

APPENDIX B



BNP PARIBAS GROUP



LAND AT
SHEPHERD'S GROVE, STANTON
Bury St Edmunds

DRAFT MASTERPLAN



JAYNIC

STATEMENT OF COMMUNITY ENGAGEMENT

Prepared by Strutt & Parker on behalf of Property Recycling Group Plc and Jaynic

June 2019

Site Name:	Land at Shepherd's Grove, Stanton, Suffolk
Client Name:	Property Recycling Group PLC and Jaynic
Type of Report:	Statement of Community Engagement
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Checked by:	Joint clients
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1. SUMMARY

- 1.1 Property Recycling Group Plc has prepared a draft Masterplan for the development of land at Shepherd's Grove, Stanton, in accordance with adopted Local Plan Policy RV4. Consultation on the draft Masterplan was undertaken during the six-week period commencing on Thursday 21st February 2019, which began with a public exhibition summarising the contents of the draft masterplan.
- 1.2 Property Recycling Group Plc values local input at the draft stage of its development proposals and is also keen to comply with the advice given in the Council's Statement of Community Involvement, which encourages consultation on draft Masterplans.
- 1.3 Given its commitment to community engagement and consultation, Property Recycling Group Plc retained Strutt & Parker to assist in the tasks of identifying, collating and where necessary acting upon the views of statutory consultees, local stakeholders, residents and the wider community.
- 1.4 This Statement of Community Engagement summarises the consultation that has been undertaken thus far and complements and supplements the statutory public consultation process to be undertaken by the local authority, which will occur following the adoption of the masterplan and the submission of the planning application.

2. RELEVANT GUIDANCE RELATING TO THE CONSULTATION

- 2.1 Following public consultation and engagement, West Suffolk Council adopted its Statement of Community Involvement (SCI) in December 2018. This document sets out how the Council will engage with a variety of consultees – residents, businesses and stakeholders – in relation to the majority of their planning functions.
- 2.2 The Council's SCI sets out their vision and strategy for involving the wider community in the preparation of new planning documents, and how communities can become more involved and have a greater say in the handling of planning applications. The SCI is effectively a statement of the Council's intent to seek positive and meaningful engagement with their local communities in the delivery and improvement of all their planning services.
- 2.3 Section 1.4 of the Council's SCI explains how the Council will produce Supplementary Planning Documents (SPD). These documents are prepared to provide further detailed supporting guidance to existing planning policies, and they can be used to provide further guidance for development on specific sites, or on particular issues, such as design, infrastructure or affordable housing. SPDs do not carry the same weight as a Local Plan document but they are still a 'material consideration' in determining planning applications.
- 2.4 The key stages in the preparation of a Supplementary Planning Document are set out below:
1. **Public participation stage** (Regulation 12) – minimum four-week period;
 2. **Adoption of SPD** (Regulation 14) – consider representations and amend as necessary prior to adoption.
- 2.5 Concept Statements, Masterplans and Development Briefs are specific types of SPD that may be produced. Masterplans are an indicative scheme for the development of a site, prepared by a developer but agreed by the local planning authority (LPA) and subject to consultation before they are approved. A masterplan will be required where a concept statement has been prepared and on any other sites identified by the LPA as requiring a masterplan approach, due to the size, location or mix of uses on a site.
- 2.6 Policy DM3 of the Council's adopted Joint Development Management Policies Document concerns the preparation of Masterplans and sets out the types of sites for which a

masterplan may be required, as well as the issues that should be covered. Masterplans are normally required for proposals on land allocated in Local Plans or, exceptionally, for any sites which by virtue of their size, location or proposed mix of uses is justified as requiring a masterplanning approach.

- 2.7 The Council have also prepared and adopted a 'protocol' for the preparation of masterplans, which sets out the process and procedures that should be undertaken – this is set out below:

Protocol for the preparation of Masterplans required by Policy DM3 of the Joint Development Management Policies Document

1. Prior to commencing work on a masterplan, developers or landowners should seek a meeting with planning officers to agree the form, content, level of detail and timetable for the preparation of the masterplan. Where sites are in multiple ownerships one owner may lead the process with the written agreement of all other owners. All masterplans must be the subject of a sustainability appraisal, the format of which shall be agreed by the council.
2. The council will not consider or give views on draft masterplans until such time as any Concept Statement (where required) for the site in question has been the subject of public consultation.
3. The preparation of masterplans will have regard to the content of any approved Concept Statement for the site and, where applicable, the policies of the Local Plan. Approval to proceed to public consultation is delegated to the Assistant Director of Growth and the Portfolio Holder (Planning and Growth). Ward members will be notified in advance that such public consultation is to take place.
4. Developers will be responsible for undertaking an agreed form of consultation which will be in accordance with the council's Statement of Community Involvement. The council will identify which statutory bodies the developers should consult. The public consultation will normally involve a publicly accessible exhibition of the proposals attended by representatives of the developers/landowners and the proposals should be available for viewing/comment on the Internet during the consultation period.
5. Upon completion of the consultation, and after analysis of the responses received, developers should make any necessary amendments to the masterplan and submit it to the council for approval. The submission document should be accompanied by a statement of public consultation which identifies:
 - when the consultation took place
 - who was consulted
 - an accurate summary of consultation submissions
 - the developers response to those submissions
 - a schedule of changes made to the draft masterplan as a result of consultation.
6. Once submitted to the council, officers will assess the outcomes of the consultation and determine whether further consultation is required prior to determining whether to recommend the masterplan for adoption. If further consultation is required, this will be undertaken by the council unless it is clear that the original consultation is deficient in respect of the council's Statement of Community Involvement.
7. The masterplan will then be approved by the Portfolio Holder or Cabinet and adopted as Informal Planning Guidance. Should the developer/landowner require the masterplan to be adopted as a Supplementary Planning Document, it will be necessary to follow further procedures for the preparation of SPD set out in The Town and Country Planning (Local Planning) (England) Regulations 2012.

Strategic Planning
April 2019

- 2.8 The preparation of the draft masterplan for Shepherd's Grove, Stanton, has been carried out in accordance with the above protocol, save that the Council agreed that a Concept Statement did not need to be prepared first, due to the extent of detailed assessment work that had already been undertaken. This report has now been prepared to support stage 5 of the protocol – the preparation of the statement of public consultation.

3. THE CONSULTATION PROCESS

3.1 The Consultation process to date has included;

- **Meetings with Officers and Statutory Bodies**

Property Recycling Group Plc has held a number of discussions with planning officers of West Suffolk (major projects and urban design), and Suffolk County Council as local highway authority, prior to the preparation of the draft Masterplan. In addition, discussions have been held with the Strategic Development Department of Suffolk County Council and the local health authority (West Suffolk Clinical Commissioning Group). Meetings have also been held with SCC and Cllr Spicer.
- **Meetings with Local and County Councillors and Parish Councils**

Property Recycling Group Plc has also met with Stanton Parish Council, Hepworth Parish Council and Walsham Le Willows Parish Council, to explain the content of the initial draft masterplan. A meeting was also held with County Councillor Joanna Spicer to discuss local issues pertinent to Stanton and Hepworth, as well as education, healthcare and transport issues. This meeting was also attended by the Senior Planning and Growth officer in the Strategic Development Team at Suffolk County Council.
- **Direct Consultation with Local Stakeholders** – letters/emails sent out to:
 - Stanton, Hepworth and Walsham Le Willows Parish Councils
 - Mid Suffolk District Council (Planning Policy)
 - Suffolk County Council – Highways
 - Suffolk County Council – Strategic Development
 - Suffolk County Council – Public Rights of Way
 - Suffolk County Council – Archaeology
 - Suffolk County Council – Minerals and Waste
 - County Councillor for Blackbourn
 - West Suffolk Council – Environmental Health
 - West Suffolk Council – Urban design and Landscape
 - West Suffolk Council – Strategic Housing Manager
 - West Suffolk Council – Planning Policy
 - West Suffolk Council – Contaminated land
 - District Councillors for Stanton, Ixworth and Barningham; and Portfolio Holder for Growth
 - Natural England
 - Environment Agency
 - Anglian Water
 - Historic England
 - West Suffolk Primary Care Trust
 - Suffolk Wildlife Trust
 - Suffolk Preservation Society
 - Essex and Suffolk Water

➤ **Public Consultation**

A public exhibition of the draft Masterplan proposals was held on Thursday 21st February 2019 at Stanton Community Village Hall, Stanton, Bury St Edmunds, between 3pm and 8pm, with an earlier session from 2.30pm to 3pm for local representatives and stakeholders.

➤ **Project Website**

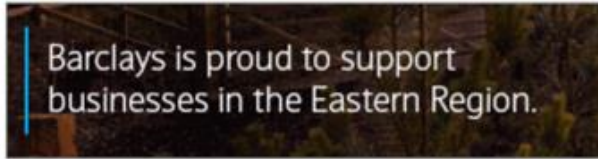
A dedicated project website www.shepherdsgrovestanton-masterplan.co.uk was set up containing all the information from the public exhibition and enabling respondents to make comments on the draft Masterplan online.

➤ **Press Release**

A press release was also issued (see Appendix B) just prior to the consultation event which resulted in good coverage in the local press (see below)



Bury Free Press



Developers consult on scheme at former RAF site

Two developers, Property Recycling Group plc and Jaynic, are to hold a public exhibition on their draft masterplan for a commercial and residential development on the former RAF airfield at Shepherd's Grove in Suffolk. The masterplan submitted to West Suffolk Council involves a new business park for up to 1,750,000 sq ft of space, creating new jobs and between 265 and 380 new homes and a new roundabout junction on the A143 and a access road into the area. The public exhibition will be held at Stanton Community Village Hall, in Stanton, on Thursday 21st February between 3.00pm and 8.00pm.

Masterplan proposes major commercial and residential schemes

Property Recycling Group plc and Jaynic have consulted with the public on a draft Masterplan which proposes commercial and residential development on the former RAF airfield at Shepherd's Grove in Stanton, Suffolk.

The Masterplan area includes Shepherd's Grove East and

Shepherd's Grove West as well as the undeveloped land between these two existing employment sites. Shepherd's Grove is located to the south of the A143 one mile to the east of Stanton.

The community benefits of the proposals would be:-

- A new business park for up

to 1,750,000 sq ft of floorspace creating a significant number of new jobs.

- All HCV traffic currently going through Stanton to the existing Shepherd's Grove West industrial estate will be able to enter Shepherd's Grove via a new roundabout junction on the A143

and a new access road into the heart of the area.

- The new roundabout junction on the A143 will slow traffic considerably coming in and out of Stanton and make the junction on to the A143 from Hepworth considerably safer.

- A new and attractive

residential development of between 265 and 380 dwellings with improved pedestrian and cycle access to Stanton and the existing primary school, healthcare and shopping facilities.

It is hoped that a planning application for the scheme will be submitted before the end of 2019.

4. PUBLIC CONSULTATION

- 4.1 A public consultation event was held at Stanton Community Village Hall, Stanton, Bury St Edmunds, IP31 2JH on Thursday 21st February, between 3pm and 8pm. Representatives from Property Recycling Group Plc, Jaynic and the project team were in attendance to explain the proposals and answer questions. An earlier preview session was held from 2.30pm to 3pm for local parish, district and county councillors.



Public Exhibition

- 4.2 Just over 1,100 local homes and businesses in and around the village of Stanton and Shepherd's Grove received an invitation flyer (see page 8). Invitations were also sent to the three local Parish Councils and local residents and stakeholders could phone or email the planning consultant at Strutt & Parker with any questions they had. An advertisement was also placed in the Bury Free Press in the week prior to the exhibition.
- 4.3 All those who attended the exhibition were given a feedback form to complete at the time, or take away with them and return via email. The exhibition banners are contained in Appendix A of this statement. 175 people attended during the course of the event, and 57 completed feedback forms returned.
- 4.4 The project website, www.shepherdsgrovestanton-masterplan.co.uk also allowed residents and other stakeholders to view the information that was displayed at the exhibition, before submitting their comments via email. Twenty-one comments were received via this method. The website will be available throughout the draft Masterplan process and will be updated with the results of the public consultation, the proposed changes to the draft Masterplan, and the final (submission) version of the Masterplan.



LAND AT SHEPHERD'S GROVE, STANTON

DRAFT MASTERPLAN



Public Consultation Event

Property Recycling Group and Jaynic would like to invite local residents, businesses and other stakeholders to a public consultation event on their Draft Masterplan for the Shepherd's Grove area, and particularly the proposals for the development of the available land for employment, residential and other purposes.

The exhibition on the Draft Masterplan will take place on:

**Thursday 21st February 2019 - between
3.00pm and 8.00pm**

At: Stanton Village Community Centre

5. CONSULTATION FEEDBACK

- 5.1 All those who attended the public exhibition were given a feedback form to record their comments. Feedback was also encouraged through the website www.shepherdsgrovestanton-masterplan.co.uk.
- 5.2 On the feedback form, attendees were asked questions on specific aspects of the draft proposals and were also encouraged to leave further comments. A total of 57 feedback forms were returned, either in person or via email and the website.

Question 1:

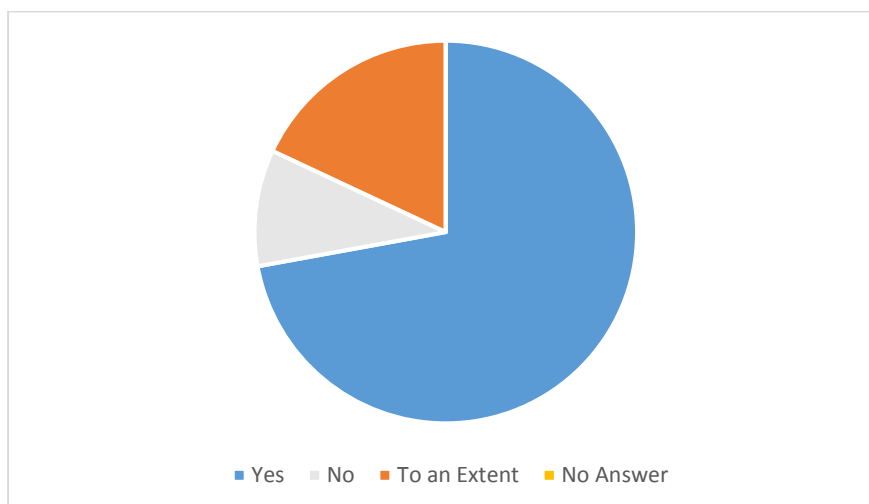
Residents were asked:

The Council's Adopted Local Plan Policy requires the provision of new infrastructure (roundabout on the A143 and new access road through to Shepherd's Grove West), in order to develop the land at Shepherd's Grove, which will remove the need for HGV traffic to go through the village.

Do you agree that this infrastructure should be an essential element of the development of the Masterplan area?

	Number of Responses	Percentage
Yes	44	72%
To an Extent	11	18%
No	6	10%
No Answer		

From the above, it can be concluded that 90% of the responses received in answer to this question agreed with the question, or agreed to an extent, that the infrastructure should be an essential element of the development of the Masterplan.



