and from the hospital;
- Use of bollards to control irregular parking in areas other than defined spaces;
- Widening of the western site exit into two lanes to improve traffic flows;
- Introduction of a one-way system to improve traffic flow within the site; and
- Introduction of longer visiting hours to spread late afternoon visits over a larger period.

7.1.4 Future actions to be taken include:-

- Improved cycle facilities;
- Route and pedestrian signage to the hospital to encourage more walking and cycling;
- Improved bus routes, timetable and display of public transport information in the hospital; and a re-launch of the staff car sharing scheme.

7.2 Traffic and Access

7.2.1 A detailed traffic assessment has been prepared by MLM Consulting Engineers which accompanies this Masterplan and which is summarised below.

7.2.2 Traffic and access has been reviewed since 2011 when many surveys, capacity assessments were undertaken in relation to traffic using the existing access points to the hospital. The surveys and traffic capacity calculations confirmed that junctions from and to, the hospital had some spare capacity.

7.2.3 The surveys did not include onsite parking assessments. However subsequent work has been undertaken to provide an improvement to the management of the existing car parking provision. The car park entry and exit barriers now monitor on a minute by minute basis cars travelling into and out of the site. An illustration of survey results are shown below in a graph format. This first shows a typical midweek day, in this case a Thursday and the other shows the accumulation of parked vehicles over a 24 hour period, for Monday to Friday.

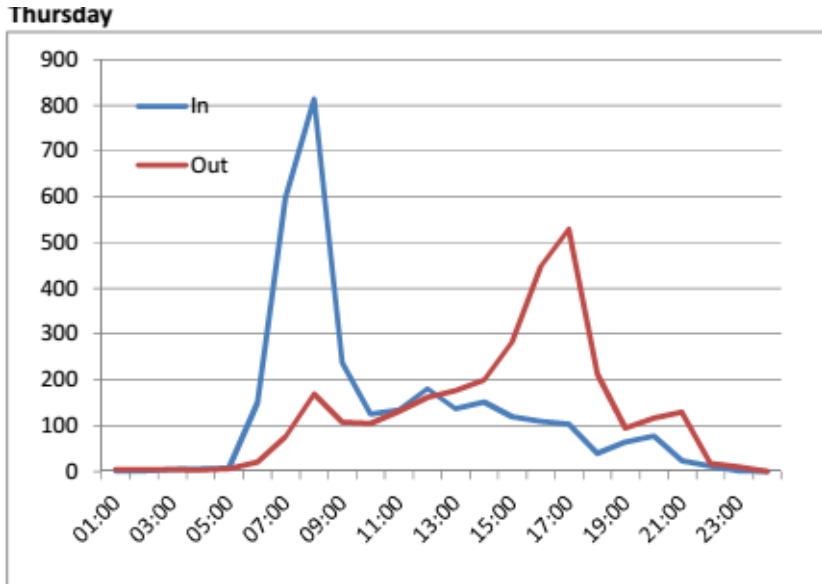


Figure 5 Typical Day Activity of Barrier Vehicles

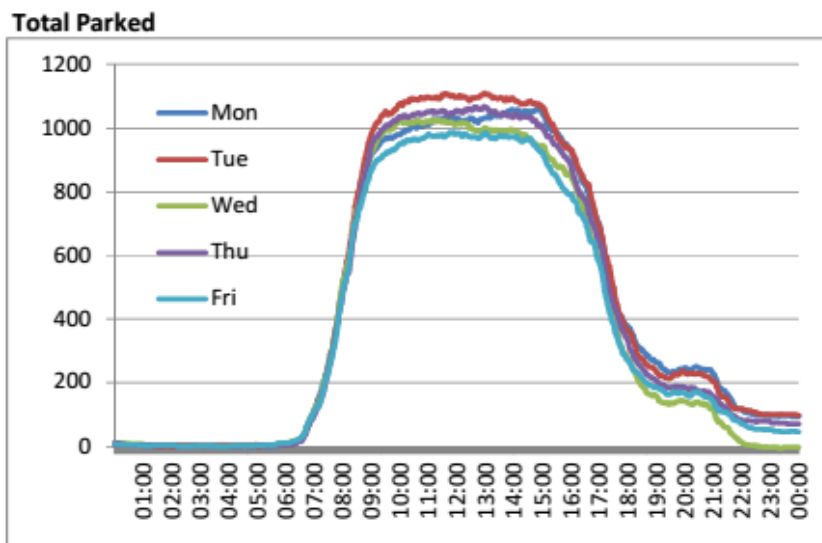


Figure 6 Accumulation of Parked Vehicles

Car parking provision is catered for off site, up to 150 spaces, at Bury St Edmunds Rugby Club. A shuttle bus provides a regular connection through the day from the hospital site to the Rugby Club.

