

An aerial photograph showing a large industrial and commercial site. In the foreground, there are several large, modern industrial buildings with grey roofs, a parking lot filled with cars and trucks, and a large open area. A multi-lane highway runs along the left side of the site. The middle ground consists of vast green agricultural fields. In the background, a residential area with many houses is visible, followed by a dense urban area with various buildings and structures. The sky is overcast and hazy.

# SUFFOLK BUSINESS PARK EXTENSION

## MASTERPLAN

ADOPTED JUNE 2010

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# 1. INTRODUCTION

## Suffolk Park Extension

This Masterplan relates to land to the east of Suffolk Park allocated for employment development in the adopted Replacement St. Edmundsbury Borough Local Plan 2016.

Policy BSE3 of the Local Plan refers to this land; it establishes a requirement for the Masterplan and outlines the topics it should cover.

The Council has subsequently prepared and adopted a Concept Statement for the Suffolk Business Park extension. It provides additional guidance on the content of the Masterplan. A Sustainability Appraisal has been requested to support the Masterplan and this is appended.

The Masterplan has been subject to a period of public consultation and comments received have been taken into account. The Masterplan will be a material consideration in determining planning applications for the development of the site in the future.



*View of the eastern end of Suffolk Park extension from the A14*



*Aerial view of Suffolk Park extension between the existing Park and the Rougham Industrial Estate*

## Location

The Suffolk Business Park extension lies to the east of Bury St. Edmunds, north of the A14. Land is identified between the existing Suffolk Business Park and the Rougham Industrial Estate and between the Industrial Estate and Sow Lane leading to the Rookery Junction on the A14. A total area of approximately 70 hectares is included for employment and related development.

## Aims of the Masterplan

The Masterplan describes the site and sets out the planning background. It shows how the site is expected to be developed in accordance with the Borough Plan policies and identifies the proposed alignment for the Bury St. Edmunds Eastern Relief Road and the anticipated development zones and structural landscaping. It also identifies the area of the Rougham Aerodrome Showground.

## 2. SITE AND SURROUNDING AREA

### Adjacent land uses comprise:

- Rougham Aerodrome Showground to the north. The airfield control tower and adjacent radio room are Listed buildings. The airfield comprises a grass airstrip used by light aircraft and land used for shows and events;
- New housing development at Moreton Hall lies to the north west;
- The existing Suffolk Business Park lies to the west. It contains a mix of businesses and building types. There are only a few plots remaining to be developed;
- To the south the site is bounded by the A14;
- The Rougham Industrial Estate lies between the two allocated Employment Areas covered by this Masterplan. It is an existing industrial estate occupied by a variety of businesses.
- To the east of the site is Rougham Road which links to the Rookery Crossroads junction.



*Rougham Aerodrome Showground*



*Western boundary to existing Suffolk Park*



*Moreton Hall Housing*



*View of the Suffolk Park extension and airfield from the south*

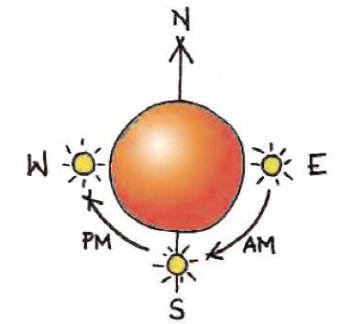
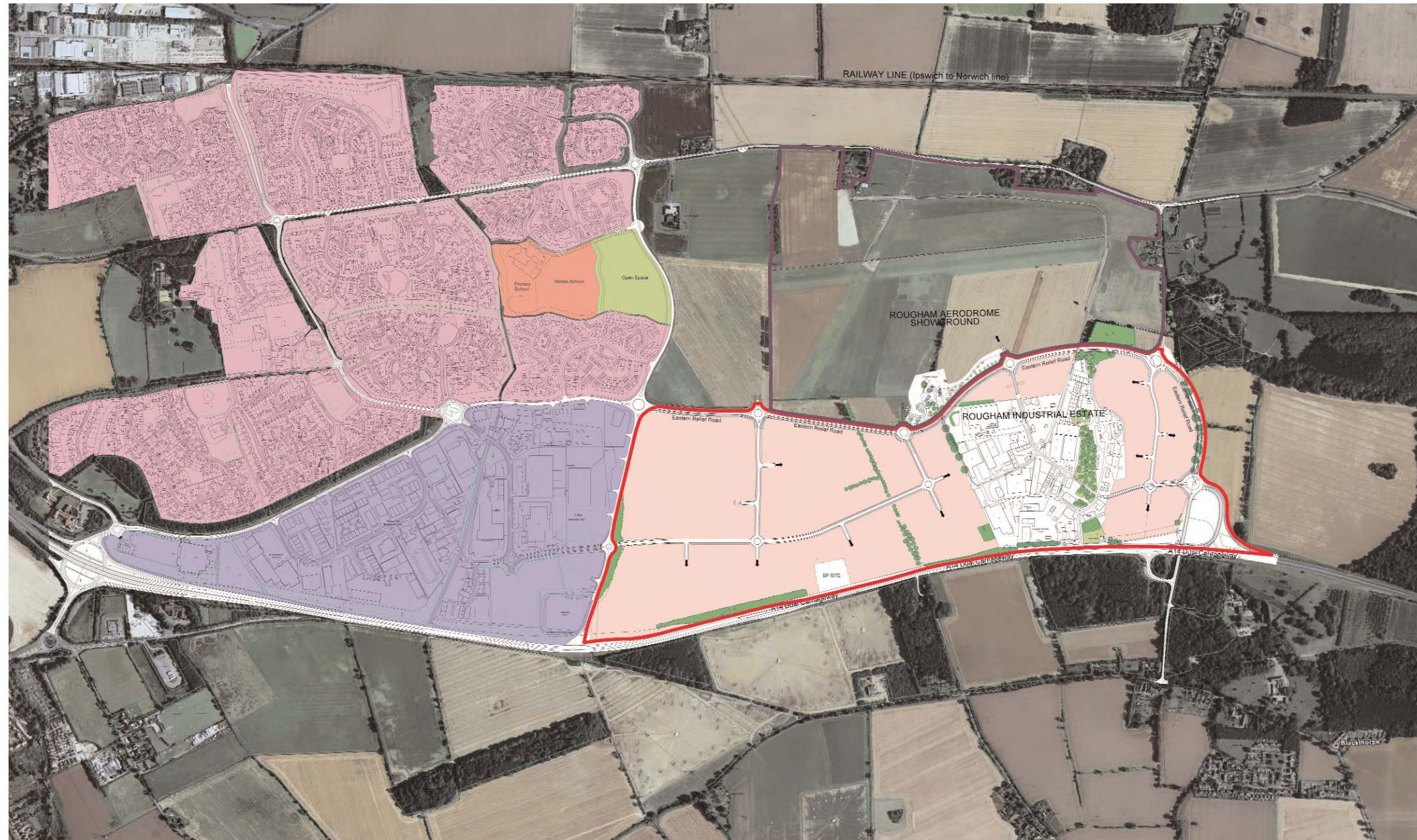


*Aerial view of the western part of the Suffolk Park extension looking west*



*View looking east towards Rougham Industrial Estate*

# Site Context Study



-  Extension to Suffolk Park
-  Commercial Areas - (Industrial, Office, Retail)
-  Residential
-  Schools

PRELIMINARY  
SBPL ref : 5783 / Pres 01 Rev.C



# 3. PLANNING POLICY CONTEXT

## Regional Policy

The East of England Plan was published in May 2008. As part of its growth strategy it aims to achieve sustainable economic development concentrated at key growth centres. There are 21 key centres identified including Bury St. Edmunds (Policy SS3).

The Plan covers the period to 2021 but states that the objectives of the Core Strategy are intended to provide for the longer term. Policy E1 on job growth provides indicative targets for the period 2001 – 2021. St. Edmundsbury is within the “rest of Suffolk” area which has a target of 18,000 additional jobs.

Policy E2 relates to the provision of land for employment. It states that local development documents should contain an “adequate range of sites/premises” to “accommodate the full range of sectoral requirements” to achieve the jobs target. Policy E3 on strategic employment sites seeks “readily serviceable strategic sites”.

The Plan has policies for sub-areas of the region. Policy BSE1 relates to Bury St. Edmunds and identifies it as a “key centre for development and change”.

That policy states that:

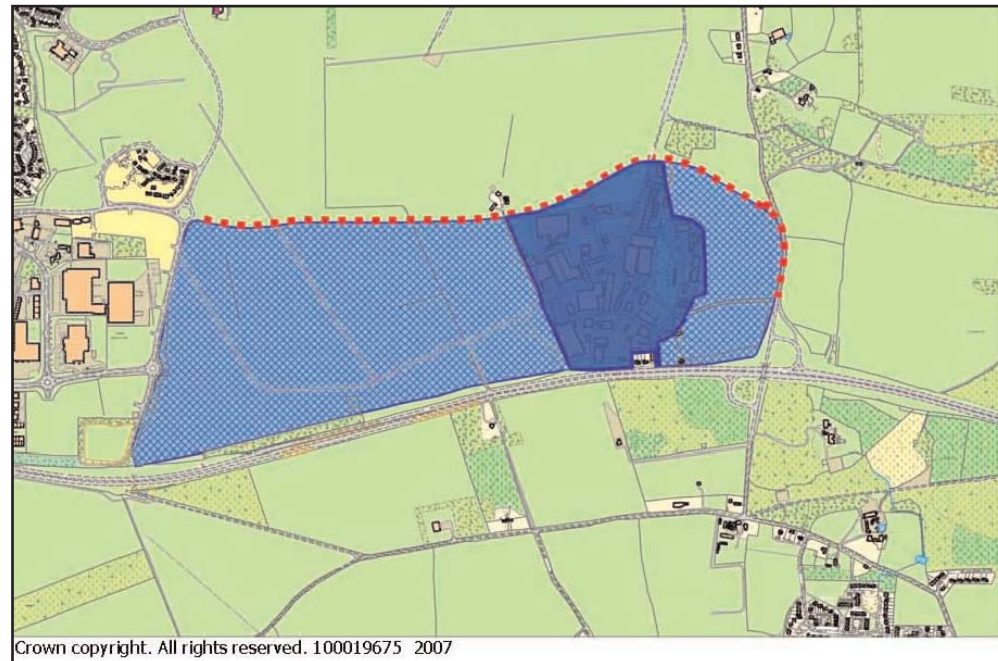
“Provision should be made for further employment, service and housing development that reflects the role of Bury St. Edmunds as an important service centre between Cambridge and Ipswich. Employment growth should be of a scale to minimise the volume of long distance out-commuting from the town.”