Question 2:

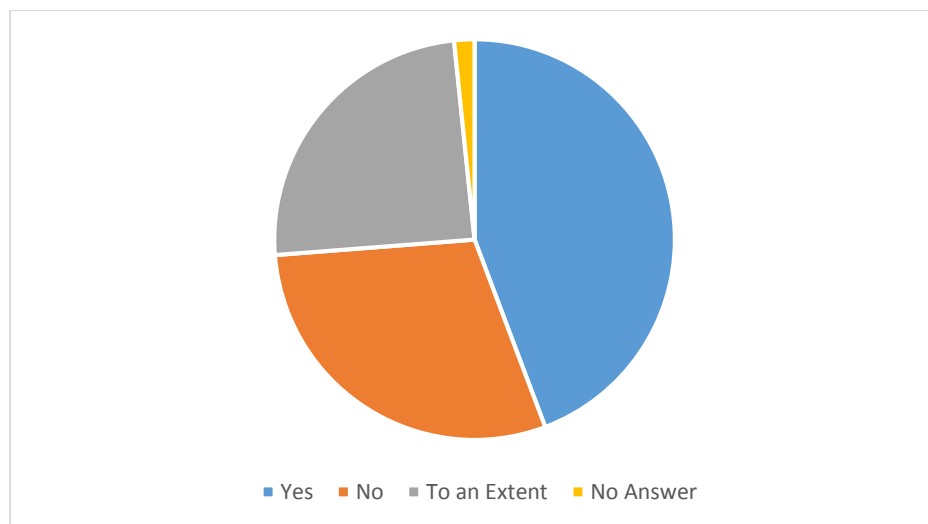
Residents were asked:

The Council's Local Plan Policy also allows for the inclusion of a proportion of residential and/or other higher value uses to achieve an economically viable employment development.

Do you support the principle of residential and/or other higher value uses at Shepherd's Grove, to help provide the essential infrastructure needed?

	Number of Responses	Percentage
Yes	27	44%
To an Extent	15	25%
No	18	29%
No Answer	1	2%

From the above, it can be concluded that 69% of the responses received in answer to this question supported the principle, or supported the principle to an extent, that residential and/or other higher value uses should be included at Shepherd's Grove, to help provide the essential infrastructure needed.



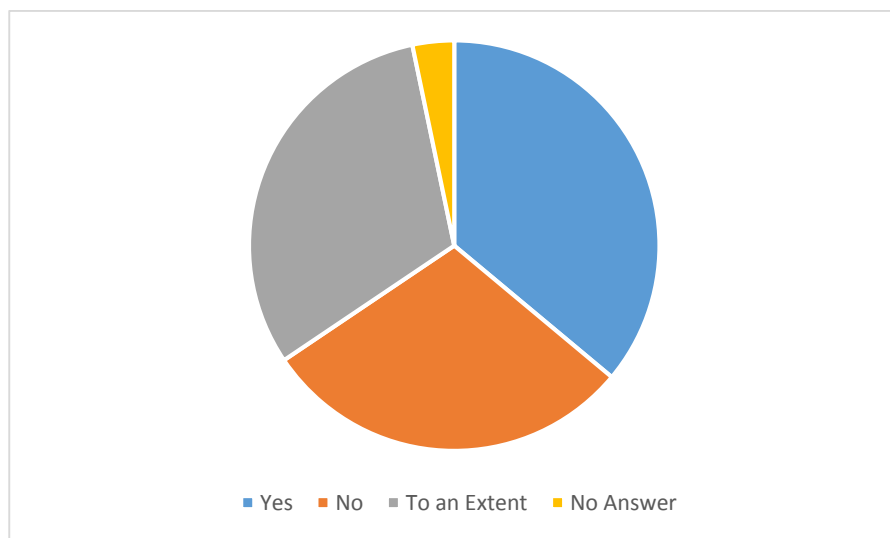
Question 3:

Residents were asked:

Do you broadly support the proposed land uses as shown in the draft Masterplan?

	Number of Responses	Percentage
Yes	22	36%
To an Extent	19	31%
No	18	30%
No Answer	2	3%

From the above, it can be concluded that 67% of the responses received in answer to this question supported the proposed land uses shown in the draft Masterplan, or supported them to an extent.



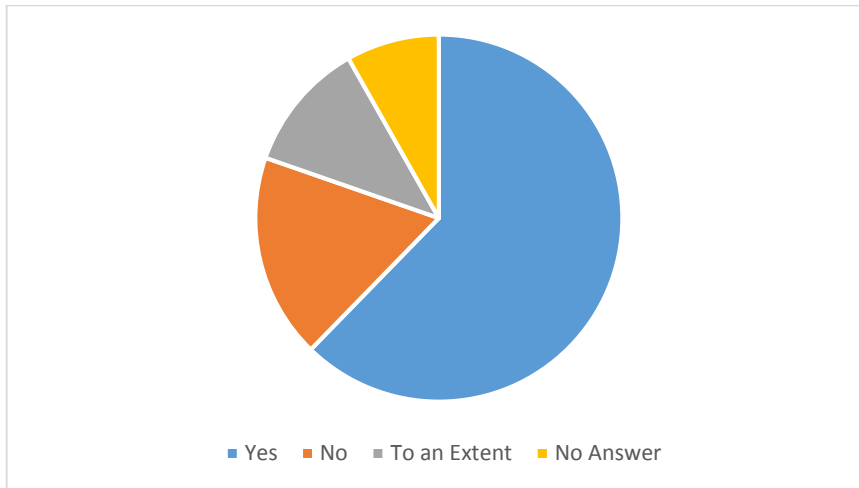
Question 4:

Residents were asked:

Do you think the draft Masterplan should include the provision of a 'community facilities' building for existing and new residents?

	Number of Responses	Percentage
Yes	38	62%
To an Extent	7	12%
No	11	18%
No Answer	5	8%

From the above, it can be concluded that 74% of the responses received in answer to this question supported the provision of a community facilities building, or supported it to an extent.



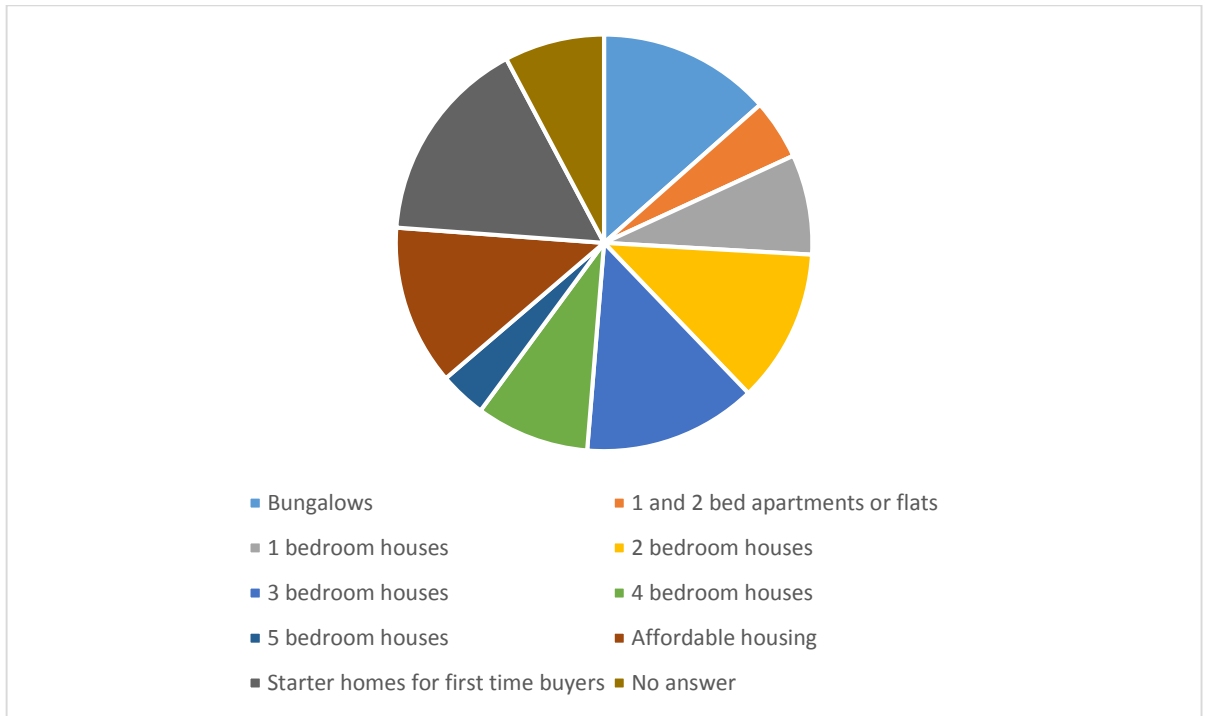
Question 5:

Residents were asked:

What type of housing do you feel should be provided at Shepherd's Grove?

	Number of Responses
Bungalows	26
1 and 2 bed apartments or flats	9
1 bedroom houses	15
2 bedroom houses	23
3 bedroom houses	26
4 bedroom houses	17
5 bedroom houses	7
Affordable housing	24
Starter homes for first time buyers	31
No answer	15

From the above, it can be concluded that the responses received show the highest preferences, in terms of dwelling type, are for starter homes for first time buyers, bungalows and three bedroom houses. There would appear to be little support for large, detached five bedroom houses.



Question 6:

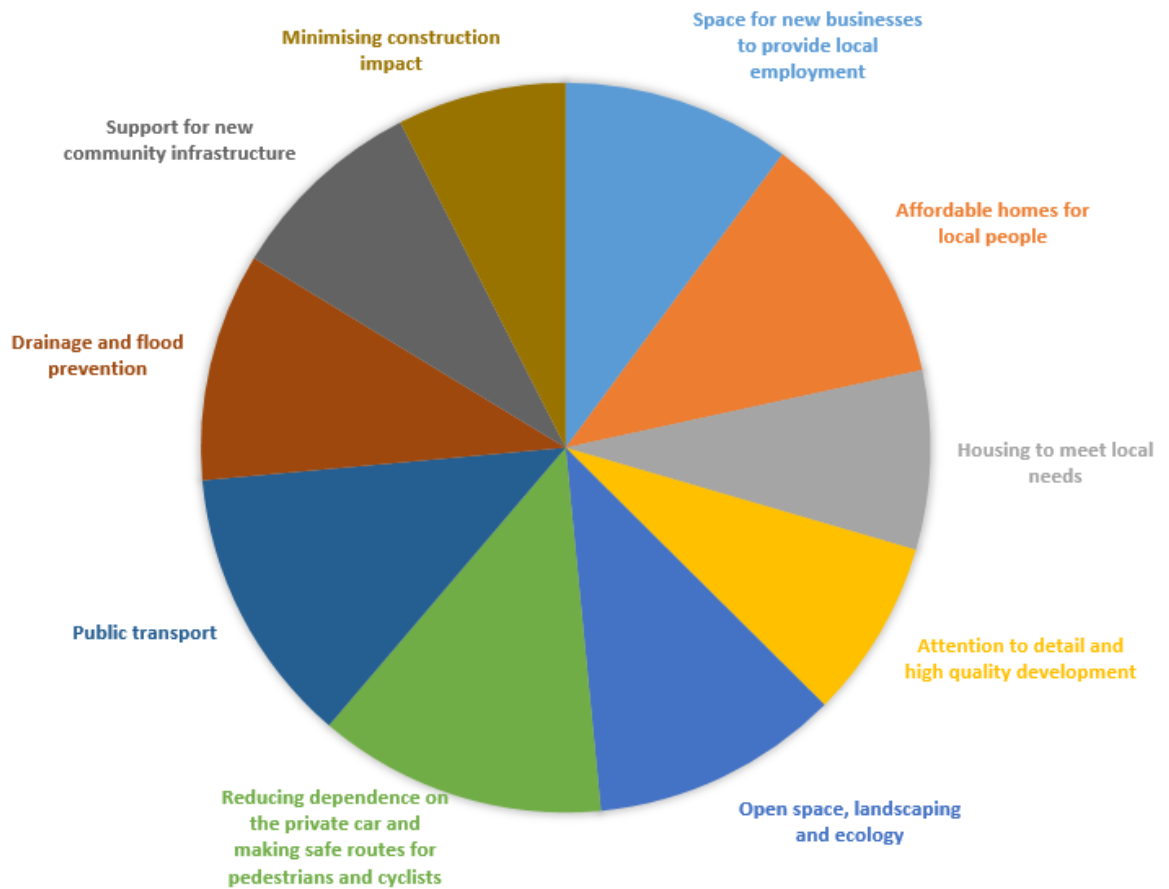
Residents were asked:

Which of the following do you feel are the most important things for us to prioritise in developing our proposals?

	Number of Responses
Space for new businesses to provide local employment	23
Affordable homes for local people	26
Housing to meet local needs	18
Attention to detail and high quality development	18
Open space, landscaping and ecology	25
Reducing dependence on the private car and making safe routes for pedestrians and cyclists	29
Public transport	28
Drainage and flood prevention	23
Support for new community infrastructure	20
Minimising construction impact	17

From the above, it can be concluded that the responses received show that the most important things that should be prioritised in developing the proposals are: reducing

dependence on the private car and making safe routes for pedestrians and cyclists; public transport; and providing affordable homes for local people.



Question 7: Further Comments

Respondents were asked:

Please let us know if you have any further comments on the draft Masterplan.

The key issues raised are set out below under various topic areas, together with comments and an indication of how the Masterplan has, or will, address the issue:

Highways

Response	No.	Comment	How has/will the Masterplan address this issue?
<i>How will HGV traffic will be restricted from going through village?</i>	2	This is a matter for detailed discussion with the local highway authority and will be considered at the planning application stage.	This is a matter of detail for the planning application stage of the project. However, a reference will be

Response	No.	Comment	How has/will the Masterplan address this issue?
			added in the masterplan for further consultation with the local highway authority on this matter as the detailed proposals are developed and prior to submitting the outline planning application.
<i>We have a big problem with cars parking on the footpaths at the school already. More homes would impact this even more.</i>	1	This issue will be raised with the local highway authority. The traffic impacts of the proposed development will be fully assessed in the Transport Assessment, and mitigation measures will be put forward in the Travel Plan – both these reports will be prepared at the planning application stage.	This is a detailed matter outside the scope of the Masterplan.
<i>I am concerned about volumes of traffic on the A143, Summer Road and the local infrastructure.</i>	11	This issue will be raised with the local highway authority. The traffic impacts of the proposed development will be fully assessed in the Transport Assessment, and mitigation measures will be put forward in the Travel Plan – both these reports will be prepared at the planning application stage.	This is a detailed matter outside the scope of the Masterplan.
<i>What plans do you have to stop current roads being used as 'rat runs'?</i>	2	The new access road will provide direct vehicular access to Shepherd's Grove West from the A143, without the need to go through the village. The necessity for additional traffic calming measures on the local road network will be discussed at the planning application stage. The traffic impacts of the proposed development will be fully assessed in the Transport Assessment, and mitigation measures will be put forward in the Travel Plan.	The Masterplan sets out the provision of the new access road, as well as the proposed new footways and cycle-paths. Other detailed highways matters will be addressed as part of the planning application. However, a reference will be added in the masterplan for further consultation with the local highway authority on this matter as the detailed proposals are developed and prior to submitting the outline planning application.