As part of this Masterplan process consultations have been undertaken with Suffolk County Council and this process will be ongoing to provide reassurance that development impacts are not mitigated.

7.3 Car Parking

7.3.1 There is a total of 1,494 car spaces on the site providing for patients, visitors and staff. The Trust currently employs 3,951 staff with staff numbers having increased by 5% increase over the last 5 years. The vast majority of staff work at the Hardwick Lane site and the hospital also receives some 1,600 visitor's vehicles each day. Despite a functioning travel plan the need for parking spaces considerably exceeds on-site availability.

7.3.2 Additional Parking

Additional parking provision is required for the following reasons:

- To allow the trust to address visitor parking availability
- To allow the trust to increase Blue Badge spaces
- To allow the trust tolerance to enforce unauthorised parking
- To provide tolerance for increase trust activity
- To provide site tolerance in support of construction and refurbishment projects.

7.3.3 Visitor Parking

An increase in available parking spaces on site will allow the Trust to address visitor parking availability. It is desirable to provide visitor parking in close proximity to the Ophthalmology Clinic, Day Surgery unit and Oncology unit which will alleviate peak time pressures on the visitor Car Park A.

7.3.4 Increase Blue Badge Spaces

There is a short fall in the available number of Blue Badge Spaces, and the arrival and drop off in front of the main entrance is under pressure with Ambulance and Taxi traffic. A new bank of Blue Badge Parking Spaces are required as close as possible to the main entrance and within easy access.

7.3.5 Enforcement of Unauthorised Parking

Although enormous improvements have been made to control unauthorised parking on-site further improvement to protect landscape areas and internal highway safety can be made if parking pressures are reduced by increasing the number of available spaces.

7.3.6 Tolerance for Increase in Trust Activity

The increase in medical activity and the resulting increase in staff numbers are unpredictable. The trust requires tolerance to manage and accommodate this demand.

7.3.7 Tolerance in Support of Construction and Refurbishment

The hospital estate demands substantial ongoing maintenance, refurbishment and forward planning via capital works. Each project requires site space for a contractor's compound and working area.

The current pressures force the Trust to use landscape or other unsatisfactory areas. Ideally site compounds would be better sited on hardstanding / carpark areas. Tolerance in available parking is required to allow some areas to be taken out of use when needed, such as for building work site compounds.

7.4 Development of Multi-storey Parking

- 7.4.1 As part of the strategic review explaining the long term future of the hospital at Hardwick Lane the provision of multi-story 'decked' car parks will be discussed. Existing car parks A, C and E could have potential for development.

Car Park A

This area adjacent to the main entrance is closely linked to any future re-development and would not be suitable for consideration at this time.

Car Park C

This is located well to the rear of the hospital and could be suitable for provision of additional staff parking, freeing other areas of the site.

Car Park E

Although existing level changes dictate a single additional deck to this car park, its proximity to site boundaries will make it difficult to adequately screen.

The viability of any of these options is such that delivery is only likely to be taken forward as part of a major re-development proposal.

7.5 Cycling Facilities

- 7.5.1 There are currently provisions of 84 covered spaces for cycle storage. This accommodation is often full and additional provision is required to encourage maximum staff and visitor use.
- 7.5.2 Staff changing, showering and locker facilities require upgrading as part of the wider backlog maintenance required. The main changing provision is adjacent to the eastern staff entrance but a number of other small facilities are located within department areas throughout the hospital.
- 7.5.3 There is currently no dedicated cycle route into the site but opportunities exist to improve this by:
- Adequate widening of the main site entrance, and / or;
 - Provision of a separate cycle path entrance linking to future potential upgrade of St Edmunds way into a cycle path, although this might be hindered by level changes.