The supporting text states that:-

“13.48 Bury St. Edmunds is the Sub-Regional Centre for West Suffolk. Expansion over recent years has been boosted by its strong and diverse economy, particularly attractive historic urban environment, and location between Cambridge and Ipswich on the railway line and A14 at its junction with a number of radial routes.”

## Concept Statement

The Borough Council prepared and adopted a Concept Statement as a guide for the preparation of the Suffolk Park Masterplan. The Concept Statement was adopted in October 2007. It provides some elaboration on the information required and has been taken fully into account in preparing this Masterplan.



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Area identified in Concept Statement 2007

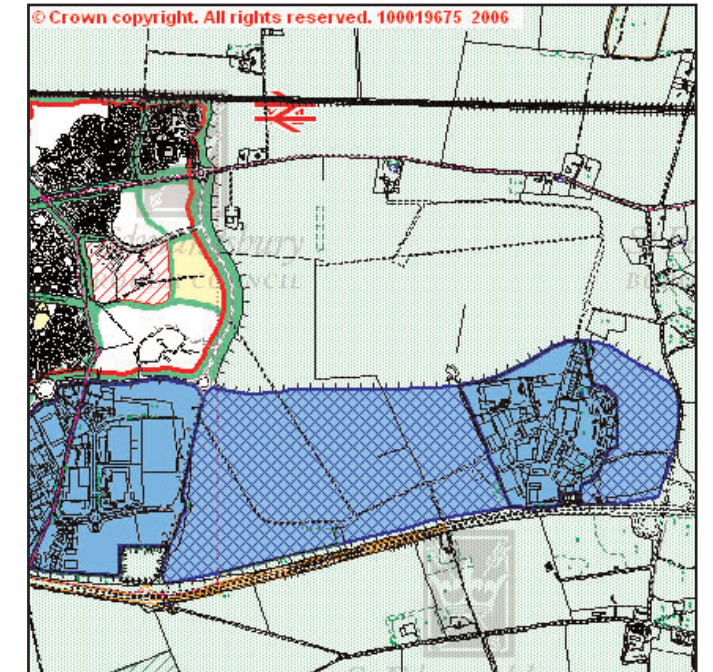
## St. Edmundsbury Borough Local Plan

The St. Edmundsbury Borough Local Plan was adopted in 2006.

The Borough’s employment strategy is to “make provision for strategic business development that could contribute towards meeting the region’s need for good quality employment floorspace” (paragraph 4.15). With regard to Suffolk Business Park it states that:-

“The strategic site at Suffolk Business Park will extend the supply of employment land beyond the current plan period but this is justified by the early provision of important infrastructure and supply of quality, well serviced sites, well located within the Borough and the region.”

Policy BSE3 relates specifically to the subject site. It states that prior to the commencement of development a relief road linking Bedingfeld Way with the A14 Rookery Crossroads must be completed and available for use. The policy states that “the precise route and alignment of this relief road will be agreed through the Masterplan process, taking into account existing features such as the airfield control tower”.



Area identified in Local Plan 2006

The policy identifies the following uses as appropriate:

1. B1 (light industrial, research and development and office uses);
2. B8 (storage and distribution uses);
3. Small scale uses supporting heritage and tourism of the airfield such as visitor car parking and workshops;
4. Motorist service facilities including petrol filling station and associated facilities (subject to relocation of the extant planning permission adjacent to the eastbound A14), restaurant and travel hotel;

Policy BSE13 relates to the Bury St. Edmunds Eastern Relief Road. It states that:-

“The Bury St. Edmunds Eastern Relief Road will be constructed between Bedingfeld Way, Mount Road and the A14 Rookery Crossroads. The road will not be completed until the grade separated junction at the A14 Rookery Crossroads is opened. Developers will be expected to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its construction.”

## St. Edmundsbury Local Development Framework

The Local Development Framework (LDF) will, in due course fully replace the Borough Local Plan. The Suffolk Park extension is included in the Submitted Core Strategy.

## 4. DESCRIPTION OF THE PROPOSED SCHEME

An indicative layout of the site and proposed road alignment are shown on the Masterplan drawing (Figure 1).

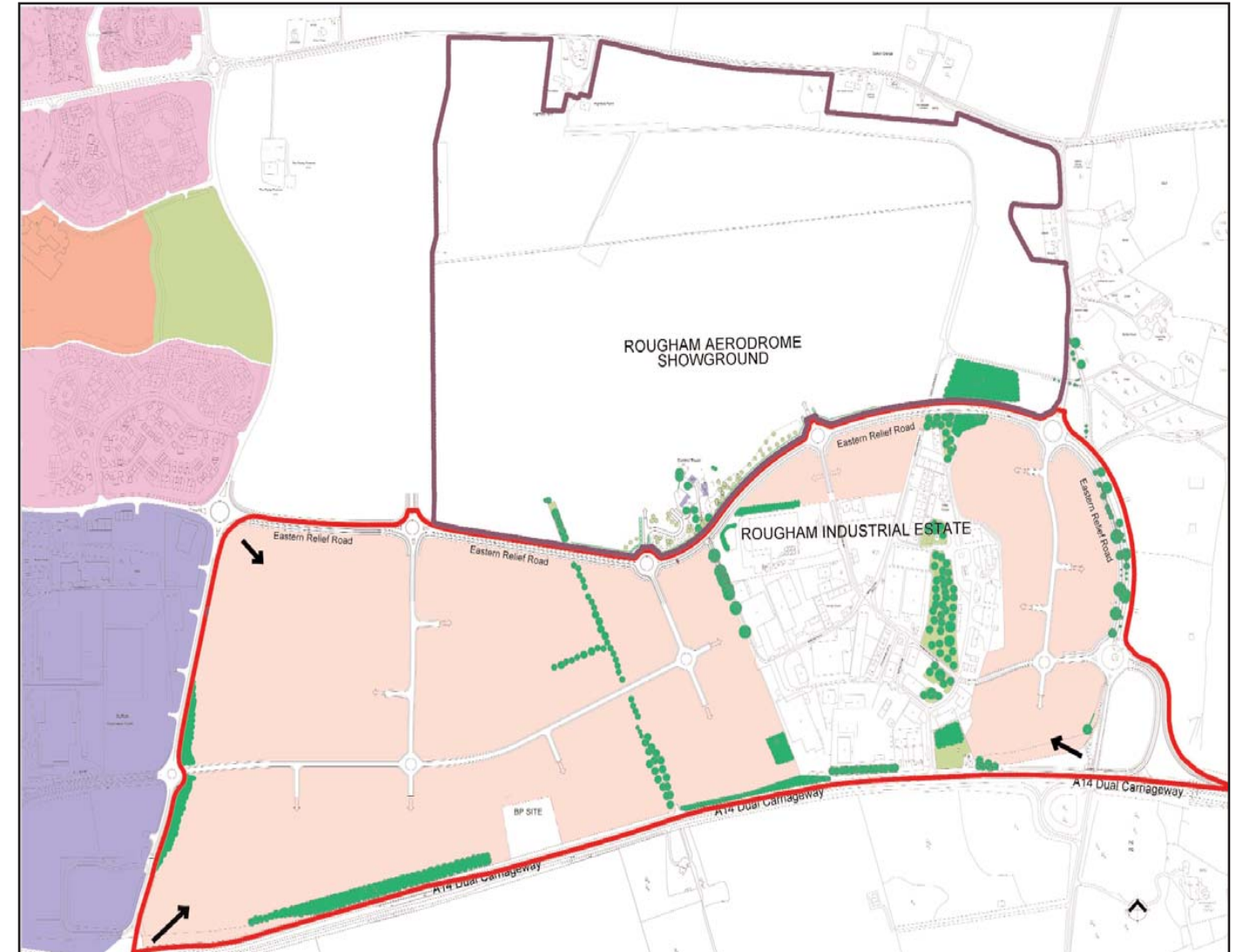
In accordance with the Local Plan Policies, the proposals are to create an extension to the commercial area of Bury St Edmunds, providing for a substantial proportion of the growth requirements of the town to the end of the present local plan period and beyond. The scheme includes the construction of the Eastern Relief Road from Moreton Hall to the A14 junction at Rookery Crossroads. Further information on the alignment of the road is given in the Highways and Transport Access section.

The proposals would create a well landscaped business environment with a range of plot sizes to meet market demand and the varied needs of businesses. The development will be brought forward in phases in response to occupier demand. It is not, therefore, possible to specify the phases at present.

At the eastern end of the site, motorist related uses are anticipated as indicated in the local plan. This would, for example, be a good location for a travel hotel able to serve the needs of motorists on the A14 as well as providing a useful facility supporting local businesses. This is a key gateway into the site and to the eastern side of Bury St Edmunds and buildings will be of good architectural quality with a significant amount of landscaping to blend them into the surroundings.

There are existing trees and hedgerows along much of the A14 frontage. There are, however, some locations where there are more open views into the site. It is recognised that the design and orientation of buildings on those plots which are particularly visible from the A14 will need to be carefully considered. These may, for example, be good locations for the more prestigious buildings. These plots include land in the south western corner of the site where there is a gap in the landscape belt and a slight fall in land levels down towards the A14 which opens up views across the site. This area is also close to the balancing pond for the existing Suffolk Park estate. Other opportunities for 'landmark' buildings are adjacent to the eastern and western entrances to the Park. The principal views are identified by arrows on the Masterplan indicating where landmark buildings will be considered.

The architecture throughout the development is proposed to be contemporary, using a range of durable materials to create flexible buildings (which have a long economic life) and which are designed to achieve high standards of energy efficiency. The accompanying images show the sort of buildings which may be appropriate for this site. Consistent design principles will be applied to create continuity through the designs. Whilst buildings will be individually designed, common themes and use of a palette of materials will ensure that they are complementary to each other and create an attractive whole.