Response	No.	Comment	How has/will the Masterplan address this issue?
<i>Upgrading Grove Lane from a country lane to a main road will lead to an increase in traffic – both cars and goods vehicles.</i>	3	It is not the intention to significantly widen or upgrade Grove Lane, other than by the addition of a new footway and cycle-path along the road to link the new residential area with the village and the local primary school.	The Masterplan sets out the provision of the new access road, as well as the proposed new footways and cycle-paths. However, a reference will be added in the masterplan for further consultation with the local highway authority on this matter as the detailed proposals are developed and prior to submitting the outline planning application.
<i>Concern that private cars will egress via the village roads to access the A143 rather than the new Hepworth exit.</i>	3	Traffic modelling work will be undertaken as part of the preparation of the Transport Assessment, which will support the planning application. The traffic impacts of the proposed development will be fully assessed in the Transport Assessment, and mitigation measures will be put forward in the Travel Plan.	This is a matter of detail for the planning application stage of the project. However, a reference will be added in the masterplan for further consultation with the local highway authority on this matter as the detailed proposals are developed and prior to submitting the outline planning application.
<i>Welcome the fact that HGV's would no longer need to come through the village.</i>	5	Thank you for your observation – this is one of the primary reasons for the provision of the new access road into the Masterplan area from the A143.	The following sections are relevant: 2.3 (movement & access objectives); 3.6 (access and transport); 5.3 (access, street hierarchy & public transport); and 5.4 (pedestrian and cycle links).
<i>Yes, to better road improvements from A143 to serve industrial areas.</i>	1	Thank you for your positive comment.	See above

Response	No.	Comment	How has/will the Masterplan address this issue?
<i>The plan shows an emergency vehicle access route to Sumner Road. That means the land owner must allow emergency vehicles access but can and could prevent pedestrians / cyclists from having free and open use as a right of way.</i>	1	There would be no intention of restricting this route to exclude pedestrians and cyclists. The existing road has sufficient width to serve as both an emergency access and a footway/cycleway.	See Figure 22 – Movement Diagram.
<i>Ensure that there is a clear and adequate pedestrian AND cycle routes to satisfy both the east-west and north – south routes and their intersections.</i>	1	New footway/cycleways would be provided along Grove Lane/Upthorpe Road and along the new access road. As explained above, the existing access road out of the site to Sumner Road would also contain a footway/cycleway.	See section 5.4
<i>Access onto the new roundabout on A143, especially along the primary arms of the A143 as an LGV strategic network route, appears to be limited and likely to cause tail backs towards the junction of High Street, Hepworth. Reducing the diameter of the inner island to ensure that LGVs (especially articulated goods vehicles) can negotiate the roundabout would assist.</i>	1	The detailed design of the proposed new roundabout on the A143 will be produced at the planning application stage, in consultation with the local highway authority (Suffolk County Council).	See section 3.6
<i>Consideration on traffic calming, weight limit etc. should be addressed for Hepworth. Also ensure that water levels are not at risk in Hepworth from this development. If this is to get support from Hepworth residents, we need pavements on our village road and heavy vehicles prohibited.</i>	2	This is a matter for detailed discussion with the local highway authority and will be considered at the planning application stage, following the preparation of the Transport Assessment and Travel Plan(s).	This is a detailed matter outside the scope of the Masterplan. However, a reference will be added in the masterplan for further consultation with the local highway authority on this matter as the detailed proposals are developed and prior to submitting the outline planning application.
<i>Our street is a secondary residential road. We have witnessed heavy goods vehicles and commercial vehicles using</i>	2	This is potentially an existing traffic issue, which will be discussed with the local highway authority.	Detailed matters of traffic control/restraint are outside the scope of the Masterplan.

Response	No.	Comment	How has/will the Masterplan address this issue?
<i>Hepworth as a shortcut rather than going down the adequate 'A' roads to arrive at their destinations.</i>			However, a reference will be added in the masterplan for further consultation with the local highway authority on this matter as the detailed proposals are developed and prior to submitting the outline planning application.
<i>Hepworth junction is difficult to get out of, even more so during rush hour. Visibility to see oncoming traffic is not good. I have to edge myself forward to see far enough to get out on to the road. The junction is made more hazardous during adverse weather as it is on a hill. The roundabout will hopefully slow down the traffic, but the increase of traffic will make it more difficult to get out of Hepworth junction. Other junctions which are also difficult to get on to the A143; Barningham road B1111 and Bardwell road. Blind spots at Wyken / A143 crossroads.</i>	2	The existing junction of Sumner Road and the A143 and The Street (Hepworth Road) and the A143 are acknowledged as being a traffic accident 'hot-spots'. The provision of a new roundabout in this location will slow traffic. The issue of traffic emerging from The Street onto the A143 will be discussed with the local highway authority.	Detailed matters of traffic control/restraint are outside the scope of the Masterplan. However, a reference will be added in the masterplan for further consultation with the local highway authority on this matter as the detailed proposals are developed and prior to submitting the outline planning application.
<i>Drivers do not adhere to the 40 speed limit along the A143 from Stanton through Hepworth and Walsham le Willows junction. Drivers speed through our village (30 mph zone). Last year we had 1,099 drivers recorded doing 40 to 50 mph, 35 drivers driving 50 to 60 mph and 2 drivers doing 60 to 70 mph.</i>	2	This is a matter for detailed discussion with the local highway authority and is outside the scope of the Masterplan.	Speeding traffic through Hepworth is a matter for the local highway authority and outside the scope of the Masterplan.
<i>Currently at morning rush hour we have a tail back of traffic from Ixworth roundabout to Bluebell forest at the Wyken junction. Further developments will worsen traffic hot spots.</i>	1	This is a matter for detailed discussion with the local highway authority and will be considered at the planning application stage, following the preparation of the Transport Assessment and Travel Plan(s).	This is a detailed matter outside the scope of the Masterplan. However, a reference will be added in the masterplan for further consultation with the

Response	No.	Comment	How has/will the Masterplan address this issue?
			local highway authority on this matter as the detailed proposals are developed and prior to submitting the outline planning application.
<i>I strongly feel that Hepworth should have a 3.5T weight limit to deter transport using our village as a shortcut to travel to Thetford and A11. I strongly suggest that we have traffic calming solutions in our village such as reducing the width of the road and have priority passing at both ends of our village."</i>	1	This is potentially an existing traffic issue, which will be discussed with the local highway authority.	Detailed matters of traffic control/restraint are outside the scope of the Masterplan. However, a reference will be added in the masterplan for further consultation with the local highway authority on this matter as the detailed proposals are developed and prior to submitting the outline planning application.
<i>Our street is not safe for pedestrians because there is no pavement on parts of the village (Hepworth) and especially leading to the bus stops for public and school buses. The pavements are narrow and not ideal for pushchairs in some places and two people cannot walk past each other on the pavement.</i>	3	This is a matter for detailed discussion with the local highway authority and is outside the scope of the Masterplan.	This is a detailed matter outside the scope of the Masterplan. However, a reference will be added in the masterplan for further consultation with the local highway authority on this matter as the detailed proposals are developed and prior to submitting the outline planning application.

Construction traffic

Response	No.	Comment	How has/will Masterplan address the issue
<i>Very concerned about the likely increase in traffic (during construction and afterwards) along "The Street", Hepworth. This is already a "rat-run" for heavy traffic between</i>	2	The impact of construction traffic will be considered at the planning application or 'reserved matters' stage, and will be covered by a planning condition requiring the preparation, submission and approval of a 'Construction Method	This is a detailed matter outside the scope of the Masterplan.

<i>Barningham and A143. Instead of using B111/A143. "The Street" is a secondary road and entirely unsuitable for 'heavy' traffic.</i>		Statement'. HGV routing and hours of operation, delivery etc. can be covered in such a statement.	
<i>Try and keep all construction traffic away from Shepherd's Grove Park; S.G. Park is for over 55s so there are many elderly people who wish for a peaceful life, not a lot of noise and traffic going past.</i>	1	See above comment.	This is a detailed matter outside the scope of the Masterplan.

Facilities and Amenities

Response	No.	Comment	How has/will Masterplan address the issue
<i>Lack of capacity at schools, doctors, etc. Places are already very limited.</i>	13	Detailed discussions have already taken place with the Local Education Authority (SCC) and the West Suffolk Clinical Commissioning Group to assess the likely extent of developer contributions for education and healthcare facilities. These discussions are ongoing and will be finalised during the consideration of the planning application.	This is a detailed matter outside the scope of the Masterplan and will be dealt with through the provision of developer contributions and set out in the Section 106 Agreement as part of any planning permission.
<i>Issue of school and on-street parking. Traffic issues.</i>	1	This issue will be raised with the local highway authority. The traffic impacts of the proposed development will be fully assessed in the Transport Assessment, and mitigation measures will be put forward in the Travel Plan – both these reports will be prepared at the planning application stage.	This is a detailed matter outside the scope of the Masterplan.
<i>Currently no restriction on working hours of existing businesses on Shepherd's Grove West – new houses would be in close proximity to these businesses.</i>	1	A Noise Assessment has been undertaken as part of the preparation of the Masterplan, to assess noise levels in this location. It concludes that mitigation measures can be incorporated within the detailed design and layout that would deal with this issue. The Noise Assessment will be submitted with the planning application, but the provision of a landscaped buffer area along this	See Figures 19, 30 and 34, and section 5.5

Response	No.	Comment	How has/will Masterplan address the issue
		boundary is shown in the Masterplan.	
<i>New doctor's surgery and supermarket needed both with adequate parking.</i>	2	The West Suffolk Clinical Commissioning Group are currently considering the expansion of healthcare facilities in the area. Developer contributions will be forthcoming from any residential development to mitigate for the increased healthcare requirements generated by the development. Town centre uses are expressly prohibited by Policy RV4 of the adopted Local Plan.	The draft Masterplan includes a potential area within the site for community uses, which could include a doctor's surgery, however it is not a location favoured by the West Suffolk CCG. Nevertheless, the area shown for potential new community facilities will be increased.
<i>Sports club needs a pedestrian access to village.</i>	1	This is a matter for detailed discussion with the local highway authority and is outside the scope of the Masterplan.	This is a detailed matter outside the scope of the Masterplan.
<i>As an elderly resident of Shepherd's Grove Park a bus service to Stanton village for the doctors and a regular bus service to Bury is essential.</i>	2	The new residential area is likely to create an increased demand for the existing bus services, which may be routed through the site in the future, although this is a matter for the service provider.	Public transport issues are dealt with at sections 3.6 and 5.3
<i>A means of transport is required for High school students. School Transport will no longer be free by the time the proposed development starts in 2021. Therefore, an increase in traffic is inevitable from the proposed 250 to 350 dwellings that have children.</i>	3	This is a matter for detailed discussion with the local education authority and is outside the scope of the Masterplan.	This is a detailed matter outside the scope of the Masterplan.
<i>Mobile networks are poor here apart from EE.</i>	1	The extent of new business and residential development envisaged in the Masterplan will result in improved telecoms infrastructure, which will inevitably enhance the wider area.	This is a detailed matter outside the scope of the Masterplan.
<i>On site facilities will have to include areas for recreation and children's play facilities.</i>	1	This is a detailed design matter but any proposals will meet currently adopted standards for open space and children's play space provision.	The masterplan will be amended to show the indicative location of a LEAP.

Response	No.	Comment	How has/will Masterplan address the issue
<i>The current bus service is wholly impractical to use. A journey to Bury from Hepworth can take over an hour and the service is very infrequent with no service at all on a Sunday, a day when most working people now shop! This forces commuters etc. into their private vehicles.</i>	1	Thank you for your observation but this is a transport issue that is outside the scope of the Masterplan, however, matters of access to and improvement of public transport will be covered in the Transport Assessment at the planning application stage.	This is a detailed matter outside the scope of the Masterplan, but high level public transport issues are dealt with at sections 3.6 and 5.3 of the draft Masterplan.
<i>Shopping facility nearer Hepworth, as there is no existing shop.</i>	1	The provision of future facilities in Hepworth is outside the scope of the Masterplan. Town centre uses within the Masterplan area are expressly prohibited by Policy RV4 of the adopted Local Plan.	This is a detailed matter outside the scope of the Masterplan.
<i>The bus stops are not positioned in suitable locations, two of them overhang the ditches with no pavement (opposite Church road and along the street just before the North Common / Market Weston cross road). The Third bus stop is on the A143 at the Hepworth junction. There is no lay-by for the bus to stop in and in its current location it will be near the proposed roundabout.</i>	1	Thank you for your observation but this is a transport issue that is outside the scope of the Masterplan, however, matters of access to and improvement of public transport will be covered in the Transport Assessment at the planning application stage.	This is a detailed matter outside the scope of the Masterplan, but high level public transport issues are dealt with at sections 3.6 and 5.3 of the draft Masterplan.

New housing

Response	No.	Comment	How has/will Masterplan address the issue
<i>Most new developments do not allow sufficient car parking, 3 cars per house should be a minimum.</i>	1	Thank you for your observation but this is a detailed issue that is outside the scope of the Masterplan. However, the residential areas will provide parking that meets the currently adopted parking standards of the local highway authority.	This is a detailed matter outside the scope of the Masterplan.
<i>Social housing provision - Appreciation of needs of older residents at Shepherd's Grove Park (mobility scooter paths, etc.). Dog walking, leisure facilities to appeal to SGP</i>	1	Thank you for your observation - new footway/cycleway along Grove Lane/Upthorpe Road will cater for mobility scooters and provide level, off-road access into the village.	The Masterplan sets out the proposed new footways and cycle-paths. Other detailed highways matters will be addressed as part

Response	No.	Comment	How has/will Masterplan address the issue
<i>residents' provision.</i>			of the planning application.
<i>It's not right the funds for this are raised by a residential development.</i>	1	Adopted planning policy supports the inclusion of residential development to fund the provision of the necessary infrastructure.	The Masterplan fully accords with adopted planning policy for the site.
<i>Housing on the industrial side is just inappropriate and will cause local existing business hassle.</i>	1	Thank you for your observation but adequate mitigation measures will be provided along this boundary of the site, such that new residents would not have cause to complain about any business activities. Substantial landscape buffer zones will be provided between the new dwellings and the existing industrial estate.	See Figures 19, 30 and 34, and section 5.5. Masterplan will also be amended to show stronger indicative landscaping areas and improved landscaped buffer between residential area and Shepherd's Grove West. As a consequence, the overall residential area has been enlarged to the north in order to accommodate the required number of dwellings.
<i>No to residential – schools, doctors, etc. would not cope.</i>	1	Detailed discussions have already taken place with the Local Education Authority (SCC) and the West Suffolk Clinical Commissioning Group to assess the likely extent of developer contributions for education and healthcare facilities. These discussions are ongoing and will be finalised during the consideration of the planning application.	This is a detailed matter outside the scope of the Masterplan and will be dealt with through the provision of developer contributions and set out in the Section 106 Agreement as part of any planning permission.
<i>The Council should be consulted over the possibility of creating a small village in its own right to include the appropriate level of facility to support its population e.g. school (primary), small shop, surgery. This is a brownfield site, ideal to create a modern 'eco-friendly' development like Suffolk has never seen before. There is no</i>	4	Thank you for your observation - see comments above on provision of new facilities and expansion of existing facilities. The new residential area would be likely to support existing services and facilities in the village, including the local primary school.	This is a matter of strategic policy to be addressed by the local planning authority and outside the scope of the Masterplan. Developer contributions would be made for education, health etc. and set out in the Section 106

Response	No.	Comment	How has/will Masterplan address the issue
<i>need to put more strain on existing villages which are currently sustainable.</i>			Agreement as part of any planning permission.
<i>Completely against new residential area due to likely complaints about existing noisy industrial area.</i>	1	Thank you for your observation but adequate mitigation measures will be provided along this boundary of the site, such that new residents would not have cause to complain about any business activities.	See Figures 19, 30 and 34, and section 5.5. Masterplan will also be amended to show stronger indicative landscaping areas and improved landscaped buffer between residential area and Shepherd's Grove West. As a consequence, the overall residential area has been enlarged to the north in order to accommodate the required number of dwellings.
<i>The new housing is proposed to be right in the middle of the two industrial sites, lorries park on the estates during the evening awaiting businesses to open the next morning.</i>	1	See above	See above
<i>The project, regarding Shepherds Grove, is a wonderful thing, from the eyesore it is today, to what the site can be made into. Not only to bring employment but also residential homes which is wanted and well overdue, for this part of Suffolk.</i>	1	Thank you for your positive comment.	