Car Parking Layout

8 HEALTH AND WELLBEING

- 8.1 Maintaining and improving the physical and mental health of its patients and staff are key to all the work and development that the Trust carried out.
- 8.2 The Trust is aware of the benefits that derive from its parkland setting next to Hardwick Heath, to which patients, staff and visitors have access. There are a number of footpaths into the Heath and that to the pedestrian circulation within the hospital site. In addition the hospital have developed a number of themed courtyard garden within the core structure which are easily accessible. These are subject to ongoing improvement and are maintain to a high standard.
- 8.3 Careful design of the new carparks will provide an opportunity to provide attractive pedestrian links to the hospital. Opportunities will be explored to ensure that they also provide walking routes and seating spaces. The Trust will also explore the opportunity to improve pedestrian access at the western end of the frontage to Hardwick lane. The detail will be developed as part of any future planning application.
- 8.4 The impact of future development on trees and wildlife have been carefully considered in the Masterplan which includes a commitment to retaining important specimen trees and groups of trees within the site. The strategic trees groups that form the boundaries of the hospital and which link the adjacent habitats have been identified. These will be safeguarded to ensure that the setting of the hospital remains attractive for the benefit of all user groups. Opportunities to strengthen and improve these tree screens will be included in any planning application which come forward.

9 THE MASTERPLAN

- 8.1 In the short term the Master plan needs to provide for the developments listed in Section 2 and those identified by the Masterplan process.
- A cardiac catheterisation laboratory or Cath lab;
 - A sterile services department (SSD);
 - New residences to replace the existing substandard residences; and
 - Additional car parking
 - An improved and wider site entrance
 - Improved cycle storage
 - Additional Blue Badge Parking Spaces
 - Strengthening of Boundary screening

These are indicated on the prepared Masterplan layout KLH Architects drawing no 2913-KLH-XX-ZZ-DR-A-0100 P03 attached in Appendix 1 of this document. Each proposal is further summarised explained below.

9.2 Cardiac Catheterisation Laboratory – Area 1

- 9.2.1 The new cardiac Catheterisation Laboratory is a much needed facility at West Suffolk Hospital. It avoids the need for patients to travel to hospitals outside the area for treatment for numerous conditions. The lab itself is a highly serviced examination room which contains diagnostic imaging equipment to visualise the heart and arteries with a view to detecting abnormalities and to provide suitable treatments. In conjunction with the lab dedicated staff facilities together with support rooms, the lab will be able to cater for both inpatient treatment and outpatient treatments via a separate dedicated entrance.
- 9.2.2 This is a key medical facility that requires upgrading and needs to be integrated the hospital core. The upgraded facility is scheduled for completion in 2016. The proposed development will involve reconfiguring the layout of beds within the north-west part section of the core structure and linking in a new two-storey building within an internal courtyard to provide space for related and displaced administration.
- 9.2.3 The upgraded facility will not have any material implications for existing parking and traffic generation. The new building will be hidden from outside view by existing buildings.
- 9.2.4 As a result of this project the existing bed wash facility will need to be relocated and an area for this is shown close to the centre of the hospital.

9.3 Sterile Services Department – Area 1

- 9.3.1 Given that sterile services are critical to the smooth and efficient operation of the hospital theatres that are a great advantage to locate on a site well-related to the hospital core, i.e. within Area 1.
- 9.3.2 It is proposed to erect a new building which will replace the prefabricated structure currently occupied by Estates and Facilities, adjacent to the south-east corner side of the core structure. The new building is scheduled for completion in 2016.
- 9.3.3 It is proposed to accommodate the displayed offices in the same building and to provide space for future relocation of offices currently located within the core structure, as when improvements are carried out to core services. As such a three-story building (sqm.) is planned to accommodate the SSD on the ground floor with the first and second floors designed for both immediate and future office use. This will ensure that the most efficient use is made of available space around the core structure.
- 9.3.4 A planning application for the SSD is being progressed in advance of the adoption of this Masterplan because it will have no material traffic, parking (see paragraphs 2.2 to 2.4) or environmental consequences.

9.4 New Staff Residences – Area 5

- 9.4.1 Area 5 is already committed for the erection of up to 160 bedrooms in a building up to five storeys in height whilst staying below the top of the tree canopies. Outline planning permission was granted on 19th December 2014 for the new residences. The extent of the development zone is outlined on the approved plans and the approach taken ensures that the important environmental assets are protected whilst leaving sufficient flexibility for the future developer on the final layout and design. It is anticipated the new residences will be completed within three years.
- 9.4.2 Following the completion of the new residences the existing ones will be demolished to create a vacant site on Area 3.