Masterplan:Suffolk Park Extension - Figure 1



Materials will be selected having regard to a range of considerations including their appearance, durability, scope for recycling and embodied energy (i.e the energy used in their manufacture). For example, windows may be manufactured in aluminium. Aluminium products have a 70/100-year life and can be completely recycled.

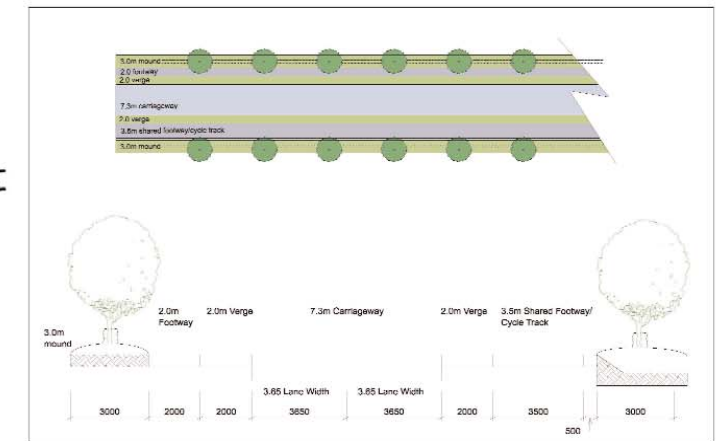
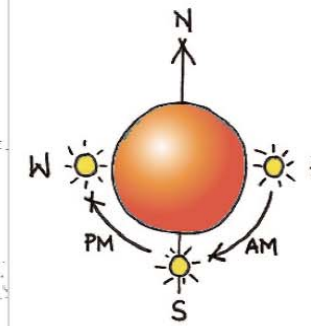
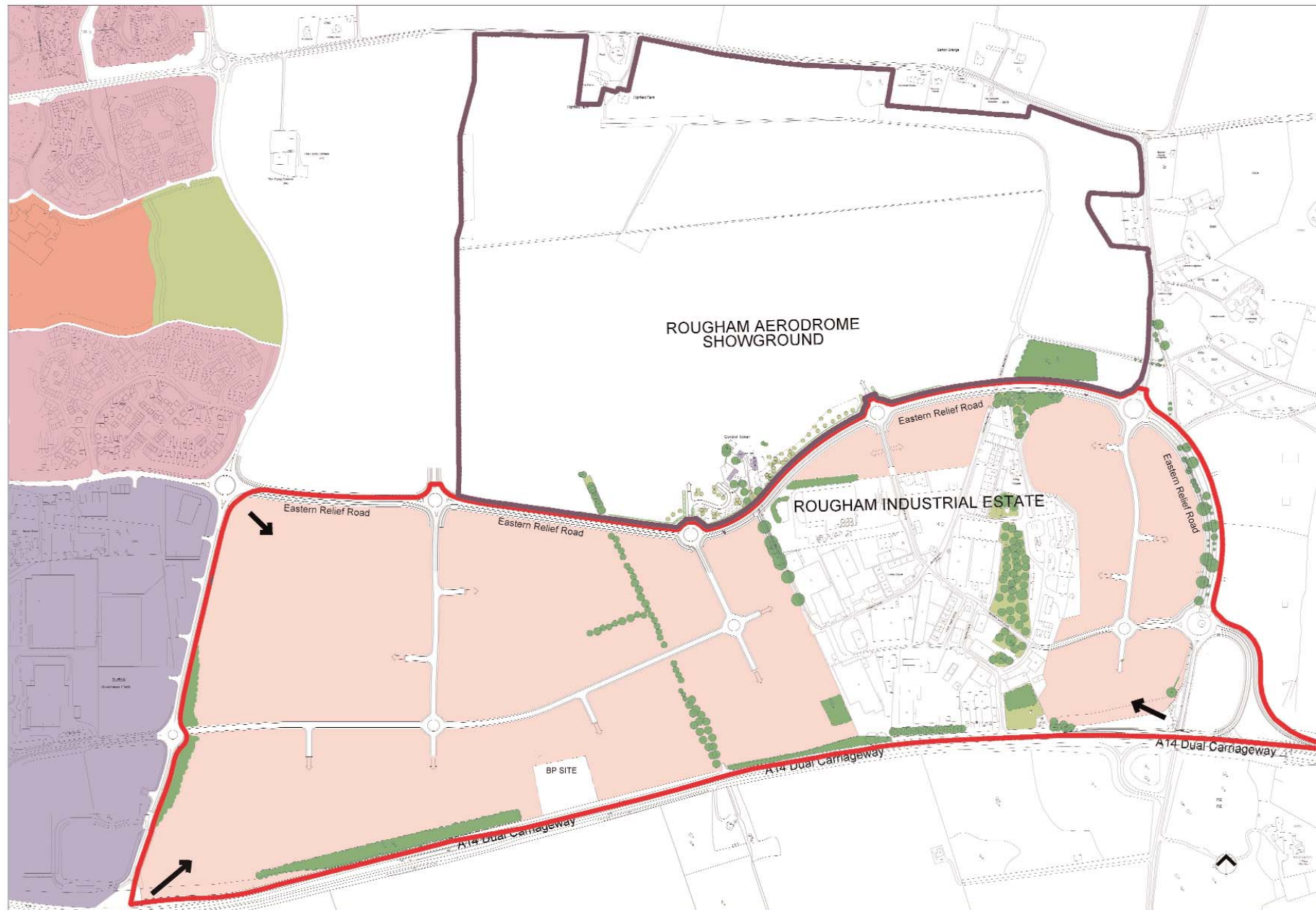
These contemporary commercial buildings will be designed to achieve a high degree of energy efficiency with reduced use of resources. This minimises running costs and polluting emissions such as CO2. Factors which will be taken into account include the orientation of buildings to regulate solar gain, heat reclaim from one area to another, low energy lighting and using systems designed to minimise water usage.

The Masterplan drawing (Figure 1) shows an indicative road layout within the Suffolk Park extension. Flexibility on the precise alignment of the estate road and plot entrances is important to enable the development to respond to demand as it arises. It is envisaged that a wide variety of plot sizes would be made available. This maximises the chances of attracting new investment and meeting the needs of existing local companies. The relationship between buildings and the road frontages will reflect the road hierarchy with generally greater set back on the principal routes.

The approach to landscaping is addressed in the next section but planting within plots will be considered alongside design and layout to ensure that each plot contributed to the overall planting scheme for the site as a whole.

Provision will be made for the turning of HGV's within plots to comply with Highway Authority requirements subject to location.

# Masterplan Proposals



Eastern Relief Road - Typical Section



Tower House - Proposed Site Layout



Stanley Bragg ARCHITECTS

Extension to Suffolk Park

SBPL ref : 5783 / Pres 02 Rev.C  
PRELIMINARY  
*Churchmanor*



# 5. LANDSCAPING AND ECOLOGY

## Landscape

The Suffolk Park extension is to the east of Bury St Edmunds. It comprises two parts, either side of the existing Rougham Industrial Estate and a small area to the north. The land is generally level with a slight fall to the south. It is largely used as arable farmland. There are two principal hedgerows running north-south, one of these lies along the western edge of the existing Rougham industrial estate. There are also established trees belts beside the road on the eastern boundary and along the A14 to the south. Recent tree planting has taken place on the western boundary near the existing area of Suffolk Park.

Beyond the site itself, there are tree groups within the Rougham Industrial Estate and a copse to the north east of the industrial estate. There is further woodland to the north east of the site (Rougham Park).

The landscape objectives for the site are to retain where possible the existing landscape features which make a positive contribution to the appearance of the area, and to enhance the site with extensive new planting. Therefore, the principal trees and hedgerows will be substantially retained and will be incorporated into the structure of Suffolk Park Extension.

New planting will include tree, hedge and shrub planting each side of the new Eastern Relief Road and along the estate road network. This will be introduced when the roads are built and will form part of the infrastructure. Within plots, planting will be used to soften frontages and provide some enclosure of vehicle parking and manoeuvring areas appropriate to the use. A landscaping strategy will be formulated to ensure consistency in the nature of the planting and in the species used. Native species will be used where possible. This will ensure that landscape is an integral part of plot design and result in a consistent appearance throughout the development. The landscaping to the sides of the Eastern Relief Road and Estate Roads are indicated on the Typical Sections.

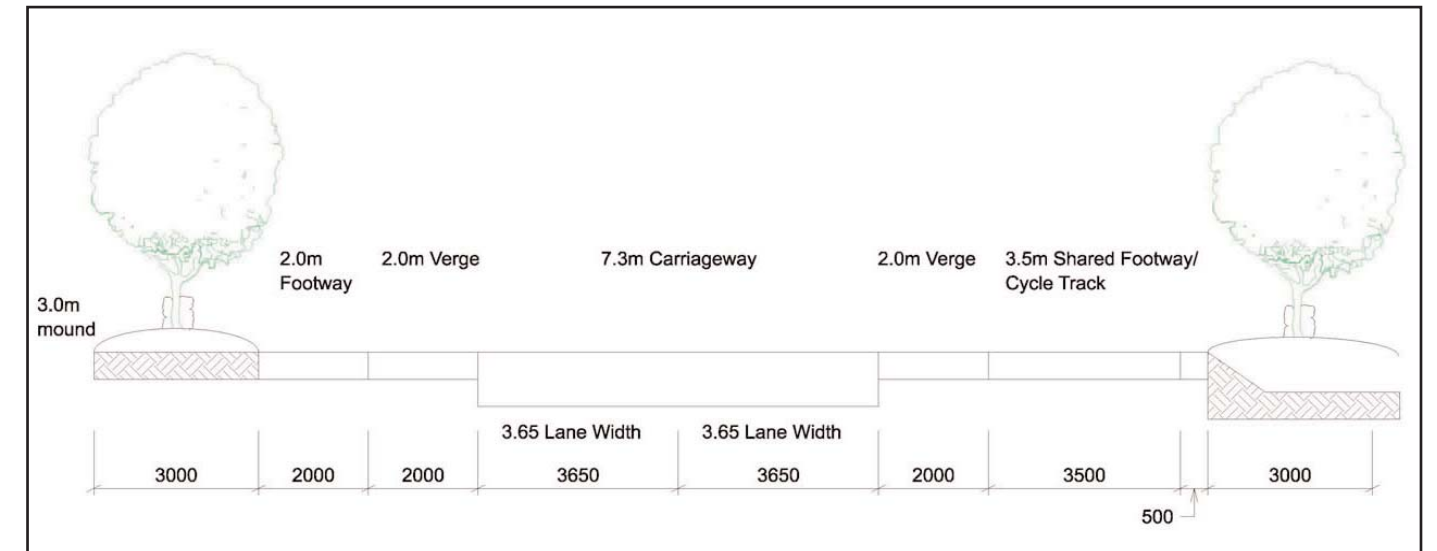
Particular care will be taken to plant trees within the scheme to replace existing trees that have to be removed to accommodate the Eastern Relief Road.