Industrial area

Response	No.	Comment	How has/will Masterplan address the issue
<i>Happy with industrial units</i>	2	Thank you for your positive comment.	

Response	No.	Comment	How has/will Masterplan address the issue
<i>No to residential area in the middle of the countryside, next to a long standing industrial area for the last 50 years. More industrial units very welcome as a land owner at Shepherd's Grove West. Housing and industrial do not work well together.</i>	1	Noted, but adequate mitigation measures will be provided along this boundary of the site, such that new residents would not have cause to complain about any business activities.	See Figures 19, 30 and 34, and section 5.5. Masterplan will also be amended to show stronger indicative landscaping areas and improved landscaped buffer between residential area and Shepherd's Grove West.
<i>Why is there a footpath directly into our industrial estate? Giving access to bored teenagers.</i>	1	This potential footway/cycleway link was requested by the Council as a means to enhance the linkages from the residential development to the surrounding area. Given that the route would not link up with any existing footway/cycleway within the Shepherd's Grove Estate, this link will be re-considered.	Refers to Figure 31 of the draft Masterplan. Masterplan will be amended to delete this link for reasons of security and because there are no existing footways to link up to within the industrial estate.
<i>Why not improve current industrial area.</i>	1	Beyond scope of Masterplan. This comment will be passed on to the Council.	N/A
<i>The new industrial areas should include starter office and workshop accommodation for new businesses as well as high tech operations, the developer has experience with these ideas from Haverhill and Bury St Edmunds. Labour intensive employment operations are preferable to storage facilities that generate many HGV movements.</i>	1	Thank you for your observation, however this is a matter of detail to be considered at the planning application stage.	This is a detailed matter outside the scope of the Masterplan
<i>Make sufficient parking available so as to avoid the necessity of parking on the new road through the estate.</i>	1	Thank you for your observation but this is a detailed issue that is outside the scope of the Masterplan. However, all new development will provide parking that meets the currently adopted parking standards of the local highway authority for each proposed use.	This is a detailed matter outside the scope of the Masterplan.

Flooding / Sewerage / Lighting / Renewable Energy

Response	No.	Comment	How has/will Masterplan address the issue
<i>This area is a water logged plateau – your drainage assumptions do not mention the effect on surrounding land.</i>	1	Initial work carried out on flooding and drainage, to support the draft Masterplan, suggests that a system of Sustainable Urban Drainage features can be used in each catchment area to attenuate flow rates and improve water quality before it is out-failed to the receiving systems. These Suds trains will include permeable paving, swales and detention basins in combination to convey and store water. The requirements of the Lead Local Flood Authority will be met by the final systems proposed for each catchment area.	See sections 3.5 and 5.9 of the draft Masterplan. In addition, masterplan will be amended to identify the location and approximate size of the new SuDS basin.
<i>Concerns regarding sewerage/waste capacity at Stanton. The ‘Stanton Stink’ can be smelt from May to October. Bus services, shops and general facilities need to be accessible for residents. Traffic problems around the school, especially lorries and traffic from industrial estate.</i>	3	This area is currently served by adopted Anglian Water sewers. Which are located in the south west of the development area. Anglian Water has been contacted and they have confirmed that subject to some offsite reinforcement works that their existing sewer network can accommodate the development flows. Anglian Water has also confirmed that their water recycling centre has capacity to treat the flows from the site.	See sections 3.5 and 5.9 of the draft Masterplan.
<i>How much input has the police ‘A.L.O’ had in this to reduce crime i.e. lighting “secured by design” etc.? Will the medical locations be extended? Will Schools have enough support.</i>	1	The police ALO (Architectural Liaison officer), will be involved as the plans develop and a planning application is submitted. See above comments on provision for education and healthcare.	This is a detailed matter outside the scope of the Masterplan.
<i>The site is on a raised plateau, slightly sloping to the South-west. Soil is impermeable clay. By covering more of the ground with buildings – especially industrial – and road surfaces, this will make the possibility of flooding on the site more likely.</i>	1	See comment on flooding above.	
<i>Light pollution from the site will restrict the habitat for Barn owls</i>	1	A Preliminary Ecological Appraisal (PEA) has been undertaken of the area,	See sections 3.4 and 5.8 of the draft

Response	No.	Comment	How has/will Masterplan address the issue
<i>and bat colonies, both of which are present in this area.</i>		as well as a Phase 1 Habitat Survey, in order to assess the on-site habitats and their potential to support notable and protected species.	Masterplan. Full ecological surveys will be undertaken to support the planning application and detailed mitigation will be agreed at that time.
<i>Hepworth has a small stream that runs alongside the street. During wet weather conditions there are parts of Hepworth, which do flood. There are natural ponds on both sides of the street which over flow down the road and into the ditches either side of the road however water collects around the area of Wood Lane and opposite the road. This section of the street becomes flooded. Also further down the road from Hepworth to Barningham we have a collapsed drain pipe under the road which in adverse weather, it becomes flooded and impassable, this was reported to highways last year and as yet has not been fixed. In the Masterplan it refers to the Shepherds Grove land being suitable for development and not a flood risk. During adverse wet weather, is there a risk of water flow running in to Hepworth from the development? There is no mention of Hepworth in the Topography and landscape page of the Masterplan, it mentions Stanton, Walsham le Willows and Wattisfield but not Hepworth - our village is closest to the development.</i>	1	Drainage issues in Hepworth are outside the scope of the Masterplan, but the detailed Flood Risk Assessment and Surface Water Drainage Strategy that will be prepared to support the planning application, will consider any drainage issues in respect of the Masterplan area. Further work will be carried out on landscape and visual impact for the planning application, which will cover and assess a significantly wider context than the Masterplan area. Sections 3.2 and 3.3 of the draft masterplan are intended to provide a brief assessment of the wider topography and landscape setting of the area.	This is a detailed matter outside the scope of the Masterplan.
<i>The development needs to make space for wildlife and be an innovative, forward thinking and semi-sustainable development that would be an asset to the area. Renewable</i>	1	This is noted, and largely supported, however these are matters of detail to be developed and considered at the planning application stage. However, given the information on habitats, it is envisaged that there would a be a net	See sections 3.4 and 5.8 of the draft Masterplan. In addition, further text will be added to the masterplan sections

Response	No.	Comment	How has/will Masterplan address the issue
<p><i>energy measures, such as solar and wind energy, need to be incorporated as well as 'green roofs' and wildlife areas</i></p>		<p>gain in biodiversity as a result of the development. This would be achieved through extensive new landscaping, including wildlife areas, to create enhanced habitats and wildlife corridors. Structural woodland planting would also be included to provide natural separation between the various development areas.</p> <p>Energy efficiency and reduced carbon emissions within the proposed development will be achieved by a passive design methodology, and use of renewable energy measures.</p>	<p>on biodiversity, sustainability and renewable energy.</p>

Statutory Consultee Responses

SCC Highways

The Masterplan broadly addresses our concerns and provides good connectivity for pedestrians and cyclists from the main village and A143. There is an improved access to the development. There are opportunities for improved bus links.

Comments on HGV routing and vehicle trips will be addressed when a full TA is produced. However, in principle the masterplan is acceptable.

SCC Strategic Development

The County and District Councils have a shared approach to calculating infrastructure requirements, as set out in the adopted Section 106 Developers Guide to Infrastructure Contributions in Suffolk.

Impacts and Mitigation

The details of the impact on local infrastructure serving the proposed development is set out below and will form the basis of planning obligations sought from the developer. Since the number of dwellings has not been finalised, estimates of impacts are provided for both a 265 dwelling and a 380 dwelling scenario where relevant.

1. Education. Paragraph 94 of the NPPF states: 'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- b) work with schools' promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.'

SCC anticipates the following minimum pupil yields from the two development scenarios:

Phase	Development Scenario	
	265 dwellings	380 dwellings
Primary	65	93
High	47	67
Sixth	10	14

Neither scenario generates enough new pupils to warrant the establishment of new schools so where necessary contributions will be sought for the creation of new places at existing local schools.

The residential component of the masterplan falls entirely within the catchment of Stanton Community Primary School. Stanton CP has re-located to the former middle school site and has a total capacity of 210 places.

The latest primary pupil forecast is as follows:

Total Capacity	Net Capacity (95% of total)	Forecast:	2018-19	2019-20	2020-21	2021-22	2022-23
210	200		212	219	217	218	218
Available Places (total)			-2	-9	-7	-8	-8
Available Places (net)			-13	-20	-18	-19	-19

Additional capacity will be required, so we have drawn up plans to create 105 places at this school by bringing unused floorspace back into use. A proportionate contribution will be sought from this development on the basis of the number of needed places caused by the development. The estimated cost of our improvements will be £640,200 or approximately £6,097 per place, which is significantly less per place than a school expansion project.

The higher growth scenario, generating 93 additional pupils, would result in the school exceeding 95% of total capacity of an expanded school. Were baseline pupil forecasts to increase, this could lead to the pupils pushing the expanded school beyond 100% of total capacity. In this scenario, the County Council would need to consider other options, as further expansion of Stanton is unlikely to be justified. It is not considered likely that children could be accommodated at the next nearest school – Walsham-le-Willows. A very small number of pupils could be accommodated at Bardwell Primary School, but home to school transport contributions would be required. Given this, and the need to consider the quantum of growth alongside the delivery of the employment, it is recommended that the quantum of growth and need for contributions is discussed once more before an application is submitted.

Ixworth Free School is the nearest secondary school. Thurston Community College is the catchment high school and nearest sixth-form to the development. There is currently capacity at Ixworth but, when the two schools are considered together and recent permissions are taken into account, they have no available capacity to accept additional pupils, so in either scenario full contributions would be sought at a cost of £18,355 per place. This totals £862,685 in the lower-range scenario and £1,229,785 in the higher-range scenario.

Thurston currently has sufficient available sixth-form capacity in either scenario and therefore no contributions would be sought if this remains the same at the time an application is determined.

Summary table for 265 dwelling scenario:

Phase	Pupil Numbers	Places Required	Developer Contributions	
			Cost per Place	Contribution per School Phase
Primary	65	65	£6,097	£396,314
High	47	47	£18,355	£862,685
Sixth	10	0	£19,907	£ -
Total S106 Developer Contribution				£1,258,999

Summary table for 380 dwelling scenario:

Phase	Pupil Numbers	Places Required	Developer Contributions	
			Cost per Place	Contribution per School Phase
Primary	93	93	£6,097	£567,034
High	67	67	£18,355	£1,229,785
Sixth	14	0	£19,907	£ -
Total S106 Developer Contribution				£1,796,819

This site is not within safe walking distance of a secondary school. The nearest secondary school, at Ixworth, is more than 3 miles from the site and as such pupils from this development would be eligible for free transport.

A proportionate contribution, per dwelling, for home to school transport for secondary pupils would be as follows:

1 years' transport cost = £960 per pupil per year.

Multiplied by 5 years (school years 7 – 11) = £4,800

Multiplied by 0.18 pupils per dwelling = £864 per dwelling.

As such, a contribution for secondary school transport would be as follows:

265 x £864 = £228,960

380 x £864 = £328,320

2. Pre-school provision. Refer to the NPPF 'Section 8 Promoting healthy communities'. The Childcare Act 2006 places a range of duties on local authorities regarding the provision of sufficient, sustainable and flexible childcare that is responsive to parents' needs. Local authorities are required to take a lead role in facilitating the childcare market within the broader framework of shaping children's services in partnership with the private, voluntary and independent sector. Section 7 of the Act sets out a duty to secure funded early years provision of the equivalent of 15 hours funded education per week for 38 weeks of the year for children from the term after their third birthday until they are of compulsory school age. The Education Act 2011 places a statutory duty on local authorities to ensure the provision of early education for every disadvantaged 2-year-old the equivalent of 15 hours funded education per week for 38 weeks. The

Childcare Act 2016 places a duty on local authorities to secure the equivalent of 30 hours funded childcare for 38 weeks of the year for qualifying children from September 2017 – this entitlement only applies to 3 and 4 years old of working parents.

In Stanton Ward there is currently an existing surplus of 12 FTE spaces. Under the lower-scale development scenario SCC would anticipate 23 FTE places generated. Contributions would be sought for 11 places at a cost per place of £8,333 (£91,663 total). The higher growth scenario generates 33 FTE places of which contributions will be required for 21, resulting in a total contribution of £174,993.

The number of spaces generated do not warrant the creation of a new pre-school in either scenario. The strategy will be for these contributions to fund expansion of places at the two existing settings in the ward. However, in the event that the surplus is eliminated, in this instance, in the higher growth scenario (380 dwellings) where 33 additional FTE places would be required, the strategy would be to establish a new setting on-site. As such the masterplan should ensure that 0.1ha of land is available within the community space to enable this to be provided.

3. Play space provision. Consideration will need to be given to adequate play space provision. A key document is the 'Quality in Play' document fifth edition published in 2016 by Play England.

4. Transport issues. Refer to the NPPF Section 9 'Promoting sustainable transport'. A comprehensive assessment of highways and transport issues will be required as part of the planning application. This will include travel plan, pedestrian & cycle provision, public transport, rights of way, air quality and highway provision (both on-site and off-site). Requirements will be dealt with via planning conditions and Section 106 as appropriate, and infrastructure delivered to adoptable standards via Section 38 and Section 278.

The new road connecting the east and west industrial sites will allow HGV traffic to avoid the main settlement of Stanton. As a result, we are expecting to be able to implement an HGV ban in the village. It is acceptable that the junction for access to the residential zone has been left vague, since it is expected that this will be developed as part of the transport assessment.

There is not currently any evaluation of potential impact of the development on the village of Hepworth, which is a potential route for occupants of the development heading north to Thetford. Consideration of impacts on Hepworth will be necessary in order to determine necessary mitigation measures, as part of the transport assessment.

Development of the commercial areas of this site will need to incorporate a lorry route management strategy, to be considered through the determination of the planning application.

Though the master plan does not include detailed internal layouts, it should be noted that Paragraph 110 says applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access

- to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

The proposed footpath and cycleway to improve connectivity with Stanton have already been discussed with Suffolk County Council and we are satisfied that the document reflects those discussions. This is contingent on a 3m shared surface width along the length of the proposed route can be achieved inside the existing highway boundary. A planning condition or obligation to secure these works will be required.

Proposals to create new footpaths and cycle ways running north/south to improve connections to Hepworth and Walsham le Willows are also welcome. Improvements to the foot and cycle network outside the main site boundary will form part of a future planning obligation. Specifically, we will require the creation of a footpath leading south from the south eastern corner of the proposed site, through the wooded area, and along the existing track to meet Footpath 16 Stanton (as shown on Plan 1 accompanying) costing £12,700.