9.5 Additional on-site car parking - Area 2

- 9.5.1 The only area where a sufficient number of ground level parking spaces can be provided without harming critical environmental assets is within the Western Woodland.
- 9.5.2 Taking into account heritage trees, initial investigations suggest that approximately 400 extra spaces can be provided within a series of linked clearings and this would include adjusting the layout of the existing car park to make it work more efficiently.
- 9.5.3 The Trust expects to submit a planning application for the car parking as soon as the Borough Council has adopted the Masterplan with a view to providing them by late 2015 / early 2016.
- 9.5.4 The planning application will be supported by a parking strategy which will include, but is not limited to:
- The split between patient, visitor and staff parking;
 - Provision for disabled parking spaces and their location;
 - Provision for 'mother and child' spaces and their location;
 - The provision of space for car sharing; and

How the parking on the site will be managed.

- 9.5.5 Any application will be accompanied by a noise impact assessment, a drainage strategy and a lighting strategy to include measures, as necessary, to mitigate any potentially adverse impacts on residents in Sharp Road. The health and safety of persons using the car parking is important to which end it is expected that any lighting will be low level and designed to protect the amenities accruing to the properties in Sharp Road and to avoid disturbance to protected species that may be using the site, in particular bats.

9.6 Vacant Areas suitable for Future development – Area 3 and 4

- 9.6.1 Completion of the above projects will leave identified Areas 3 and 4, the site of the existing residences and the area next to the southern boundary available for future projects, although currently the Trust has no projects requiring use of either area. In the absence of any plans for the site of the existing residences, following their demolition it will be left tidy and landscaped befitting its prominent position on the Hardwick Lane frontage.
- 9.6.2 Any future development within these areas will be expected to take into account the constraints identified in Sections 5.5 and 5.6.

9.7 Site Entrance

- 9.7.1 The site entrance would benefit from widening to ensure access for emergency vehicles is not hindered at peak times. Although the access is two lane in part, minor widening will alleviate obstruction by large vehicles.

9.8 Improved Cycle Store

- 9.8.1 Cycle storage provision on site is insufficient and the provision of new secure storage for staff, close to the main staff entrance on the east side of the hospital core will vacate the existing cycling storage for us by visitors.

9.9 Blue Badge Parking

A previously landscaped area at the north east corner of the site recently used as a contractor's compound will provide the most convenient location for dedicated parking close to the main entrance. The level incline from this to the main entrance is slight and an additional 20 spaces could be provided.

9.10 Boundary Screening

- 9.10.1 The baseline evaluation has identified additional boundary screen planting that should be incorporated in to forthcoming development works.

10 MONITORING

- 10.1 The Masterplan will be monitored to ensure that its provisions remain valid in the light of any changes to planning policies and the Trust's own plans. Given the rapid developments in new technology, advances in medicine and demands placed on the service by a growing /ageing population it is not feasible to forecast priorities with any certainty. Budgetary constraints are also a significant factor and if the provisions in the Masterplan are found to be inappropriate to evolving circumstances the approval of the Local Planning Authority will be sought to any changes.

APPENDIX 1



- KEY**
- Area of Discussion
 - Pedestrian Routes
 - Current Ongoing Development Sites
 - Potential Future Development Sites
 - Potential Future Car Parking Sites
 - New Boundary Screen Planting
 - A New Residences Block(s)
 - B New Sterile Services Departments and Offices
 - C Cardiac Catheterisation Lab
 - D Additional Cycle Shelters
 - E Site Entrance Widening
- BOUNDARY TREATMENTS**
- Trees forming valuable boundary screening
 - Weak or young screen which could be improved
 - Sparse tree cover with little screen effect

NO DIMENSIONS TO BE SCALED FROM THIS DRAWING

CDM - RESIDUAL RISKS
 Any residual risks which could not be fully mitigated or removed through design have been indicated within the drawing. Please refer to the Design Risk Assessments for further possible control measures which may help to mitigate these and other identified risks further during the construction / maintenance process.

Rev	Date	Reference	Drawn / CDR	SE	RK
P01	2014/11/20	P01 FIRST ISSUE		SE	RK
P02	2015/05/08	P02 UPDATED FOLLOWING CONSULTATION		SE	RK



Client
WEST SUFFOLK HOSPITAL NHS TRUST

Project
WSHT MASTER PLAN

Title
WEST SUFFOLK HOSPITAL MASTER PLAN

Drawing Ref. Revision
2913-KLH-XX-ZZ-DR-A-0100 **P02**

Scale - unless otherwise stated Status Issued For
 1:3000 @ A1 50 Preliminary

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