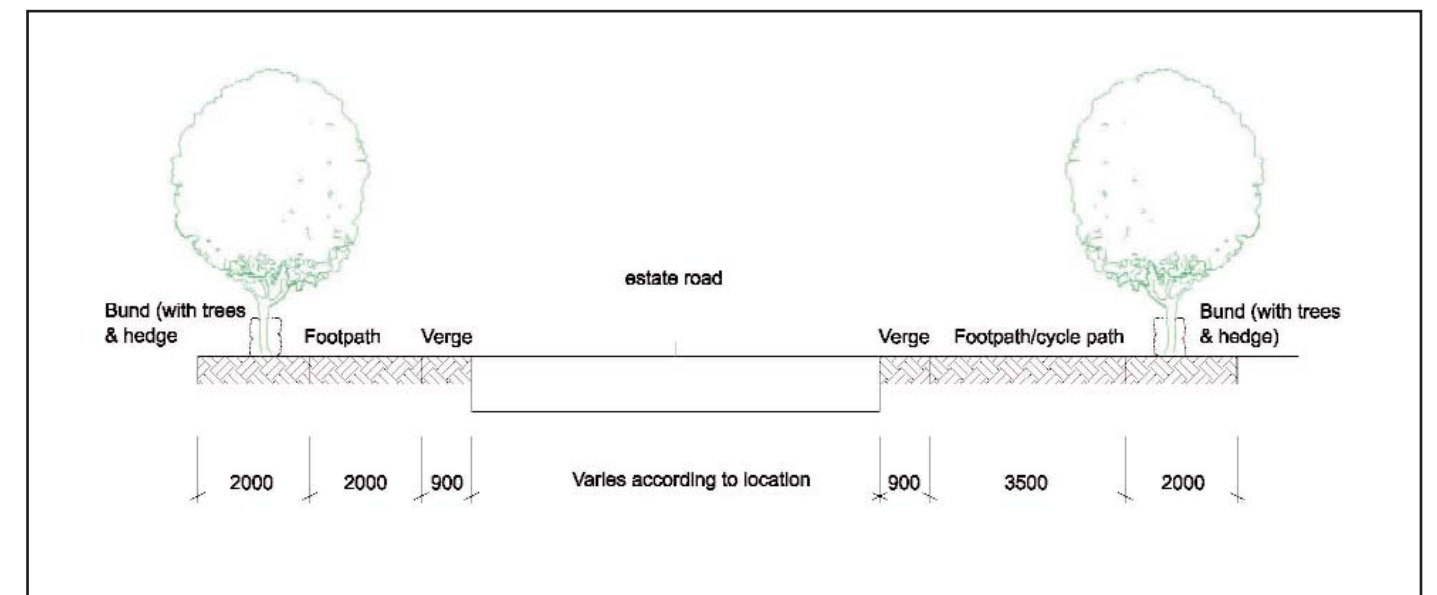
Aerial view of existing Rougham Industrial Estate and Airfield Control Tower



Aerial view of existing Suffolk Park and the western end of Suffolk Park Extension



Typical Section - Eastern Relief Road



Typical Section - Estate Road

## Surface Water Drainage/Flood Risk



*Aerial view of existing Suffolk Park surface water pond*

The entire site lies within Flood Zone 1 (low probability of river flooding) and hence the key flood risk issue influencing the master plan is that of the management of surface water runoff. The topography and underlying geology have resulted in the master plan adopting a mix of strategic infiltration basins and plot specific infiltration features. This approach is in accordance with sustainable drainage (SuDS) policies and that advocated within PPS25: Development and Flood Risk.

The outline surface water drainage strategy groups the site into drainage catchment areas, all of which drain runoff to the underlying soil so as to mimic the existing drainage regime of the predominantly greenfield site. This approach will allow each drainage catchment to be developed independently.

The results from the preliminary intrusive ground investigation tallied with the 1:50,000 geological maps for the area. Therefore, the strategic infiltration features proposed to serve the western part of the site will discharge to the underlying chalk. The plot specific features proposed for the eastern part of the site will however discharge to the Cover Sand. Pollution prevention measures in accordance with Environment Agency guidance will form part of the drainage strategy to avoid groundwater contamination.

The outline surface water drainage strategy envisages that attenuation to the 100 year design storm will be provided within the infiltration features serving each drainage catchment.



*View of existing Suffolk Park surface water pond from the north*

## Ecology

An initial ecological assessment has been carried out. There are no statutory or non-statutory protected sites with the proposed development area.

The assessment notes that the majority of the site is dominated by arable crops, with some areas of species poor grassland. Such farmland is generally of low ecological value. Hedges are present around some field boundaries with frequent standard trees.

The habitat appears unsuitable for great crested newts.

With regard to bats, the initial assessment suggests that there are several trees that may have potential for bat roosts and further inspection, with surveys as necessary, is recommended.

No badgers' setts were found on site though a dung pit was found on the northern edge of the site. Further survey work is recommended to establish the extent of badger use.

There are several areas with potential to support breeding birds. Nesting birds are protected under environmental legislation so that the timing of any clearances or construction works needs to be considered having regard to the potential for breeding birds.

There is scope to mitigate any impacts through landscaping and planting.



## Services Infrastructure

The provision of services to the site will require detailed discussions with each service provider. However electricity, gas, water, and telecommunications infrastructure are all present within the existing Suffolk Business Park development and within the Rougham Industrial Estate. It is therefore considered that an extension of such infrastructure will deliver a service to the site albeit reinforcement works are likely.

The foul water drainage network serving the existing Suffolk Business Park incorporates a pumped outfall which routes flows towards the town sewers of Bury St. Edmunds and onwards for treatment. However, the existing Rougham Industrial Estate foul water sewers outfall under the A14 to the Rougham Sewage Treatment Works approximately 550m south of this site.

Initial discussions with Anglian Water reveal that insufficient capacity exists at Rougham STW and hence one option might be to route flows westwards to the existing Suffolk Park network.

If that is pursued, preliminary foul flow generations point to a requirement to upgrade the existing Suffolk Park pumping station and downstream network. There may also be a need for on-site storage which will be confirmed by Anglian Water's hydraulic modelling of their network.

Discussions are continuing on the drainage strategy and the timescales for the necessary off-site improvements to the foul water network are being discussed with Anglian Water.

## 6. CULTURAL HERITAGE

### Archaeology

Initial investigations have been carried out including a check on the county Sites and Monuments Record. The land is not identified as an Area of Archaeological Potential on the Local Plan Proposals Map. Nevertheless, it is envisaged that an archaeological desk based assessment will be carried out prior to development. Subject to the findings of that assessment, a programme of archaeological works would be put in hand as necessary.

### Listed Buildings

The airfield control tower and radar room are Listed Grade II. These buildings were constructed during WWII when Rougham Airfield was a USAAF airfield.

After WWII, the control tower was used residentially. In 1993, the Rougham Tower Association was formed to restore the control tower to its original condition. That work has been done and it is now maintained by the Association. Restoration of the radar room has also taken place and nissan huts have been moved onto the site near to the Tower. A memorial to airmen from the airfield who lost their lives in the war has also been erected. Information on the history of the tower and the USAAF bomb groups that operated from the airfield is given on the Rougham Tower Association website.



Control Tower



Aerial view of Control Tower and associated buildings

The grassed strip airfield to the north is operated separately and is used for light aircraft and for shows and events such as vehicle rallies, country fairs, and model aircraft exhibitions.

The airfield originally extended further west onto land now developed as part of the Morton Hall housing area. There were also related buildings to the south-west of the airfield, some on the opposite side of what is now the A14. The existing Rougham Industrial Estate occupies the site of ancillary airfield buildings.

The Listed WWII buildings, the control tower and the radar room, are an important reminder of the history of the area in wartime and of the sacrifice of many airmen, in particular crew members of the USAAF bomber groups.

The setting of the Listed buildings will change with the development of the relief road and the extension to Suffolk Park. The alignment of the relief road where it is closest to the control tower has been given particular consideration to seek to minimise impact on the Listed buildings, consistent with meeting the technical highway requirements and with the land use and ownership constraints. The highway considerations are discussed in detail in the following section.

It is proposed that access to the control tower and adjacent buildings would be from a roundabout on the relief road. Access to the airfield for events would be from a roundabout on the relief road east of the control tower. These access points are shown on the Masterplan drawing.

Whilst the setting of the tower on its southern side would be changed, the open aspect towards the airfield to the north would remain. Landscaping and bunding is proposed to provide screening from the south. Attention will be paid in preparing the details of the design to protecting the setting of the tower including introducing appropriate planting.

# 7. HIGHWAYS AND TRANSPORT

## Context

This section of the Masterplan examines the highways and transport access strategy for Suffolk Park. The principal requirements placed on the development allocation in that Local Plan policies are related to the provision of the Eastern Relief Road (ERR) and the completion of grade separation at the Rookery Crossroads interchange with the A14. Regard has also been had to other policies including Planning Policy Guidance 13 on Transport.



Rookery Crossroads: A14 Junction from the south



Rookery Crossroads: A14 Junction from the north

Since the adoption of the local Plan in 2006, the Rookery Crossroads improvement has been completed by the Highways Agency though further works are proposed as explained below.