- a) The improvements are necessary to make the development acceptable in planning terms for the following reasons:
 - i) A large development of this size is likely to bring new children to the area, who will need to be able to access the school. Currently the only route available is on road – either via the A143 (a busy, fast road with long stretches where there is no footway available) or via Grove Lane (a fairly narrow road with reasonably narrow footway only on one side). The improvements would provide a safe and pleasant route for parents and children to walk and cycle to school, thereby taking cars off the road and contributing towards improving the health and wellbeing of families.
 - ii) Residents of the proposed development would otherwise have no direct access to the wider public rights of way network and would have to walk some distance along roads before reaching the nearest footpath. The suggested new footpath running south from the south eastern corner of the development site would give them immediate access out into the countryside and the local public rights of way network. Paths currently exist on this route, and therefore it would just be necessary for us to legally create the route and record it on the definitive map – there would be no need for construction work.
- b) The improvements are clearly directly related to the development because the routes would emanate from the site itself, and the need will be created by the new residents.
- c) The improvements are fairly and reasonably related in scale and kind to the development.

Paragraph 111 says that all developments that will generate significant amounts of movement should be required to provide a travel plan, and at application should be supported by a transport assessment so that the likely impacts of the proposal can be assessed. As acknowledged in the master plan, this development will be required to submit a travel plan at application stage and if approved the County Council will require a contribution of £1,000 per annum from the occupation of the 100th dwelling for a minimum of five years, or one year after occupation of the final dwelling (whichever is the longest). This will be for the purposes of evaluation of and support for the travel plan. Depending on the details of the travel plan and the transport assessment a Travel Plan Target Bond may be required to secure remediation measures if the development fails to achieve its travel plan targets.

The applicant can optionally agree to a contribution for SCC to design and produce resident travel packs on their behalf.

Suffolk County Council, in its role as local Highway Authority, has worked with the local planning authorities to develop county-wide technical guidance on parking. It has been subject to public consultation and was adopted by Suffolk County Council in November 2014 (updated 2015).

It is encouraging that the masterplan recognises the existing bus routes serving the area and identifies the potential to improve the routes to serve the development. The principle we will be working to is that the new commercial and residential areas should be accessible by bus within the site. Accordingly, there will be a need to provide contributions to improve nearby existing infrastructure which will be affected to changes in routes and increased use caused by the development. Precise details and value of contributions of any re-routing of services and provision of associated infrastructure will need to be determined when a detailed layout is available.

5. Libraries. Refer to the NPPF Section 8: 'Promoting healthy and safe communities'. The libraries and archive infrastructure provision topic paper set out the detailed approach to how contributions are calculated. A contribution of £216 per dwelling is sought. This means a total of between £57,240 and £82,080, which will be spent on enhancing provision at the nearest library. A minimum standard of 30 square metres of new library space per 1,000 populations is required. Construction and initial fit out cost of £3,000 per square metre for libraries (based on RICS Building Cost Information Service data but excluding land costs). This gives a cost of $(30 \times £3,000) = £90,000$ per 1,000 people or £90 per person for library space. Assumes average of 2.4 persons per dwelling.

6. Waste. Paragraph 8 of the National Planning Policy for Waste states that when determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

New, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for

bins, to facilitate a high quality, comprehensive and frequent household collection service.

This development falls within the catchment of the Bury St Edmunds Household Waste and Recycling Centre (HRWC) and would represent a significant increase in users. Suffolk County Council requires a contribution of £110 per dwelling, resulting in a total between £29,150 and £41,800 depending on the development scenario.

SCC requires that waste bins and garden composting bins be provided before occupation of each dwelling and this will be secured by way of a planning condition. SCC would also encourage the installation of water butts connected to gutter down-pipes to harvest rainwater for use by occupants in their gardens.

7. Sustainable Drainage Systems. Section 14 of the NPPF seeks to meet the challenges of climate change, flooding and coastal change. Suffolk County Council is the lead local flood authority. Paragraphs 155 – 165 refer to planning and flood risk and paragraph 165 states: 'Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a) take account of advice from the lead local flood authority;
- b) have appropriate proposed minimum operational standards;
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) where possible, provide multifunctional benefits.'

In accordance with the NPPF, when considering a major development (of 10 dwellings or more), sustainable drainage systems should be provided unless demonstrated to be inappropriate.

It is essential that drainage is properly considered at the masterplan stage since it has profound implications for the deliverability of the site.

The provided masterplan makes a preliminary assessment of sustainable drainage options. Based on local knowledge, the Council agrees that soakage rates are likely to be insufficient for an infiltration drainage strategy. It should be noted that testing will be required at application stage to verify the ground conditions and justify the strategy. Where infiltration is possible it should be used in preference to discharge into watercourses.

Our preliminary information suggests substantially different flow rates than those provided in the main masterplan document. We need access to a topographical plan and existing drainage plan to clarify the discrepancy. We understand that this information will be sent in due course, and this matter should be resolved before the masterplan is adopted.

Though the proposed SuDS features are acceptable we would advise inclusion of larger site control basins and intermediate features (such as retention ponds) to be included. We advise that swales should only be used in very shallow gradients where they are used.

We would also advise that SuDS features are sized to handle a 1 in 100 year plus climate change rainfall event, rather than a 1 in 30 year event as currently proposed. If the system remains designed to hold a 1 in 30 year event, then at application stage we will require detailed plans of exceedance volumes and locations to ensure people or property are not at risk and that exceedance volumes do not leave the site.

Some consideration of adoption and future maintenance of SuDS features would be welcome in the masterplan.

8. Archaeology. It is welcome that a walkover survey has been undertaken as a 'starting point'. However, it should be noted that it is not possible to identify distribution of archaeological remains or to characterise any remains present and attribute significance without intrusive investigation. This is particularly true in this case. Little systematic archaeological investigation has been carried out in this part of the County, and none on the proposed development site. The extent and depth of disturbance associated with previous land-use (airfield) is also untested.

We therefore stand by our previous advice that a geophysical survey and archaeological field evaluation is needed prior to determination of a planning application. The results of these investigations will provide sufficient information to indicate the location, type, date and significance of heritage assets present (see NPPF paragraph 189), and the impact of proposed development on the historic environment. This information can also inform layout and design, if heritage assets of high significance are identified within the development area (NPPF 194, footnote 63) and inform a programme of archaeological mitigation where appropriate.

It is strongly recommended that the investigatory work is done upfront before submission of any application. Not only will this reduce the need for pre-commencement conditions, but early work allows mitigation measures to be designed and any necessary S106 measures can be considered at an early stage.

9. Ecology, landscape & heritage. It is suggested that consideration should be given to incorporating suitable roosting and nesting boxes within dwellings for birds and bats, as well as providing suitable biodiversity features including plants to attract & support insects, reptiles, birds & mammals. Some consideration should be given to how the heritage of the site can be reflected in its design, particularly in the light of any archaeological heritage assets found.

10. Health impact assessment. The NPPF (February 2019) sets out, in paragraph 91, that planning decisions should aim to achieve healthy, inclusive places which promote social interaction, are safe and accessible and enable and support healthy lifestyles. Paragraph 92b) links planning policies and decisions to local strategies to improve health.

Policy CS2 J) of the St Edmundsbury Core Strategy (December 2010) indicates that health and wellbeing is a key indicator of sustainable design and development.

At present, the masterplan does not set out how health and wellbeing will be promoted through the design and delivery of the development, beyond reference to health infrastructure and health as a BREEAM consideration in the non-residential elements

of the development. Given that the planning system grew out of public health, many public health measures can be considered as simple best practice for planning and, as such, are already incorporated within the draft masterplan even if they are not identified as such. However, to ensure that the policy requirements (identified above) are being met, it is recommended that the masterplan include an account of how health and wellbeing has been considered in the master planning process and will be considered further through the planning application(s) for the site.

The Joint Suffolk Health and Wellbeing Strategy was refreshed in March 2019. It includes the following four priorities. Alongside an explanation of how the masterplan will support the requirements of paragraph 91 of the NPPF, the masterplan should also set out how it will support these priorities:

- a) Every child in Suffolk to have the best start in life. This priority is supported by ensuring sufficient and accessible education provision (as set out elsewhere in this letter), sufficient high quality and accessible formal and informal play space (in line with West Suffolk standards).
- b) People of working age are supported to optimise their health and wellbeing. Sustainable travel should be prioritised, along with access to green space and opportunities for exercise and social interaction. Within the employment allocation, there needs to be opportunities and facilities for walking and cycling, and space for employees to enjoy some fresh air during breaks.
- c) Older people have a good quality of life. The new development should be designed to incorporate Lifetime Neighbourhood and Dementia Friendly Design principles of accessibility and legibility. Policy DM22 of the adopted West Suffolk Development Management Policies is also relevant, and a commitment could be made to ensuring that a proportion of the new dwellings homes meet the M4(2) standard to meet DM22 part L.
- d) People in Suffolk have the opportunity to improve their mental health and wellbeing. The design of the development should feel safe (including consideration of designing out crime principles), open and offer ample opportunities for social interaction.

A Health Impact Assessment, submitted alongside the application, would be an excellent way of assessing the health credentials of the development and opportunities for improvement.

NHS colleagues will set out the health infrastructure needs of the development.

11. Police assessment. An assessment of the likely impact of the development proposals on local policing infrastructure, facilities and funding will need to be undertaken, in conjunction with a methodology to be agreed with Suffolk Constabulary. It is recommended that some thought in the masterplan be given to creating natural surveillance and 'designing out crime'.

12. Fire Service. Any fire hydrant issues will need to be covered by appropriate planning conditions. SCC would strongly recommend the installation of automatic fire sprinklers. The Suffolk Fire and Rescue Service requests that early consideration is given during the design stage of the development for both access for fire appliances

and the provision of water for fire-fighting which will allow SCC to make final consultations at the planning stage.

13. Superfast broadband. This should be considered as part of the requirements of the NPPF Section 10 'Supporting high quality communication'. SCC would recommend that all development is equipped with high speed broadband (fibre optic). This facilitates home working which has associated benefits for the transport network and also contributes to social inclusion; it also impacts educational attainment and social wellbeing, as well as improving property prices and saleability.

As a minimum, access line speeds should be greater than 30Mbps, using a fibre based broadband solution, rather than exchange-based ADSL, ADSL2+ or exchange only connections. The strong recommendation from SCC is that a full fibre provision should be made, bringing fibre cables to each premise within the development (FTTP/FTTH). This will provide a network infrastructure which is fit for the future and will enable faster broadband.

14. Legal costs. SCC will require an undertaking from the applicant for the reimbursement of its reasonable legal costs associated with work on a S106A, whether or not the matter proceeds to completion.

Time-limit to information

The above information is time-limited for 6 months only from the date of this letter.

Ecology & Landscape Officer (West Suffolk)

There should be a presumption in favour of the retention of existing landscape features on the site in particular woodland, hedges and any important trees including protected trees.

Open space requirements to support the residential element of the scheme should be at least policy compliant. As this site is relatively isolated there will be a requirement for formal play space which would need to be to a LEAP standard. This would need to be safely accessible to young people from all residential areas.

The visual context of the site is not sufficiently assessed to allow the masterplan to guide the future landscape treatment of the site. Development that may come forward within the masterplan area has the potential to have significant effects on the landscape character and visual quality of the countryside. The landscape measures shown in the masterplan are inadequate and unlikely to screen and soften the type and scale of development that is being promoted.

There does not appear to be any evidence to support the approach to biodiversity and there is insufficient detail about ecological mitigation and the potential for enhancement across the whole site.

County Councillor for the Blackburn Division

Parish of Hepworth – You will have seen the response of the parish council. I must say that I am somewhat disappointed that there is no reference in the masterplan to traffic issues likely to impact on The Street through Hepworth despite the discussions we had last year. Indeed, the points I made then are recorded in the minutes of our meeting on April 11th 2019. I do urgently again urge that you give proper consideration to including proposals to fund a 3.5-ton HGV limit through the village and also some form of traffic calming to deter rat runs through the village. Also large sections of the street are without a footway/pavement and an offer to increase that would be welcomed.

Parish of Stanton – As we have discussed in the past, obviously the provision of a spine road from Shepherds Grove to the A143 (and the proposed new roundabout) is essential and means that there is a considerable amount of support for your proposal in Stanton. However, I think it needs to be consistently clear that the new spine road will provide access to both the WEST and the EAST areas of the industrial estate. As you know traffic to the West area currently travels along various roads in Stanton (Upthorpe Road, Grove Land, Hepworth Road and Old Bury Road). In order to ensure safety to all of these areas I think it will be sensible for some form of HGV ban at an appropriate place in Stanton to be agreed with the highway authority. Signposting on the A143 will require review and replacement

Walking, cycling and public transport – As you will recall I am anxious the proposed development, both houses and businesses, have easy and safe access to pavements, cycle routes and bus stops. I would like to have seen more detail of some of this and hope you will work further with the county council for proposals that will really encourage use of sustainable transport. I recognise of course that you cannot dictate what services commercial bus companies will run but provision both on the spine road and on the A143 for bus stops is essential.

District Councillor for Stanton

The main benefit of this scheme is the removal of most HGV traffic from the roads in Stanton village itself; this must be weighed against the potential many extra cars that will head for the village from the new housing and the extra load on village facilities. Although there are several roads with pavements leading from Stanton towards the site there is no complete system to get there, suitable improvements will be needed.

While the change to HGV traffic is welcomed the plan could go a step further and avoid putting them out onto local roads by providing a link from the West side internal road on the old perimeter track to the new road across the industrial estate to the South of the last hanger on the West side of the industrial estate, this would be a real benefit.

The reason to suggest building up to 380 homes is understood but to place the equivalent of a Bardwell village in a remote site with an unknown provision of facilities needs more clarification, the requirement for and provision of services on the site needs to be shown in far more detail before this plan can be agreed. Affordable homes

will be essential as there is no further housing currently planned for Stanton before 2031.

It is imperative if this is to go ahead that we look to having a new village that is fit for the future with homes built with the best 'green' specification insulation, solar energy, charge points and high speed Broadband to name but a few.

There will need to be improvements to Doctors facilities, maybe new and larger premises with adequate parking. Stanton primary school will have to be revisited and the budget looked at with the increase in school numbers. With the number of homes planned it is unlikely to sustain its own shop/school/doctors but the distance from village centre poses a problem with a need not to increase car traffic to the village centre however cycling and walking is an option for the fitter members of the community.

On site facilities will have to include areas for recreation and children's play facilities.

The new industrial areas should include starter office and workshop accommodation for new businesses as well as high tech operations, the developer has experience with these ideas from Haverhill and Bury St Edmunds. Labour intensive employment operations are preferable to storage facilities that generate many HGV movements.

Historic England

We have reviewed the proposals and, on the basis of what we have received, we do not wish to comment on the scheme. We suggest that you seek views of St Edmundsbury Borough Council's specialist conservation and archaeological advisers, as relevant.

We would, however, like to draw your attention to assets at the site of Stanton Upthorpe Windmill, which appears to be just outside of your 1.5km search radius illustrated in Figure 2 of your initial heritage report. It is important that the assessment is designed to ensure that all impacts are fully understood; this should include a consideration of assets which are at a distance from the site.

Natural England

Natural England has no comments to make on the Draft Masterplan - Shepherd's Grove, Stanton, Suffolk

The lack of comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies and individuals may wish to make comments that might help the Local Planning Authority (LPA) to fully take account of any environmental risks and opportunities relating to this document.

Should the proposal be amended in a way which significantly affects its impact on the natural environment, then in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, please consult Natural England again.