The Borough Council's Concept Statement includes the following on access matters;

- Prior to development commencing the Eastern Relief Road must be completed and available for use;
- The precise route and alignment of the Eastern Relief Road will be agreed through the master plan process, taking into account existing features such as the airfield control tower;
- There should be no direct access to existing and future businesses from the Eastern Relief Road;
- Transport links should accommodate bus services linking employment sites to residential areas together with a safe and efficient cycle network;
- Opportunities to link into the dedicated Sustrans cycle track from Thurston to Bury St Edmunds should be investigated as part of the Masterplan;
- The Masterplan should seek to minimise car movement by encouraging the use of walking, cycling and public transport; concentrating high density employment close to residential areas to the west part of the site and near to bus stops and cycleways.
- A Transport Assessment will be required to accompany and inform the Masterplan;
- The Masterplan should make reference to the fact that a Travel Plan for the business park will be required to be prepared and implemented.

The following are the key aspects at this stage in the development of an adoptable Masterplan:

- Provision of the Eastern Relief Road and design considerations;
- Connection with the Improved Rookery Crossroads Interchange and potential impacts;
- Consideration of accessibility for all modes of transport to the development;
- Preparation of a Transport Strategy to support the development.
- Impact of the Eastern Relief Road on its surroundings such as the Airfield Control Tower.

## Eastern Relief Road

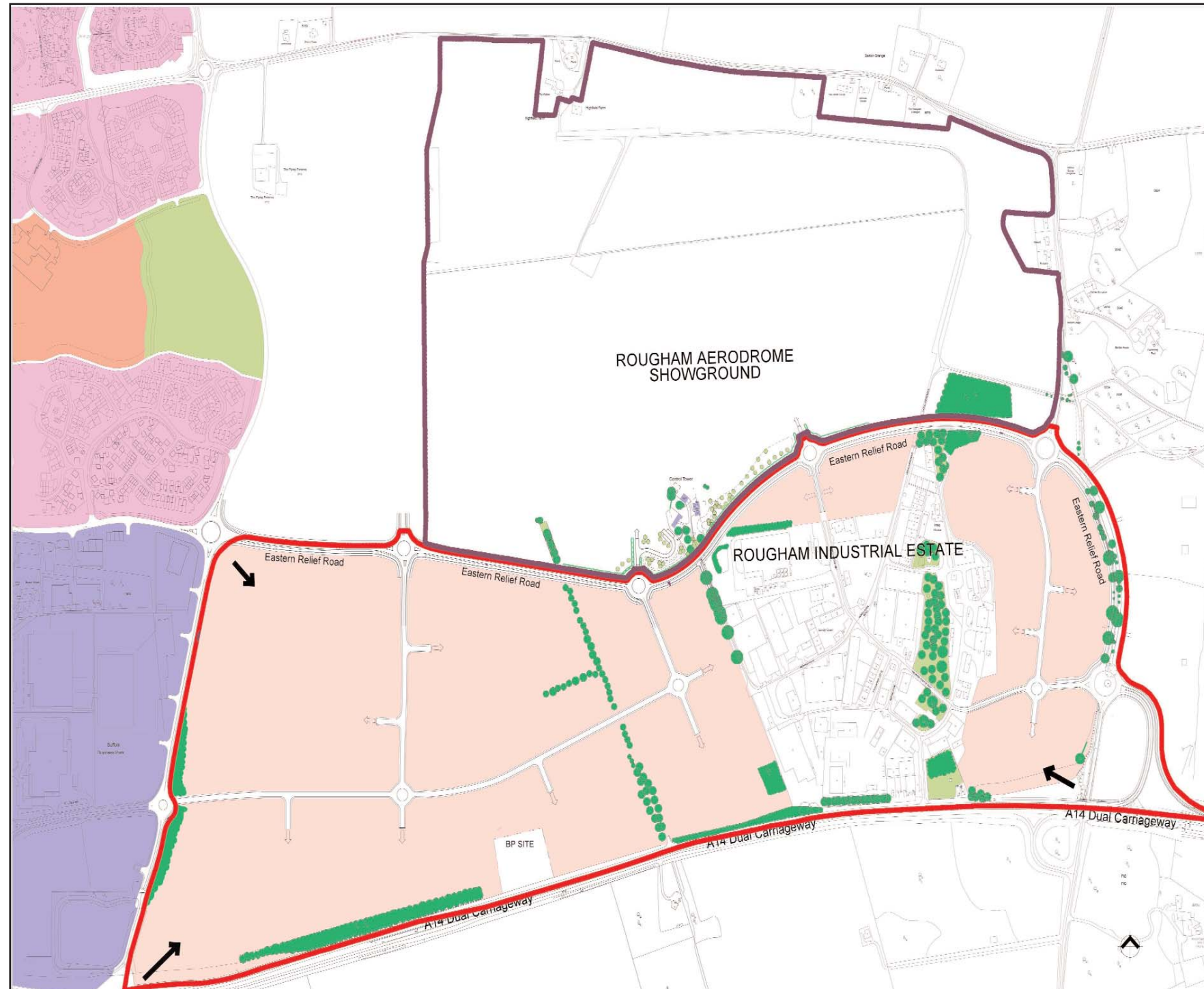
The emphasis on the Eastern Relief Road and provision of suitable connection to Rookery Crossroads Interchange has been the principal area explored within the Masterplan.

This has taken into account the needs of policy BSE13 that requires the final alignment of the road to have due regard to the setting of airfield control tower as a listed building whilst paying due regard of the need for the Eastern Relief Road to be able to comply with all normal highway design standards and guidelines so that it is fit for its intended purpose as a key element of the local road infrastructure.

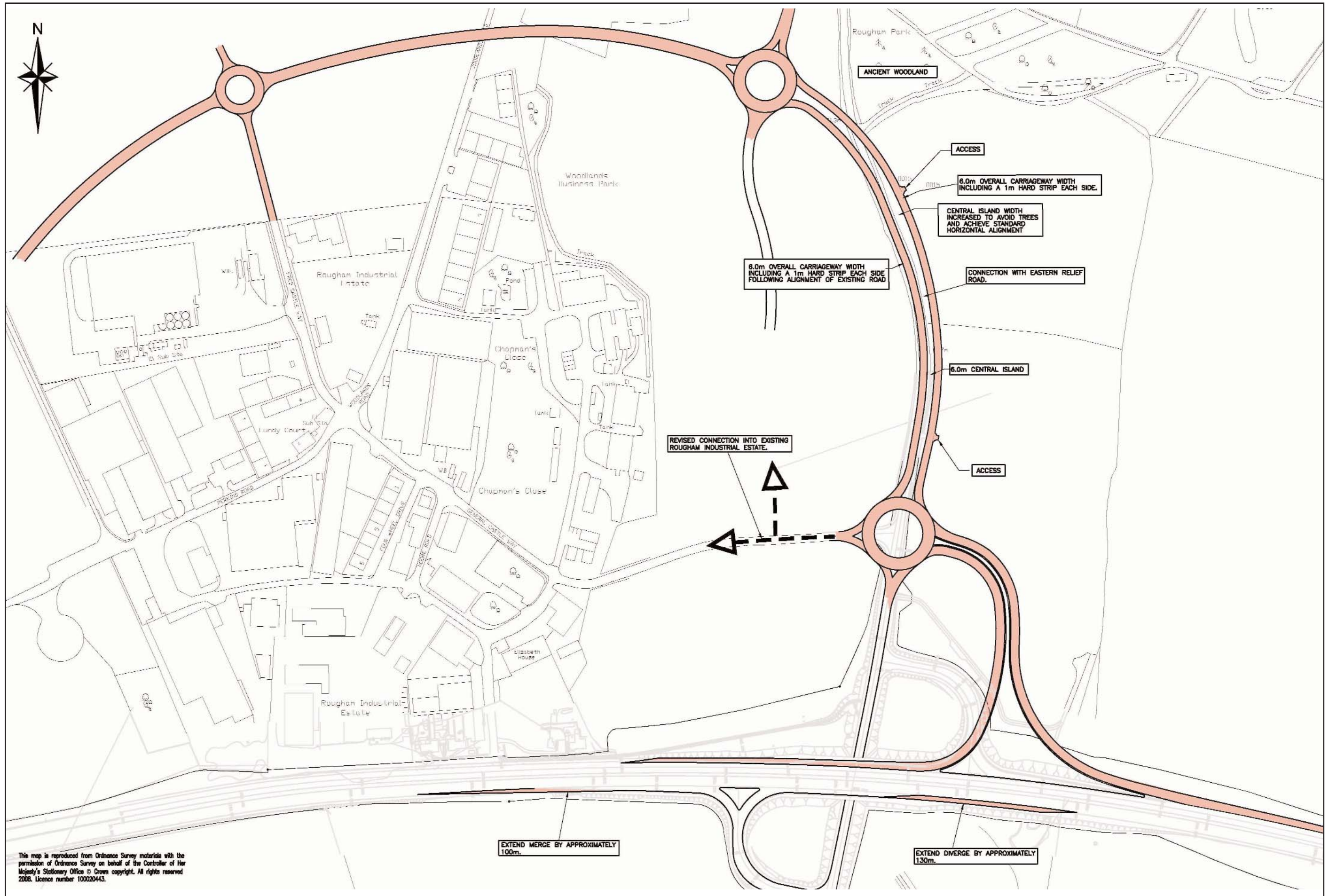
As the principal future road connection and distributor for the expansion of Suffolk Park and providing the means of connection to the Trunk Road network at the A14 Rookery Crossroads Interchange this road is considered to be a "primary distributor" in terms of road hierarchy.

The design of such a distributor road will need to accord with the following broad principles as set out in national guidance contained within the Design Manual for Streets and Bridges (DMRB);

- Provide no direct frontage development access, all development plots will be accessed from the internal road infrastructure that in turn take access from major junctions with the Eastern Relief Road;
- Width sufficient for HGV's use, nominally this will be 7.3m;
- Junction spacing to be considered in accordance with DMRB requirements and the design speed of the road. Nominally the connecting roads at either end of the ERR are 30 and 40mph (Rookery Crossroads Interchange), and it is considered appropriate that the Eastern Relief Road should as a minimum be designated as a 40mph road which will be in keeping with the connection at the Rookery Crossroads to the east.