Suffolk Wildlife Trust

Existing biodiversity value of the site – from previous ecological survey work undertaken at the site we understand that the area covered by the Masterplan includes a range of ecological receptors which must be protected and enhanced as part of any development at the site. These include the presence of species rich calcareous grassland (which supports species such as the Nationally Scarce sulphur clover) and habitats suitable for species including bats, nesting birds (including ground nesting species such as skylark and lapwing), reptiles and brown hare. We note that the draft Masterplan (section 3.4) states that a Preliminary Ecological Appraisal (PEA) has been undertaken of the area, however a copy of this report does not appear to be available as part of this consultation and therefore we are unable to comment on its findings. If it has not been done so already, ecological survey and assessment work should be undertaken to assess the likely impact of the proposed scheme on the following ecological groups, flora; bats; breeding birds; reptiles and brown hare. This should include species specific surveys, undertaken by a suitably qualified ecologist at the correct time of year, where necessary.

The outcome of this ecological survey and assessment work should be used to inform the final version of the Masterplan, ensuring that areas of ecological value are retained and protected from development, and that long-term habitat management which maximises their value is secured.

Ecological Enhancements – In addition to conserving the existing ecological value of the site, in accordance with paragraph 175 of the National Planning Policy Framework (NPPF) the development proposed as part of this Masterplan should achieve biodiversity net gain. This could be through both the inclusion of wildlife beneficial landscaping and open spaces and through the inclusion of measures such as integrated bird (particularly for species such as swifts) and bat boxes within the fabric of the proposed buildings. We recommend that the commitment to include such measures is identified in the Masterplan.

Strategic Housing Team

The Strategic Housing Team is concerned that at such an early stage in the planning process this Masterplan is already raising issues of viability in regards to delivering the Councils full affordable housing obligations.

It is appreciated from reading the Masterplan that the residential part of the site has been brought forward to help with the necessary infrastructure requirements for the employment area but the revised NPPF 2018 has strengthened the role of viability assessment at the plan making stage and requires that:

Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. (para 67 NPPF 2018)

The updated PPG that accompanies NPPF 2018 explicitly requires plan makers to clearly set out the contributions expected from a development, including the levels and types of affordable housing provision required, as well as other infrastructure such as education, health, transport, digital, water and green infrastructure. The aim is to ensure that these obligations are sufficiently accounted for when taking into account the price of land and therefore informs the developers that the price paid for land is not a relevant justification for failing to accord with relevant policies in the plan.

The Masterplan identifies that the site is to have a multitude of different landowners and therefore if viability has been raised because of anticipated land values, then the PPG makes it clear that a developer's claim that it could not meet its affordable housing obligations because of the high purchase price of the land should be rejected. This reflects the approach taken by the High Court in the recent case of Parkhurst Road Ltd v Secretary of State for Communities and Local Government & Anor [2018] EWHC 991 (Admin).

West Suffolk's policies are considered to be up-to-date and have set out the contributions expected from development.

Therefore, we would consider that at such an early stage in the plan process this Masterplan document should comply with all planning obligations and be assumed to be viable. This Masterplan does not provide sufficient detail as to why assumptions have been made, that it cannot deliver the Council's full affordable housing obligations. I note that the Masterplan refers to a viability appraisal in the Appendix, however this document cannot be viewed.

I have raised these concerns with West Suffolk's Planning department and consider that at such an early stage in the plan making process we should not be accepting any viability claims that do not comply with the council's affordable housing obligations when supporting the Masterplan for Shepherd Grove, Stanton. We would also argue at this stage, that any reduction or removal of our affordable housing obligations would lead to the creation of an unbalanced and non-sustainable community.

It is our understanding that any divergence from planning requirements and expected contributions under s 106 of the Town and Country Act 1990 by reference to viability constraints should be for the decision maker to determine at the time a planning application is received. Should the council accept that there are cash flow issues due to upfront costs associated with infrastructure then the council could at this stage be flexible in terms of delaying triggers on infrastructure payments or reviewing the affordable housing tenure requirement to help overcome these upfront costs whilst potentially still meeting our affordable housing obligations!

West Suffolk Clinical Commissioning Group

There are 2 GP practices within a 2km radius of the proposed development, one of these practices is a branch surgery of Ixworth Surgery and this surgery could also be affected by the development. These practices do not have sufficient capacity for the additional growth resulting from this development and cumulative development growth in the area. Therefore, a developer contribution, via CIL processes, towards the capital

funding to increase capacity within the GP Catchment Area would be sought to mitigate the impact.

The intention of NHS England is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward View.

The primary healthcare services directly impacted by the proposed development and the current capacity position is shown in Table 1 (see below).

Table 1: Summary of capacity position for healthcare services closest to the proposed development.

Premises	Weighted List Size ¹	NIA (m ²) ²	Capacity ³	Spare Capacity (NIA m ²) ⁴
Stanton Surgery	6,006	143.30	2,090	-269
Stanton Health Centre (branch of Ixworth Surgery)	10,077	583.70	8,512	44
Total	16,083	727	10,602	-225

Notes:

1. The weighted list size of the GP Practice based on the Carr-Hill formula, this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.

2. Current Net Internal Area occupied by the Practice.

3. Based on 120m² per 1750 patients (this is considered the current optimal list size for a single GP within the East DCO) Space requirement aligned to DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"

4. Based on existing weighted list size.

6. This development is not of a size and nature that would attract a specific Section 106 planning obligation. Therefore, a proportion of the required funding for the provision of increased capacity by way of extension, refurbishment or reconfiguration at Stanton Surgery, Stanton Health Centre and its Main Ixworth Surgery, servicing the residents of this development, would be sought from the CIL contributions collected by the District Council.

7. Although, due to the unknown quantities associated with CIL, it is difficult to identify an exact allocation of funding, it is anticipated that any funds received as a result of this development will be utilised to extend the above mentioned surgery. Should the level of growth in this area prove this to be unviable, the relocation of services would be considered and funds would contribute towards the cost of new premises, thereby increasing the capacity and service provisions for the local community.

In line with the Government's presumption for the planning system to deliver sustainable development and specific advice within the National Planning Policy Framework and the CIL Regulations, which provide for development contributions to be secured to mitigate a development's impact, a financial contribution is sought.

Assuming the above is considered in conjunction with the current application process, NHS England would not wish to raise an objection to the proposed development.

Senior Public Health and Housing Officer (West Suffolk)

As statutory consultee on development applications with the potential to adversely impact on the amenity of existing or future residents in the vicinity it is vital that

appropriate consideration is given to whether new residential development can occur which is not going to be subjected to elevated noise, dust, odour and other environmental nuisances and also that any existing residential properties are suitably protected from new commercial or industrial uses on this site.

The proposed residential area is sited between the larger industrial site at Stanton Grove East and the smaller commercial/lighter industrial area at Stanton Grove West. Both sites have a mix of industrial and commercial/storage uses such as engineering units, shot blasting operations, warehousing and storage facilities, machinery maintenance, crane hire, a mushroom growing facility and a mulch composting site amongst others. Irrespective of the sizes of the different operations, their industrial and commercial nature have the potential to cause releases of noise, dust or odour into the air during the day and night. It is not known what level of control, if any, exists currently to minimise such emissions. It is also likely that there is no restriction on the hours of operation of the commercial operations on these 2 sites, as there are very few residential receptors in the vicinity and therefore there is reduced likelihood of an adverse impact being caused if operations are undertaken 24/7. Introducing new receptors could increase this likelihood, with the potential result that existing industrial operators on site could be required to introduce additional controls not currently required.

The plan recognises areas of proposed residential development that could be subjected to elevated noise and there is a general information provided, proposing that the risks will be mitigated with measures such as the siting of a Community Hub on the boundary with Stanton Grove West, increasing the distance between the properties and the larger industrial site at Stanton Grove East and extending an area of woodland to provide protection.

The proposed Community Hub sits in the North Western corner of the designated residential site and is only likely to offer protection to a small number of properties and then only if the Hub blocks the line of site to these properties from the potential noise sources. The boundary of Stanton Grove West extends further along the boundary of the residential site away from the position of the Hub.

Distance can help to attenuate higher noise levels but it is impossible to ascertain the effective impact of distance attenuation without a clear understanding of the actual noise levels and their frequency content being emitted from units currently operating on Stanton Grove East.

Trees provide little or no noise attenuation unless they form a significant densely planted bank of trees and conifers are considered to offer the best form of protection in such situations. Again without an understanding of the level of noise needing to be attenuated this is not an appropriate consideration at this time.

Should the proposal be considered acceptable in planning terms then it must be a requirement that a full and detailed environmental impact assessment is undertaken to fully explore the current status with respect to noise and other environmental emissions from existing established uses. The assessment must be able to demonstrate that adverse effects are either not present or can be satisfactorily mitigated, to ensure future residents enjoy good environmental standards in and

around their homes. Without such evidence I would not be able to support a proposal for residential development on this site.

Non-Statutory Consultees

Stanton Football Club

Stanton Football Club are in the early stages of submitting plans for a full size 2G football pitch to serve the community of Stanton and surrounding villages. We are extremely keen to have this facility in order to provide a variety of sporting opportunities for the area, and would ask that within your exiting plans for the proposed development in Stanton, that you would include this community sports facility, comprising a 3G football pitch, a sports hall, changing rooms and adequate parking.

6. PARISH COUNCIL FEEDBACK

- 6.1 Both the Stanton and Hepworth Parish Councils gave feedback on the Masterplan. Their feedback is set out below:

Stanton Parish Council

Highways – The new proposed roundabout and improvements to the A143 are seen as a positive for the village of Stanton. The Parish Council would like to see a weight limit on the approaches to the village centre on the following roads: Upthorpe Road, Hepworth Road, Old Bury Road and Grove Lane. The council would not wish to have unnecessary Large Goods Vehicles going through the centre of Stanton and to mitigate this would expect that the main access road of the development MUST link east and west sides of the Shepherds Grove Industrial Estates.

The Council would also wish to see both safe pedestrian and cycle pathways on the main access road to allow safe passage to public transport, this should also be extended into Grove Lane to encourage sustainable travel to the school and village facilities. The current plan shows bus stops at either end of the development but the council would like to see provision of a bus layby on the main access road to encourage the bus companies to provide sustainable transport provision to service the new developments of housing and industry.

Local Amenities – Pre-school facilities are already at their limits in Stanton so support would be needed, there could be an opportunity for crèche and nursery facilities within the development as there is very limited provision within the village for the ages 0 – 2 except through childminders. There is nursery school as part of the primary school but this is close to capacity.

Health Facilities/primary care. The council believe that the developers should continue to consult on the provision of and expansion in medical facilities as both Ixworth and Stanton surgeries are already working to capacity and the siting of both in a residential area is leading to inappropriate levels of parking causing inconvenience to local residents.

Recreation facilities – The council would wish to see support for improved all weather sports facilities, both indoor and outdoor, for the village. Open play/recreation space in the area should be included in the masterplan from the earliest opportunity.

Type of building – The council would welcome a good mix of houses to suit all groups from single occupancy to large families. The facility to release plots for self-build would be also be a positive in the view of the council.

Whilst the council accept the need for housing development to support the construction of the spine road and other improvements to the A143 we would expect to see an element of social and affordable housing to be included in the plan.

Section 106 – The council would want to receive monies for the benefit of the community for sport and recreational facilities.

Renewables – Stanton Parish Council would wish to see all properties and industrial/retail units built with as much environmentally friendly and sustainable forms of energy and water management as possible, supporting Suffolk County Councils aspiration to be the greenest county. The provision of recycling facilities should be included in the masterplan.

Sewage and Water Treatment – It is understood that the Stanton sewage treatment plant capacity is already close to maximum and with other housing developments planned for surrounding villages which are feeding into this plant the Council would wish to see the impact of the Shepherds Grove Masterplan being re-appraised as it a strong cause for concern in the village.

Hepworth Parish Council

1. With a development of this size it is anticipated there would be a huge increase in the volume of traffic through Hepworth Village. If the proposed Pigeon Development in Barningham proceeds this would exacerbate the problem. We would be looking for the following solutions:
 - i) Weight restriction to be introduced for through traffic in the village
 - ii) Traffic calming
 - iii) Average speed check cameras.

2. Lack of pavements for safe walking. There are no pavements currently from the centre of the village to the main A143 road, where people have to go to get the buses to Bury or Diss, which has been a major issue in the past. There are no pavements from the Havebury Homes site to the bus stop at the Barningham end of Hepworth, and round the dangerous corner to the North Common – Market Weston Road junction. We would be looking for the following solutions:
 - i) Provision of pavements at both locations or some safe-walkway solution so that pedestrians can avoid the inevitable increased volume of traffic. We have had many issues in the past because pedestrians have no alternative but to walk in the road.
 - ii) With the proposed roundabout development, we would like to see bus stops, with shelters, on both sides of the S143.

3. Proposed Roundabout:
 - i) Given that the junction of The Street onto the A143 is such a dangerous junction to exit and enter we would like you to consider incorporating this junction into the roundabout itself. Alternatively provide a slip road facility.
 - ii) Provision of sound screening or noise reduction screening for properties adjacent to the new road into the industrial site.

4. Included in the housing development we would be looking to see a 40% inclusion of social/assisted purchasing housing and properties suitable for either first time buyers or people looking to downsize.

There is a history of surface water problems from the recycling area of the industrial site causing flooding in The Street in Hepworth. We would ask that adequate drainage be considered when construction of the roundabout proceeds.

7. CONCLUSIONS

- 7.1 Property Recycling Group Plc would like to thank residents, stakeholders and councillors for the amount of thoughtful and considered feedback received.
- 7.2 Property Recycling Group Plc has reviewed this feedback carefully and has sought to progress the proposals in light of the feedback received where appropriate and justified. Where improvements have been suggested to existing infrastructure, these will be discussed with the relevant authorities and where a contribution is justified and necessary to mitigate the impact of the development, contributions via a Section 106 agreement will be sought by West Suffolk Council.
- 7.3 There are a number of issues that local residents and other stakeholders would like to see addressed, including:
- Ensuring HGV traffic uses 'designated routes' (preferably enforced by incorporating weight restrictions through the villages of Hepworth and Stanton)
 - Cars parking outside Stanton primary school at peak times
 - Increased traffic of all types on the A143, Sumner Road and through Stanton and Hepworth – delays at peak times will be made worse
 - Proposals should be put forward to stop 'rat-running'
 - Need for pedestrian/cycle routes east-west across the site
 - Impact of construction traffic on local road network
 - Impact of new residents on capacity of current infrastructure (schools, doctor's etc.)
 - Inclusion of recreation facilities and children's play area within the site
 - Improvements to the frequency of existing bus services
 - Housing not seen as appropriate neighbour to existing industrial uses
 - Footpath into Shepherd's Grove West from the residential area not needed or desirable
 - Sufficient off-street parking must be provided within the development
 - Adequate, sustainable drainage system for surface water must be incorporated
 - 'Traffic calming' measures should be introduced within Hepworth as well as an HGV ban and new footways along The Street (where there is currently no footway)

- Difficult to get onto A143 at Hepworth crossroads – situation will be made worse unless new roundabout is relocated/redesigned to accommodate this junction

7.4 Comments made by statutory consultees raised the following issues:

- Provision of SuDS as part of development proposals is essential
- Archaeology – geophysical survey and field evaluation needed to support any planning application; trenching may also be required
- Need for Health Impact Assessment to support planning application
- Need for LEAP within development site
- More work needed on potential landscape/visual impact
- More evidence needed to support approach on biodiversity and ecological enhancements
- Need for community facilities and services on site if 380 dwellings proposed
- Start-up units for small businesses and workshop accommodation required in employment area
- Economic viability should be questioned, as reduction in affordable housing from policy requirement not fully justified
- Insufficient detail provided to support assumptions on viability
- Detailed environmental impact assessment will be needed – noise etc. will affect proposed housing area
- Consider inclusion of space to provide community sports facility comprising 3G football pitch, sports hall, changing rooms and parking (Stanton FC)

7.5 A summary of the Parish Council responses is set out below:

- Weight limit/restrictions needed for HGVs on various roads around site, and through Stanton and Hepworth
- Safe pedestrian and cycle ways needed
- Better pre-school facilities
- Better medical facilities (doctor's surgery)
- Support for improved all-weather sports facilities

- Renewable energy measures across whole development
- Location of proposed new roundabout on A143 – further investigation required

7.6 In response to the feedback received and following discussions with West Suffolk Council, Property Recycling Group Plc has made a number of changes to the detailed content of the Masterplan, as follows:

- Identify approximate location and size of the SuDS basins
- Indicative location of LEAP (Local Equipped Area for Play)
- Stronger indicative landscaping areas (noting that a full Landscape and Visual Impact Assessment will be carried out to inform the planning application stage)
- Improved 'landscaped buffer' between proposed residential area and Shepherd's Grove West (Noise Report ref SEM/J3374/17143)
- Increase in area for potential new community facilities, which might include a new 3G football pitch
- Increase in overall area shown for residential development, in order to accommodate increased landscape buffers and enlarged community facilities area, and to accommodate modest increase in total number of dwellings (following further work on economic viability)
- Include more information on the potential traffic impacts and discussions with the County Council (as local highway authority) about implementation of weight restriction in Hepworth and Stanton to deter lorries using the villages as a cut through
- Include more information on how dwellings and industrial buildings will be built with more focus on renewable energy
- Include information on footpath / cycle links to Stanton and the wider area to help reduce the dependence on private cars.

APPENDIX A: Public Exhibition Banners

Introduction

Welcome

Property Recycling Group and Jayvic Investments LLP are delighted to be able to present the Draft Masterplan proposals for Shepherd's Grove, Stanton. The purpose of the Masterplan is to:

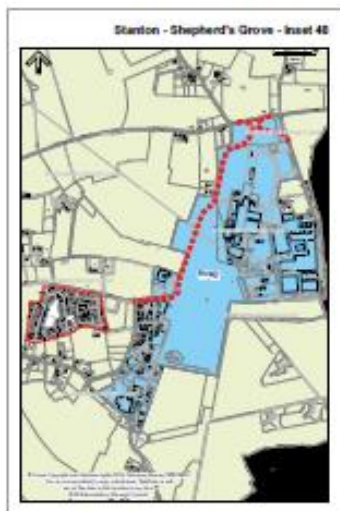
- Set out a 'vision' for the development of Shepherd's Grove, in accordance with Local Plan policy;
- Provide a framework masterplan to identify developable areas, potential land uses, access arrangements, phasing of development, overall design, layout and landscaping;
- Explain and justify the inclusion of residential development to make the provision of the necessary infrastructure economically viable; and,
- Describe how the detailed assessment of the masterplan area has influenced the 'vision' and the framework masterplan.

Planning Background

The St Edmundsbury Local Plan sets out the long term planning and land use policies within the Borough. It is made up of a series of documents, comprising: the Core Strategy; Vision 2031 Local Plans (for Bury St Edmunds, Haverhill, and the Rural Areas); Joint Development Management Policies Document; and Proposals Maps.

Shepherd's Grove is located to the east of the village of Stanton, and is included within the 'Rural Vision 2031' Local Plan, which was adopted in September 2014. Policy RW4 of the Plan designates Shepherd's Grove, Stanton as one of eleven 'Rural Employment Areas' for new business uses within Use Classes B1, B2 and B8 (offices, research and development' and light industrial; general industrial; and storage and distribution). The policy also states that within the Shepherd's Grove Stanton rural employment area there are 53 hectares of developable site area, but that new infrastructure is required to facilitate any development – specifically, a new access road to serve the Shepherd's Grove Industrial Estates (Shepherd's Grove East and Shepherd's Grove West). The route of the required new access road is identified on the Policies Map (Inset Map 48 - see below).

In addition, Policy RW4 allows for the inclusion of a proportion of residential and/or other higher value development, subject to certain criteria relating to the economic viability of any development and the exclusion of town centre uses. The policy also states that the amount, location and nature of any higher-value development will need to be specified in a masterplan that must be prepared for the site. Applications for planning permission will only be determined once the masterplan has been adopted by the local planning authority.



Screenshot from Adopted Local Plan Proposals Map (Inset Map 48)

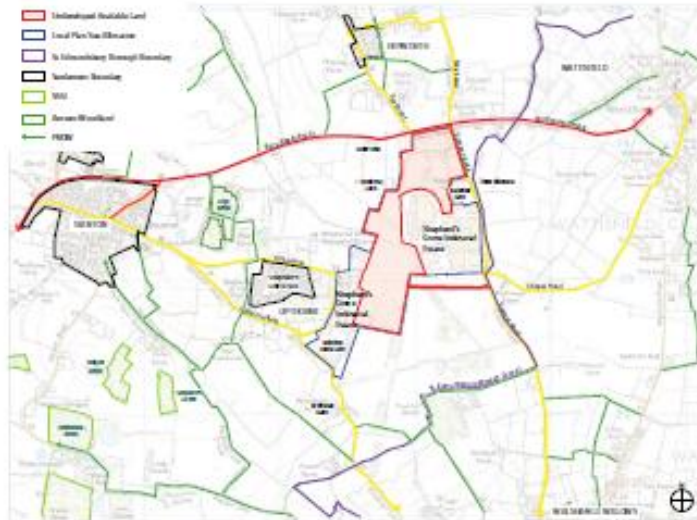


Front Cover of the Rural Vision 2031 Report

Planning History

Outline planning permission for industrial and commercial development (B1, B2 and B8 uses without floor area or hours of use restrictions) was granted for the 'undeveloped part' of the Masterplan area in May 2000, subject to a Section 106 Agreement, and was renewed in 2004. These permissions have since lapsed. A further planning permission was granted on the same site in July 2006 for a distribution centre comprising 114,900 square metres (1,236,772 sq.ft) of B8 (warehouse) floorspace plus ancillary offices, parking and service areas, and a new roundabout access on the A143. This permission was also subject to a Section 106 and Section 278 Agreements (in respect of the road improvements). This permission (LPA Ref: SE/02/1747/P), which was obtained by IKEA for a new distribution centre, expired on 6th July 2011.

Context



Ordnance Survey showing the Site Location
The Undeveloped Available Land is outlined in red and the Allocated Provision Area is outlined in blue

Shepherd's Grove is a former RAF airfield site that is currently used for a variety of purposes, including: industrial; warehousing; storage; and other commercial uses. These uses developed during the 1970s and 1980s and are located in two distinct areas – Shepherd's Grove East, and Shepherd's Grove West – which are separated by an area of brownfield land that is now cleared of buildings, structures and hardstandings.

To the north, Shepherd's Grove is bounded by the A143 Bury Road, and to the east by Sumner Road, which leads from the A143 southwards to Walsham Le Willows. To the south, Shepherd's Grove adjoins open countryside in arable use, interspersed by small areas of woodland. To the south-west, Shepherd's Grove West adjoins the hamlet of Uphorpe and Shepherd's Grove Park (a residential park homes site). To the west (north of Shepherd's Grove West), the adjoining land is also in agricultural use with a few scattered residential properties along the south side of the A143.

At the present time, access to Shepherd's Grove West can only be obtained via Uphorpe Road and Grove Lane through the village of Stanton. This includes all commercial vehicles and HGVs. Shepherd's Grove East is accessed via two separate entrances from Sumner Road to the east. The plan below shows the known land ownerships within the masterplan area. Shepherd's Grove West is understood to be in a multitude of different ownerships.



Plan showing known Land Ownerships

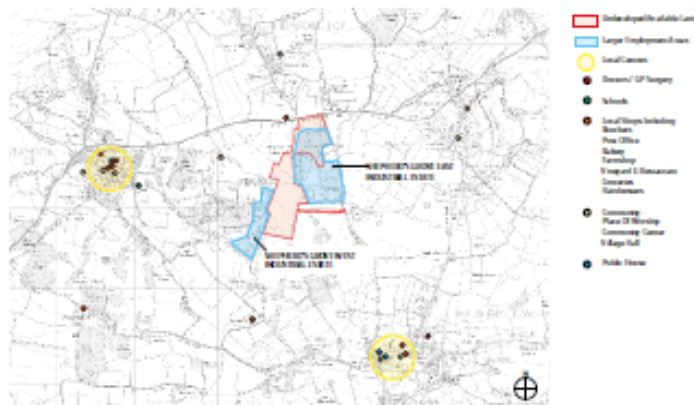


Aerial Photograph dated 1965

Site Assessment

The Masterplan area is located approximately 2km east of the centre of the village of Stanton and immediately south of the A143 Bury Road, and includes the existing commercial/industrial areas of Shepherd's Grove East and Shepherd's Grove West. The area was formerly a WWII RAF airfield. Opposite the northern boundary is an arable field and an existing property at the junction of Bury Road and Clay Lane (Turnpike Farm). Sumner Road runs southwards from the A143 and forms a substantial part of the eastern boundary of the area, which includes the industrial buildings at Shepherd's Grove East. To the south of Shepherd's Grove East, arable fields adjoin the area, with a strong tree belt separating the area from these fields. A tree lined concrete access road leads to Sumner Road between the fields from this part of the eastern boundary. Arable fields adjoin the southern boundary of the area. Existing industrial and commercial buildings at Shepherd's Grove West occupy the south-west corner of the area, while there are arable fields further north and a number of smaller, wooded fields with farm buildings and detached residential properties adjoining the north western part of the Masterplan area.

To the west of Shepherd's Grove West Industrial Estate (south of Grove Lane), beyond an area of woodland and scrub is a large, well established 'retirement park homes' site known as Shepherd's Grove Park. Grove Lane runs westwards to meet Uphorpe Road about 300 metres west of the village. Beyond Stanton, small villages and scattered farmsteads are scattered through the wider, mainly arable landscape, with the closest villages being Hapworth approximately 1.7km to the north, Wratfield, approximately 2.3km to the east and Walsham le Willows approximately 2.5km to the southwest. Blocks of woodland are a feature of the wider landscape, with large fields bound by scattered hedgerow trees and limited topographical undulation which allows open views to wooded horizons.



Plan showing local context

The village of Stanton is located approximately 2km west of the Masterplan area and provides a good range of local services and facilities, such as primary school, shop, post office, two public houses, patrol station, village hall, recreational, sport and play facilities, a veterinary practice, and health facilities, as well as good accessibility to Diss and Bury St Edmunds via the A143.

The village primary school, Stanton Community Primary School, was located in Bury Lane until relatively recently. It has now moved to the former middle school site on the eastern edge of the village in Uphorpe Road, within 1.75km of the proposed residential area. Some of the buildings on the site have been mothballed, following the move, and the site is a large one with capacity for expansion.

The nearest secondary schools are at Iwworth (Iwworth Free School) and Thurston (Thurston Community College). The latest forecasts for these schools show a reducing number of available/spare places, but overall, some spare capacity at present. However, significant new development has been permitted within the Thurston catchment over the last year, which has yet to be accounted for in the latest forecasts. The County Council has therefore advised that it should be assumed that there will be no available capacity at secondary and post-16 level to serve residential development within the site, and that therefore full contributions will be sought as part of any Section 106 Agreement.

Stanton Community Health Centre is located in The Chase and is operated by Suffolk Primary Care Trust. The Centre operates a branch of the Iwworth Surgery (under Dr Nicholas Redman) and is open every day except Saturdays and Sundays. The surgery has just over 9,000 registered patients and is accepting new patients who live within the catchment area.

The Masterplan area is not located within, or adjoining, any Conservation Areas. The nearest Conservation Areas are located at Stanton (2km to the west), Wratfield (1.5km to the east), and Walsham Le Willows (2km to the south east). While there are a number of Listed Buildings in the surrounding villages, there are no Listed Buildings within the Masterplan area and only four Listed Buildings within 500 metres of the boundary of the Masterplan area (Redhouse Farmhouse, High Elm Farmhouse, The Poplars, and Aspen Hall, which are all Grade II listed).

Evaluation

Site Constraints

- The Masterplan area is bounded by hedges along most boundaries. A blanket Tree Preservation Order covers the entirety of the site.
- Water bodies/ ponds in and around the masterplan area could potentially be home to protected species.
- Ditches run along the north and north-east boundary adjacent to Bury Road and Summer Road.
- Sensitivity / Proximity with boundaries to commercial uses, residential dwellings, open spaces, countryside.
- Overhead electricity lines and Pylons are found across the site, which would require development off-setting of around 20 metres and / or replacement lines underground.
- It may be beneficial to create focused views into certain parts of the developable areas of the site from the surrounding countryside, where this would serve a better understanding of the development and the uses contained within it.
- There are also several potential access points available from the surrounding road network / vehicle routes of the industrial estates and from Bury Road, but all are poor.
- Financial constraints - the requirement for the new access roundabout + link road to connect to Shepherds Grove West, places considerable early costs onto the development of the masterplan area.

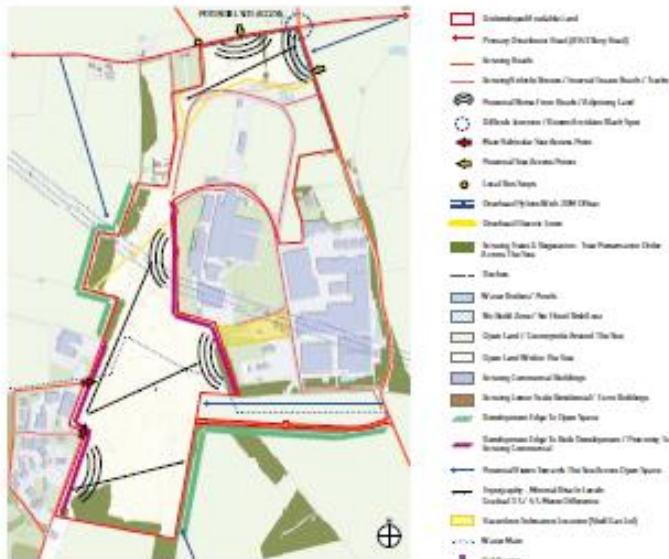


Diagram illustrating the Site Constraints

Economic Viability

The Masterplan area is allocated in the Vision 2031 Local Plan as a Rural Employment Area for new business uses. However, the policy requires that the undeveloped/available parts of the area, can only be developed once a new access road and roundabout on the A143 have been constructed, so that vehicular access to Shepherds Grove West is no longer through the village of Stanton. As a consequence, the development of the available land for business purposes cannot be viably achieved without the inclusion of a proportion of residential and other commercial uses.

A detailed assessment of the total infrastructure costs has been undertaken, which taken with the economic viability assessment demonstrates the need for a residential area that could accommodate up to 380 dwellings assuming a requirement for policy compliant 30% affordable housing, to be included within the masterplan. However, given the need for residential is so pump prime the development rather than achieve residential in itself, it maybe that West Suffolk will consider relaxing the affordable housing percentage required. This would reduce the dwelling numbers required and reduce the land take, leaving more for employment. To deliver comparable land value with no affordable housing would only require 265 dwellings. A requirement for 10% affordable would only require 299 dwellings, whereas 20% would need 336 dwellings. Therefore, a range of residential development between 265 - 380 dwellings is currently considered to be essential to make any scheme for the undeveloped land within the masterplan area viable, and to ensure delivery of the required infrastructure.