# Eastern Relief Road: Junction with A14



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## Current Alignment of the Eastern Relief Road

The current alignment of the Eastern Relief Road contained within the Local Plan has been considered further and changes made to accord with the principles set out in the Concept Statement and to overcome the remaining issues of proximity to the airfield control tower.

The alignment shown for the ERR and its cross section is in accordance with accepted design guidance criteria set out in DMRB.

The road has been designed for 40mph which is consistent with the connections points to the east and west.

The alignment in the vicinity of the airfield control tower will make use of existing land within the curtilage of the BOCM plot in order to be located as far as possible from the control tower buildings. The alignment will require that the road moves northwards of the existing Rougham Industrial Estate to the east so that the approach and curves in the alignment can be designed to accommodate 40mph vehicles.

To the west of the control tower the road joins a roundabout which will be used for access to the internal road infrastructure within the employment area. Beyond this roundabout the Eastern Relief Road returns to the alignment identified in the Local Plan policy BSE13.



Plan of proposed Eastern Relief Road adjacent Control Tower

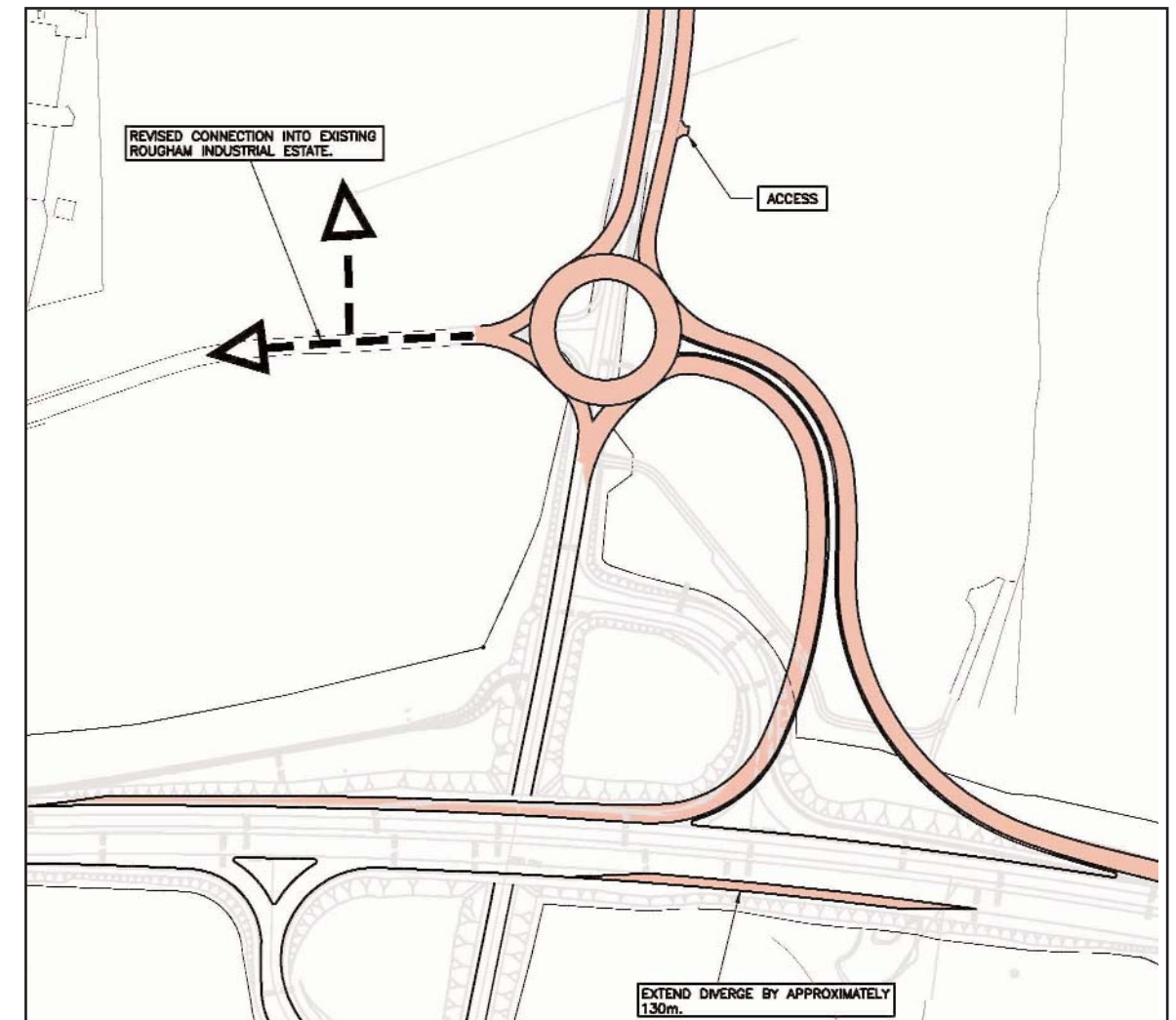
## Connection with Rookery Crossroads

The long awaited improvement to the Rookery Crossroads has delivered the first step towards the implementation of the Local Plan policy BSE13. The provision of the grade separated interchange by the Highways Agency has taken due regard of the relevant Local Plan policies and committed development contained therein. The current alignment of the Eastern Relief Road provides for the replacement of part of the existing Sow Lane where it connects with the new junction layout. The road widths will be compatible with the layout at 7.3m carriageway with associated footway and cycleway provision.

The layout and linkage between the new Interchange at Rookery Crossroads and the Eastern Relief Road has been considered in some detail and discussed in broad terms with the Highways Agency and Suffolk County Council as Highway Authority. It is considered that the current arrangement of slip roads and priority junctions with Sow Lane will need to be modified on the northern side of the A14, to provide a neater and more effective transition from the interchange to the Eastern Relief Road and access with the existing Rougham Industrial Estate. As such, a roundabout is to be provided at the junction of the Eastern Relief Road, General Castle Way, Sow Lane and slip roads at this location. This will require the realignment of the slip roads on the northern side of the A14 and this can be provided to appropriate design standards.

Further changes to the current layout of the Rookery Crossroads Interchange have been considered following comparison of the likely traffic flows that will be associated with the Eastern Relief Road and Suffolk Park development with the design flows associated with the Rookery Crossroads Interchange and mainline traffic flows on the A14. Modest improvement only is considered necessary to both the eastbound and westbound slip road configuration and merge with the A14 mainline. The objective of these improvements will be to provide for higher merging traffic speeds and is consistent with interchanges that would accommodate a higher traffic flow than is currently allowed for at Rookery Crossroads.

These changes to the Rookery Crossroads are shown on the ERR Work Improvement A14 Rougham Interchange drawing below.



Proposed Rookery Crossroads

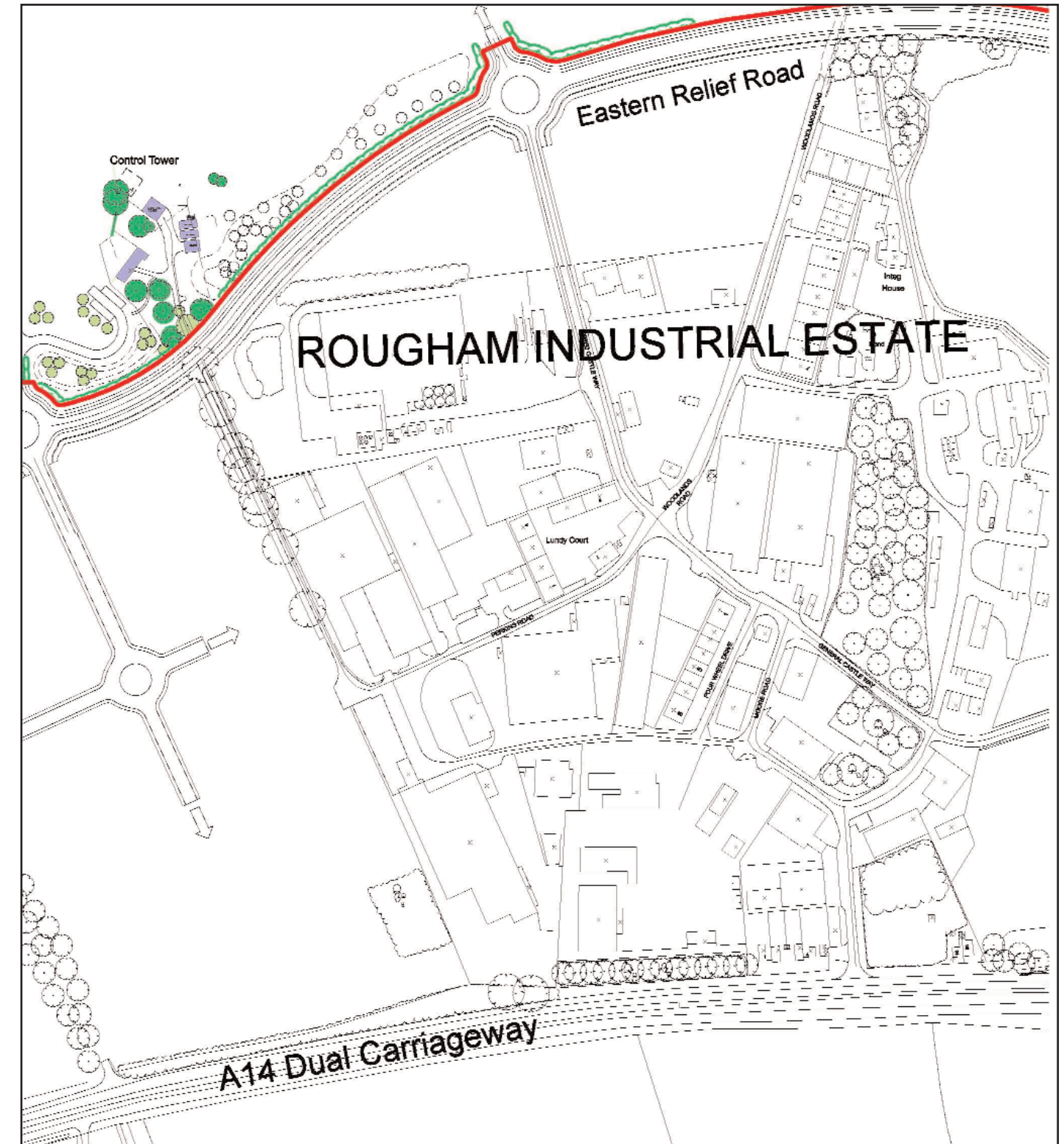
## Alternative Eastern Relief Road Alignment

Consideration within the Masterplan Concept Statement has already been given in part to the alternative alignments for the ERR and key constraints that might affect the route. The only available alternative to the south of the current alignment and therefore within the land allocated for Suffolk Park is to take the ERR through the centre of the Rougham Industrial Estate on an east to west alignment making use of the existing General Castle Way and Perkins Way.

This has been considered but several critical constraints exist on this potential alternative alignment as detailed below;

- The road alignment doesn't comply with minimum centreline radii contained within DMRB this will affect the ability for the road to be adopted by the Highway Authority and therefore its status as a public highway;
- There is a multitude of formal and informal direct accesses onto the existing roads. Frontage access is undesirable for a road of this nature where a high proportion of the traffic making use of the road will not be associated with the existing Rougham Industrial Estate;
- Removing frontage access will require the demolition of some existing properties, the displacement of existing businesses and a rearrangement and formalisation of their access arrangements. This will in part require shared access to plots that are currently in a single ownership. Land within the plots would need to be acquired and given over for the use of shared access roads that would in turn become adopted public highway;
- The individual plots are in a multitude of ownerships. The Eastern Relief Road is a Developer led requirement and the powers to compulsorily purchase land and property are only available to the Highway and Planning Authorities;
- The observed operation of existing businesses within the Rougham Industrial Estate requires HGV turning movements that utilise the existing Perkins Way in particular and this will not be possible if the Eastern Relief Road passes through the site. This will again require the alteration of existing built development and could not be reasonably forced on the present occupiers;
- A potential roundabout at the junction of General Castle Way/Fred Castle Way and Perkins Way would be constrained in terms of vehicle capacity and this would lead to localised queuing and congestion on the route of the Eastern Relief Road which would be unacceptable to the Highway Authority.

The constraints on alignment defined through the use of appropriate design guidance dictate that the route needs to be located outside of the existing Rougham Industrial Estate. Overall, the alternative route is considered not to be available or fit for purpose when considered in terms of what the Eastern Relief Road is intended to deliver as a primary access route for the Suffolk Park development and a further distributor route within the road hierarchy on the eastern side of Bury St Edmunds.





## Transport Assessment

Planning Policy requires that all new development provides a comprehensive transport assessment in support of planning applications. Particular requirements relate to intensive trip generating land uses such as B1 office development and business parks. The transport assessment will consider all aspects of travel and transport demand related to the proposed development and its impacts on existing infrastructure. Where necessary the assessment will consider mitigation of the effects of development on existing infrastructure so that the situation in the future is no worse than would be the case if the development did not go ahead. The assessment is required to consider and provide for such development impacts 10 years from the submission of the planning application.

A comprehensive transport assessment will be carried out in support of planning applications as the details are prepared. At the Masterplan stage the assessment looks at the principles of access and transport.

## Accessibility by all modes of transport

An assessment has been carried out of existing connectivity and accessibility to the Suffolk Park allocation by all modes of transport which are identified on Figure 2.

Overall, the existing Moreton Hall and Suffolk Park developments to the west of the allocation have been designed and built commensurate with current policy guidance. There is a range of footway and cycleway provision that will be extended into the site at Suffolk Park as part of the internal and ERR infrastructure and regard will be had to the scope to link with existing public rights of way adjoining the site. The main infrastructure within the development will allow for the integration of future bus services as part of the comprehensive delivery of alternative and sustainable transport modes in the overall area. The proximity to existing residential development will make the Suffolk Park employment areas attractive to local residents and there is a high expectation that many will have a viable walking, cycling or bus journey to the new employment area.

## Travel Plan Requirements

Policy requires that Travel Plans are required for all intensive trip generating land uses and the measures adopted by individual employers must be set in a framework that allows for targets on the use of alternative modes of transport to be achieved.

The measures to be considered and included in individual Travel Plans for employers will include;

- Car share database and website;
- Bicycle user groups;
- Use of Public transport
- Access to appropriate infrastructure in buildings such as showers and changing facilities for cyclists.

As an overall framework for Suffolk Park it is suggested that an overarching Travel Plan is adopted and coordinated with the Local Planning and Highway Authorities so as to maximise the effectiveness of changing travel behaviours and moderating car use and its subsequent impacts.

## 8. MINERAL DEPOSITS

The Local Plan requires an investigation of the extent and quality of the mineral resource at the site “to enable a judgement to be reached on the case for prior extraction of mineral to avoid sterilisation”.

Initial indications from the County Council suggest that there may be deposits of sand and gravel in this area. The approach of the County Council as minerals planning authority is generally to seek extraction of workable minerals before alternative development takes place. The quality and extent of the deposits is not yet known.

The site is not identified as a minerals site in the existing or emerging County minerals plan. Mineral extraction, if practical, would have implications for development programming, environment and amenity, importation of replacement material and land drainage. It would be important that any mineral extraction does not adversely affect the development of the land for commercial purposes in accordance with the adopted planning policies.

There may be scope for use of some on-site minerals for the development of the Eastern Relief Road or Suffolk Park itself if those minerals are of a suitable type. However, it appears unlikely at this stage that general mineral extraction across the site can be satisfactorily accommodated.

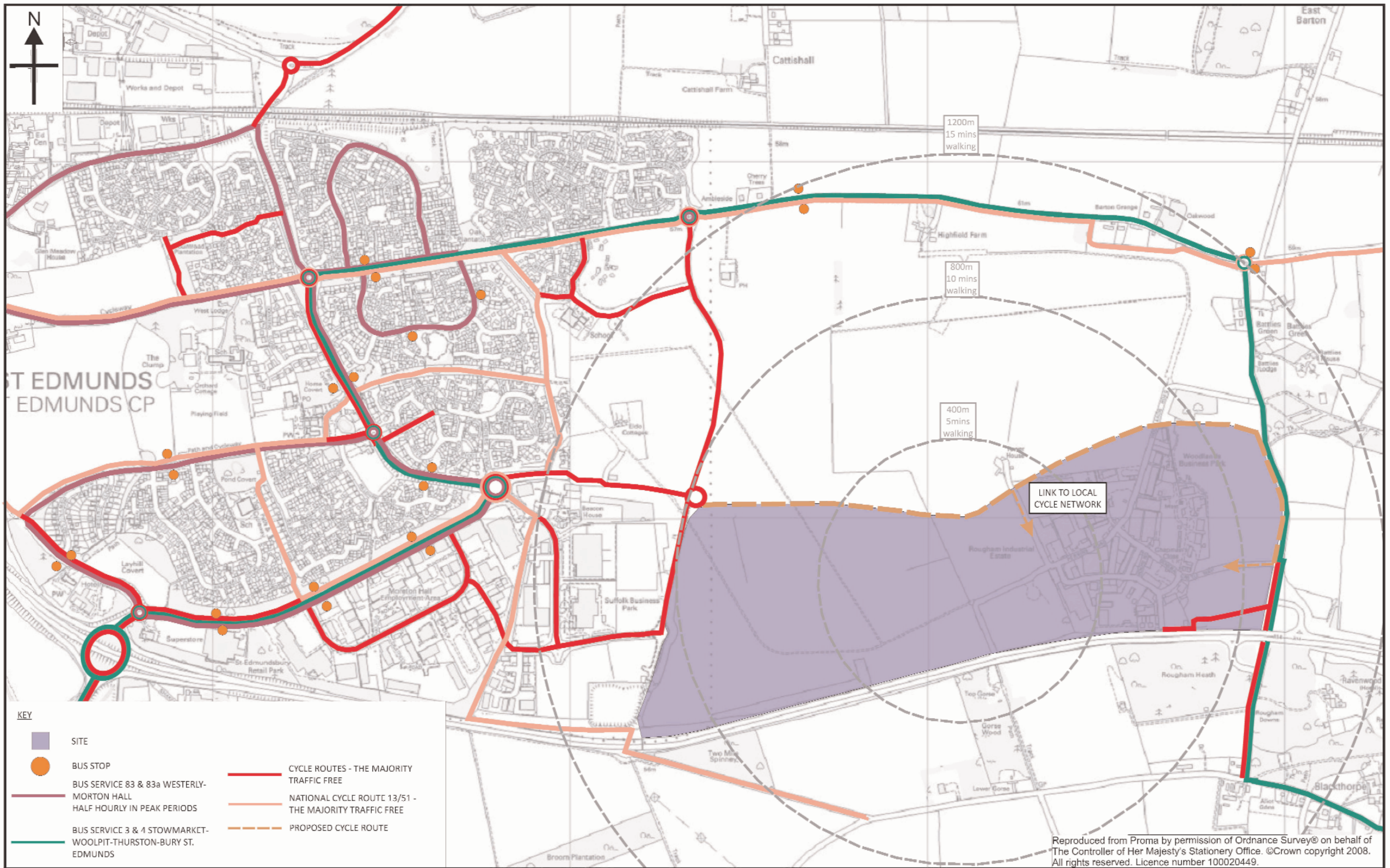
## 9. ECONOMIC AND SOCIAL CONSIDERATIONS

The development shown on the Masterplan drawing will implement the employment policies of regional guidance and local planning policy. A key element of which is to provide a better balance between homes and jobs and to reduce out commuting. Considerable new housing has been provided in Bury St Edmunds particularly on this eastern side. The Suffolk Park site represents a large element of the related employment growth.

The Masterplan strategy will create a high quality business environment capable of attracting new companies to the town. The developer, Churchmanor Estates Co Plc, has an established track record in creating such developments in East Anglia. The experience gained elsewhere has informed the approach set out in this Masterplan.

The provision of the eastern relief road is important to improve access to the employment areas of the town and to ease congestion at the Moreton Hall Bury St Edmunds junction onto the A14. This will offer substantial benefits to both businesses and residents. It will also improve access to Rougham Airfield for events and reduce impact of associated traffic on the residential areas of the town.