Further information on economic viability has been provided to the Council as an appendix to this masterplan, and this sets out the detailed justification for this range of residential development, including the costs of the infrastructure to serve the overall masterplan development, which is estimated at £11.92m. Should further 'value engineering' be possible and / or grant assistance becomes available for the project, the number of dwellings required could be revised downwards.

Development Opportunity

Potential Land Uses

The site offers the opportunity to create a sustainable, mixed-use development comprising employment, commercial, residential and community uses, subject to satisfactory economic viability and the production of a viable masterplan.

The employment uses will complement existing adjacent areas at Shepherd's Grove East and Shepherd's Grove West, and include some higher profile commercial uses along the A143. The location also offers the opportunity for the creation of an attractive residential development with connections to the services and facilities available in Stanton (to the west) and Walsham-le-Willows (to the south).

This 'higher value' use is justified in planning policy terms and will fund the infrastructure required to serve the whole of the 'undeveloped land' within the masterplan area, as well as Shepherd's Grove West.

Employment uses (B1, B2 and B8)

- Potential to include industrial and warehousing (surface and roof)
- Certain areas reserved for planning, agriculture and adjacent businesses through use
- It may mean greater flexibility of existing industrial and warehouse buildings in order to be re-used and reuse
- It may well have all served by proposed new access road through to Shepherd's Grove West
- Opportunity to enhance existing landscape features along new boundary

Community Uses

- Opportunity to include 'soft' uses for new or existing open space facilities between residential area and Shepherd's Grove West
- Will be used to meet wider residential area and businesses on Shepherd's Grove West (business requires development, meeting space, community centre etc)
- Good access for new or existing bus route going through residential area



Diagram illustrating the Potential Land Uses

Commercial/Residential Uses

- Good drainage into primary road as potential 'high profile' location
- Good access into new residential and service road network
- Excellent location for 'retail' uses (e.g. general filling station and shop) subject to demand
- Location for 'combined' building or structure or use
- Opportunity to create existing network of businesses facilities or more

Residential Uses

- Existing landscape buffer to be retained on Shepherd's Grove will also be considered on some existing landscape buffer / some additional houses
- More extensive part of site allowing open countryside - will enhance potential property value
- More closely adjacent to main industrial development zone - also includes full of Shepherd's Grove will also be served by 'new' and 'high standard' in access to the Shepherd's Grove area
- Potential for high quality open space through an 'amenity' area (along Grove Lane) and also connecting 'green up' to land
- Access to north and east facing aspect
- Potential to include residential and new landscape features to define area
- Residential in a higher value use which affords the infrastructure costs needed to make use development possible

Opportunities

The diagram opposite illustrates the development opportunities that could be available for the currently undeveloped parts of the Masterplan area. The new road into the area from the A143 would provide access directly to Shepherd's Grove West, as well as potential new employment uses within the Masterplan area.



Diagram illustrating the Development Opportunities

- Land Available for Development
- Proposed New Access to Residential/Industrial/Plan
- Proposed Open Space
- Commercial/Residential Uses
- Employment Use (B1/B2/B8)
- Residential Use
- Community Use
- Potential Landmark Building
- Landscape Buffer Zones
- Core/Plan Road Section
- Additional Employment Uses
- Proposed Access Road

Draft Masterplan

Process

St Edmundsbury Borough Council has adopted a 'protocol' for the preparation of Masterplans (September 2006), which sets out the procedure and consultation requirements. Normally, a 'Concept Statement' would be the first stage in this process, however, it has been agreed with SEBC that the early work carried out on Shepherd's Grove, which also included local consultation, was sufficient to enable a draft Masterplan to be prepared. In addition, early consultation has also been carried out with statutory stakeholders, such as the County Council as local highway authority and lead local flood authority, the Borough Council as local planning authority, and utility companies (electricity, water, gas, telecoms, and sewerage). Field surveys have also been undertaken to assess the ecological value of the site and the potential impact of development on the nature conservation value of the surrounding area, as well as landscape setting. Desk top studies have also been completed for archaeology, sustainability, biodiversity, and economic viability.

Upon completion of the next stage of consultation (public exhibition), an analysis of all the consultation responses received will be undertaken, and an assessment will be made about the need for any revisions to the Masterplan. If significant revisions are proposed, then there could be a need for further consultation prior to the approval of the final Masterplan. The final Masterplan is likely to be adopted as Supplementary Planning Guidance by SEBC and will be used to inform the decision making process on any planning applications for new development that may be submitted.

The wording of the adopted Local Plan policy for the Masterplan area requires the amount, location and nature of any higher-value development specified in the Masterplan, to be subject to regular review, having regard to market conditions and development viability.

Masterplan Concept

The site is arranged in 3 distinct 'zones' which will each exhibit their own identity whilst creating a cohesive mixed use community.

The Northern Zone forms the new site entrance and will be more open in character with attractive landscape frontages to the main A143 Bury Road. The uses will largely be commercial and roadside uses which of their nature require good visibility and offer the opportunity for high quality gateway buildings.

The Central Zone is a contained and more concealed part of the site and will provide clean, contemporary uses, complementary with the existing uses on the adjacent Shepherd's Grove East & West site.

The Southern Zone will form a new residential settlement and will derive its own identity through a series of character areas.



Draft Masterplan

Access Considerations

The main access to the undeveloped/available sites within the Masterplan area will be from a new roundabout junction just south of the A143, and will form the main entrance to the Masterplan area flanked by new gateway buildings of high architectural quality. The new access will benefit the wider community, and particularly residents of Stanton, by removing the need for commercial vehicles to go through the village to reach Shepherd's Grove West.

To the south of the site the residential quarter will additionally be served by a footpath / cyclepath access onto Summer Road to the east and Grove Lane to the west. This will be width restricted on the connection to Grove Lane past the existing Shepherd's Grove West Industrial site, to restrict HGVs from going through the Village of Stanton.

A new estate road will serve the northern and central employment zones with serviced Plots off this new access corridor. Within the Southern Zone a main loop road will provide circulation to the residential properties, with a series of secondary roads feeding off the main loop road. Whilst there are 3 bus routes that within 0.5 - 1km of the site, discussions are underway to improve the public transport provision to the site, given the enhanced site uses and greater accessibility of the site.

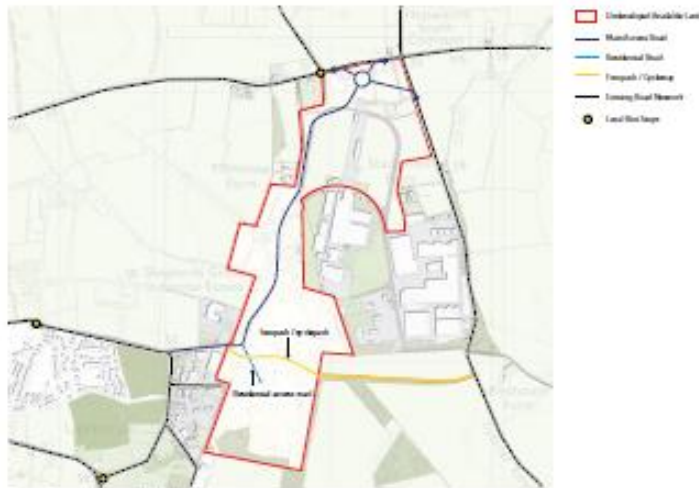


Diagram illustrating Access to Undeveloped Land

Pedestrian & Cycle Links

New footpaths and cycleways will be installed running north / south through the site linking the employment and residential elements and providing easier connections to Walsham Le Willows to the south and Hepworth to the north. Additional connections to existing PROWs will be sought but these are some distance from the site and this aspiration requires access over third party land.



Diagram illustrating wider connections to Masterplan Area

Draft Masterplan

Southern Zone Residential Development

A variety of housing type and tenure is sought to create a sustainable community. This will be supported by stronger access routes and connections for motor vehicles, cycles and pedestrians, together with some community use and an area of Village Green.

The northern part of the site will provide access along a new boulevard entrance road, with wide grass verges and a tree-lined avenue approach.

There will be a mixture of generally terraced and semi-detached houses with the area benefiting from the village green creating a focus.

The site will be fed off of a road, creating a variety of plots of differing size and orientation. The houses to the south of the site will generally be larger semi-detached and detached properties benefiting from the existing landscape buffer to the southern boundary.

The western boundary bordering Shepherd's Grove West will be landscaped with a significant buffer zone to provide separation and amenity to the new residential properties.



Indication of profile of a section through the landscape buffer zone to the residential area



Indicate examples of the residential area

The type of residential properties, their scale, disposition and density will ultimately be determined by any future planning application, but will be informed by:

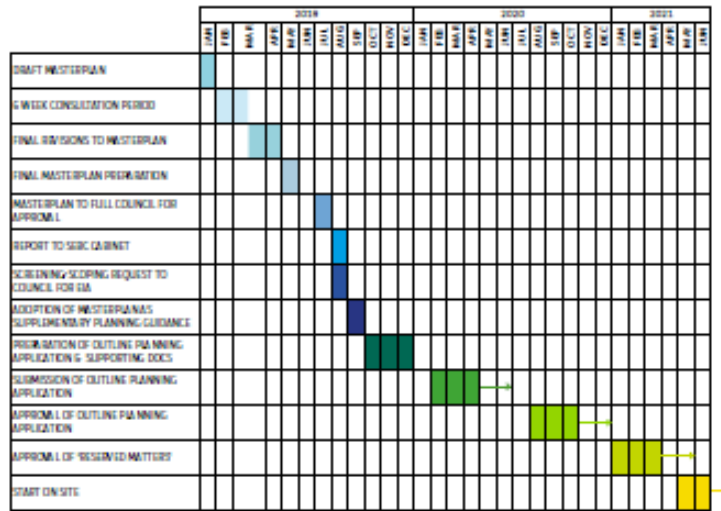
- The aspiration to create a high quality, attractively designed, residential community;
- The desire to provide a wide range of dwellings types and tenures;
- The creation of different character areas, defined by variance of density and style of building forms;
- The requirement for optimum use of a brownfield site, allowing for both affordable housing targets whilst providing revenue to offset site infrastructure provision;
- The recognition of the contrast between the boundary to Shepherd's Grove West, the boundaries that adjoin open country sites, and the northern boundary of the residential area, and the need to develop suitable, functional and natural landscaped areas in these locations.

Next Stages

Anticipated Timetable

Timetable for approval of Masterplan and preparation and submission of outline planning application:

- January 2019 Draft Masterplan
- Mid February 2019 6 week Consultation Period
- Mid-March 2019 to End of April 2019 Final Revisions to Shepherd's Grove Masterplan
- May 2019 Final Masterplan Preparation
- July 2019 Masterplan to Full Council for Approval
- August 2019 Report to SEBC Cabinet
- August 2019 Screening/Scoping Request to Council for EIA
- September 2019 Adoption of Masterplan as Supplementary Planning Guidance
- Autumn 2019 Preparation of Outline Planning Application
- Spring 2020 Submission of Outline Planning Application
- Summer 2020 Approval of Outline Planning Application
- Early 2021 Approval of 'reserved matters'
- Summer 2021 Start on site



Indicative timetable

Your Views

Thank you for visiting our consultation event.

We value your feedback and your comments can be provided by one of the following methods:

Complete a comments form today

Email: paul.sutton@struttandparker.com

Phone: Paul Sutton on 01223 459500

Visit our website:

www.shepherdsgrovestanton-masterplan.co.uk



APPENDIX B: Press Release



PRG AND JAYNIC SUBMIT DRAFT MASTERPLAN FOR DEVELOPMENT AT SHEPHERD'S GROVE NEAR STANTON IN SUFFOLK

Property Recycling Group plc and Jaynic are to hold a public exhibition on the draft Masterplan they have prepared, which proposes commercial and residential development on the former RAF airfield at Shepherd's Grove. The proposals will provide a number of benefits for the local community.

The Masterplan area includes Shepherd's Grove East and Shepherd's Grove West as well as the undeveloped land between these two existing employment sites. Shepherd's Grove is located to the south of the A143 one mile to the east of Stanton in Suffolk.

The public exhibition will be held at Stanton Community Village Hall, in Stanton, on Thursday 21st February between 3.00pm and 8.00pm.

The community benefits of the proposals would be:

- A new business park for up to 1,750,000 sq. ft. of floorspace creating a significant number of new jobs
- All HGV traffic currently going through Stanton to the existing Shepherd's Grove West industrial estate will be able to enter Shepherd's Grove via a new roundabout junction on the A143 and a new access road into the heart of the area.

- The new roundabout junction on the A143 will slow traffic considerably coming in and out of Stanton and make the junction on to the A143 from Hepworth considerably safer.
- A new and attractive residential development of between 265 and 380 dwellings with improved pedestrian and cycle access to Stanton and the existing primary school, healthcare and shopping facilities

The developable land within the Masterplan area forms 3 distinct 'zones' which, through new development, will each exhibit their own identity whilst creating a cohesive mixed use community.

- The Northern Zone forms the new site entrance and will be more open in character with attractive landscape frontages to the main A143 Bury Road. The new uses are likely to be commercial and roadside uses which by their nature require a prominent location and offer the opportunity to create high quality 'gateway' buildings.
- The Central Zone is a contained and more concealed part of the site and is likely to provide new business units of varying sizes in contemporary new buildings, which will provide an attractive foil to the existing adjacent uses at Shepherd's Grove East and Shepherd's Grove West.
- The Southern Zone is likely to form a new residential area that will derive its own identity through the creation of a series of 'character areas'. This residential element could provide between 265 and 380 dwellings depending on the amount of affordable housing required by West Suffolk Council. This new residential area is well located to create an attractive development that would benefit from enhanced connections to the existing services and facilities available in Stanton (to the west) and Walsham le-Willows (to the south).

A new roundabout junction just south of the A143 will form the main entrance to the masterplan area, which could be flanked by new 'gateway' buildings of high architectural quality. The new access will benefit the wider community, and particularly the residents of Stanton, by removing the need for commercial vehicles to go through the village to reach Shepherd's Grove West.

New footpaths and cycleways will be installed running north / south through the Masterplan area linking the proposed employment and residential elements and providing easier connections to Walsham Le Willows to the south and Hepworth to the north.

A new estate road will serve the northern and central employment zones with fully serviced plots being created off this new access corridor. Within the Southern Zone a loop road will provide access to the residential area, with a series of secondary roads leading off the main loop road. Whilst there are 3 existing bus routes that pass within 0.5 - 1km of the site, discussions are underway to improve public transport provision to the site, given the new business and residential site uses, and to create greater accessibility to the site.

The Masterplan area is allocated in the 'Vision 2031 Local Plan' as a Rural Employment Area, primarily for new business uses. However, any new development must include the construction of a new access road through to Shepherd's Grove West and a roundabout on the A143, so that vehicular access to Shepherd's Grove West is no longer through the village of Stanton.

As a consequence of the infrastructure requirements, the development of the available land within the Masterplan area for employment uses, cannot be viably achieved without the inclusion of a proportion of residential and other commercial uses to help subsidise the provision of the new infrastructure. This will include the new access road as well as electricity, telecoms and drainage services.

Following the public consultation, revisions may be made to the Masterplan prior to its consideration by West Suffolk Council. Once approved, the Masterplan will become supplementary planning guidance and a planning application for the scheme would be submitted before the end of 2019.

Further details, consultation questionnaire and a copy of the Masterplan can be found on: www.shepherdsgrovestanton-masterplan.co.uk

For further information:

Richard Aylwin

ACL