The Masterplan has, therefore, been designed to achieve a range of important social and economic benefits for St Edmundsbury.



**Local Accessibility Plan : Showing cycle and bus routes (Figure 2)**



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# SUSTAINABILITY APPRAISAL

## INTRODUCTION

### Purpose of Sustainability Appraisal

In connection with the draft Masterplan for the extension to Suffolk Park, St Edmundsbury District Council has requested a Sustainability Appraisal. The aim is to assess the Masterplan against recognised environmental and social criteria. It provides a basis to assess proposals relative to development plan objectives.

For consistency, the format reflects the approach used in other recent appraisals. It first sets out the appraisal in the form used for the existing Local Plan and then includes a summary using the format for the sustainability criteria used in LDF preparation.

In preparing this appraisal, the developer's consultants have carried out a range of researches to provide background information. This has included an initial ecological assessment, assessment of traffic and transport considerations, investigation of background information on drainage and obtaining base line information on archaeology and historic buildings.

More detailed assessment of the topics will be undertaken when planning applications are submitted.

### Appraisal Methodology

#### 1 Local Plan format

The first part of the assessment identifies the key effects anticipated and then rates the impacts in terms of four broad categories; beneficial, neutral, adverse and uncertain.

#### 2 LDF Summary format

The Council's LDF summary table is used to provide an appraisal of the effects against the range of criteria used for policy appraisal. The effects are given a rating on the following basis:

++	Major positive
+	Minor positive
-	Minor negative
--	Major negative
0	Neutral effect
?	Unknown effect

## APPRAISAL

### Transport

The principal requirements placed on the development allocation in the Local Plan policies are related to the provision of the Eastern Relief Road (ERR) and the completion of grade separation at the Rookery Crossroads interchange with the A14.

The development of the site will increase traffic movements in the immediate area. The relief road is, however, intended to enable the development to gain access from the A14 and to give access to the eastern side of Bury St Edmunds to lessen impact of existing as well as new traffic on the junctions further west. It is an important part of the Council's transport strategy.

By providing this major employment site, the Local Plan seeks to achieve a better balance between jobs and homes in Bury St Edmunds. This has potential to reduce longer distance journeys for work.

The Masterplan identifies access on foot, by cycle and bus as matters to be addressed in the design of the scheme together with the use of travel plans.

The transport effects are, therefore, complex but are intended to provide overall significant benefits to the town. Information on traffic generation will be provided in detail in support of planning applications.

Conclusion on transport:  
Overall effect: beneficial

### Biodiversity

There are no statutory or non-statutory protected sites with the proposed development area. Much of the site is arable land which is relatively species poor. There are some hedges and trees within and on the edges of the site, and the Masterplan states that, where possible, these will be retained.

There will be some impact on existing habitats but the Masterplan indicates that the design of scheme and the planting that will take ecology and biodiversity into account and offers scope for some new habitat to be provided. Overall the effect on biodiversity is judged to be neutral.

Conclusion on biodiversity:  
Overall effect: neutral

### Landscape

The site does not have any landscape designations. New buildings would be visible from the adjacent roads to the east, the A14 to the south and from the access road to the west serving Suffolk Park and part of the Morton Hall residential area to the west.

New planting is proposed along the Eastern Relief Road and within plot boundaries.

There are few if any longer distance views that would be affected because of the generally flat landscape and trees/hedgerows within and adjacent to the site. The location of buildings will take account of views and impact on landscape. The Rougham Industrial Estate is a feature of the existing landscape. There would be some effect on rural setting of Bury St Edmunds but scope for planting to mitigate those effects.

Conclusion on landscape:  
Overall effect: neutral

## Listed Buildings

There are no conservation areas affected. Two Listed Buildings lie close to the site, the airfield control tower and radio room. They would be affected by the proximity of the Relief Road and new buildings and their settings to the south would become less open. However, the amendments to the route of the Eastern Relief Road to move it away from the listed buildings together with landscape works along the Relief Road would be used to reduce visual impact and the Vehicular access to the site would be improved.

Conclusion on Listed Buildings:  
Overall effect: neutral

## Archaeology

An initial check on the monuments record has been carried out. There are no known archaeological remains within the site. Further assessment will be carried out in preparation of planning submissions in due course.

Conclusion on archaeology.  
Overall effect: uncertain (likelihood of harm is low)

## Minerals Conservation

The site is not identified in the Minerals Local Plan as a site for mineral extraction and is not, therefore, needed to meet County targets. The Local Plan envisaged an assessment of minerals potential before development takes place to establish whether there are workable deposits.

It is not clear at present whether there are workable deposits and, if there are, the extent of such deposits. The possible implications for the environment are, therefore, not yet known. Removal of deposits could also have implications for sustainable drainage proposals.

Mineral extraction could potentially adversely affect bringing the site forward for development in accordance with the Local Plan employment allocation and in those circumstances extraction is unlikely to be pursued.

Conclusion on minerals conservation  
Overall effect: uncertain

## Flood risk

The land is in flood risk category 1. This is the lowest / least risk category. However, because of the size of the site it will be the subject of a flood risk assessment to support a planning application.

Initial assessments of drainage have been undertaken. Indications are that the ground is free draining and that there is scope for surface water drainage to be addressed through infiltration. This would enable surface water to be dealt with on site.

Conclusion on flood risk  
Overall effect: neutral

## Air Quality

Air quality assessments have regard to the levels of air borne pollutants. The site is not in an air quality management area. The majority of the site is at some distance from the nearest housing areas at Morton Hall.

The implications for air quality of the new Eastern Relief Road are difficult to predict. Whilst there would be an increase in traffic within the site, the Relief Road would alter traffic flows in the wider area with the scope for a significant reduction in congestion near the existing Moreton Hall A14 junction and the positive impact on air pollution this brings.

Conclusion on air quality:  
Overall effect: neutral

## Agriculture and Forestry

The development will result in the use of some agricultural land for business use and to provide the Eastern Relief Road.

The Relief Road will require the removal of some trees but not of areas used for commercial forestry.

The landscaping design will introduce new trees into the area thereby increasing the number of trees present.

Conclusion on agriculture and forestry:  
Overall effect: adverse (though minor) regarding agriculture/neutral regarding forestry

## Energy Conservation

Energy use within buildings will be addressed at the detailed design stages. Buildings will meet and may exceed Building Regulations requirements. Regard will be had to energy use in the siting of buildings as well as construction details. Modern buildings meet much higher energy efficiency standards than buildings built in previous decades so that, insofar as new buildings on the site replace older premises elsewhere, there are likely to be considerable improvements in energy efficiency. Overall the implications for energy efficiency cannot be fully assessed at present.

Conclusion on energy conservation  
Overall effect: uncertain (but probably neutral)

## Thriving Communities

Policies aim to maintain and enhance urban and rural communities. The proposals are relevant to transport and movement to and from residential areas of Bury St Edmunds and to the provision of employment. Employees will also contribute to supporting local services.

Conclusion on thriving communities  
Overall effect: beneficial

## Economic Development

The development of this extension of Suffolk Park is an important element of the economic policies of the District Council. It offers scope to diversify the local economy and to provide opportunities for investment. It is a large, long term employment site for Bury St Edmunds.

Conclusion on economic development  
Overall effect: beneficial

## Equality

Objectives include avoiding discrimination against individuals or groups in society. The proposals will be designed to achieve accessibility standards as required in Building Regulations. The site is capable of providing a range of employment opportunities in a location accessible by public transport.

Conclusion on equality  
Overall effect: beneficial

# ST EDMUNDSBURY SA SCOPING REPORT

(b) Summary table to document the effects of policies/options (one form for each)

SA Objective	Question: Will this policy / proposal / plan / strategy help to.....	Rating	Comment
<b>SOCIAL</b>			
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?	0	
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?	0	
To offer everybody the opportunity for rewarding and satisfying employment	Will it reduce unemployment overall?	++	
	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?	0	
	Will it provide enough housing?	0	
	Will it increase the range and affordability of housing for all social groups?	0	
To improve the quality of where people live and to encourage community participation	Will it reduce the number of unfit homes?	0	
	Will it improve the satisfaction of people with their neighbourhood as a place to live?	0	
	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?	+	

<b>ENVIRONMENTAL</b>			
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?	?	
	Will it promote sustainable use of water?	+	
	Will it maintain water availability for water dependant habitats?	0	
To reduce waste	Will it reduce household waste?	0	
	Will it increase waste recovery and recycling?	0	
To reduce the effects of traffic on the environment	Will it effect traffic volumes?	?	
	Will it reduce the need for local travel?	+	
	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?	0	
	Will it minimise the risk of flooding to people and property on the coast?	0	
	Will it reduce the risk of coastal erosion?	0	
	Will it reduce the risk of damage to people and property from storm events?	0	
To conserve and enhance biodiversity	Will it maintain and enhance sites designated for their nature conservation interest?	?	
	Will it help deliver the targets and actions for habitats and species within the Suffolk Biodiversity Action Plan?	0	
	Will it help to reverse the national decline in farmland birds?	?	
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?	0	
	Will it protect and enhance sites, features and areas of archaeological value in both urban and rural areas?	?	
	Will it protect and enhance sites, features and areas of geological value in both urban and rural areas?	0	
To conserve and enhance the quality and local distinctiveness of landscapes and townscapes	Will it reduce the amount of derelict, degraded and underused land?	0	
	Will it improve the landscape and/or townscape?	?	

<b>ECONOMIC</b>			
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?	++	
	Will it encourage rural diversification?	?	
To revitalise town centres	Will it increase the range of employment opportunities, shops and services available in town centres?	0	
	Will it decrease the number of vacant units in town centres?	0	
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?	+	
	Will it reduce journey times between key employment areas and key transport interchanges?	+	
	Will it increase the proportion of freight transported by rail or other sustainable modes?	?	
	Will it increase the consumption of locally produced food and good?	0	
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?	++	

**Key To Scores**

- ++ Major positive
- + Minor positive
- Minor negative
- Major negative
- 0 Neutral effect
- ? Uncertain effect