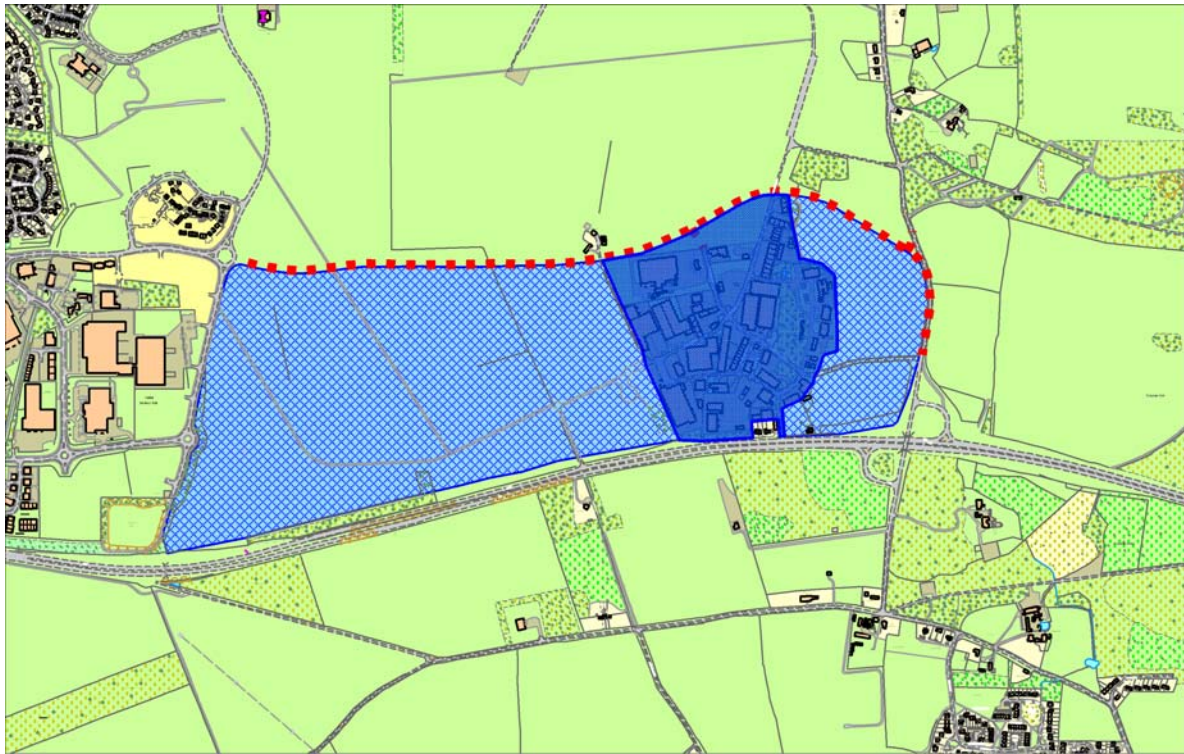


Concept Statement

Suffolk Business Park Extension



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Policy Background

Policy BSE3 of the adopted Replacement Local Plan allocates 68.28 ha of land East of Suffolk Business Park, Bury St Edmunds (but excluding the Rougham Industrial Estate general employment area) for Employment Uses (Use Classes B1 and B8). Proposals for pure B1 office developments will be required to satisfy the relevant sequential requirements to finding a location contained in Policy TCR1 of the Plan.

This is a long term allocation, development of which is likely to extend beyond the 2016 Plan period. However, prior to development commencing, a relief road linking Bedingfield Way with the A14 Rookery Crossroads, in accordance with Policy BSE13, must be completed and available for use. The precise route and alignment of this relief road will be agreed through the masterplan process, taking into account existing features such as the airfield control tower.

The allocation requires the development to be guided by a masterplan which is to be prepared by the landowners / developers and this in turn is to be informed by a Concept Statement. This Concept Statement sets out the Borough Council's planning requirements for the allocated site and provides a basis for the approval of the ensuing masterplan.

The amount of land available for development, location of uses, access arrangements, phasing of development, linkages to the airfield site, design and landscaping will be informed by the masterplan.

The masterplan will be based on a requirement to achieve the following:

- (a) Light industrial, research and office use (proposals for pure B1 office developments will be required to satisfy the relevant requirements of Policy TCR1).
- (b) Proposals for the provision of units for new and small firms involved in high technology and related activities.
- (c) In the vicinity of the airfield and adjacent to the Rougham Industrial Estate, small scale uses supporting the heritage and tourism use of the airfield such as visitor car parking and workshops and including, if necessary, the creation of a safe pedestrian access to the airfield as part of the link road provision.
- (d) In the area adjacent to the Rookery Crossing junction, motorists service facilities including petrol filling station and associated facilities (subject to relocation of the extant planning permission adjacent to the east bound A14), restaurant and travel hotel.
- (e) Extensive landscaping, particularly around the perimeter of the site.

In preparing the masterplan, developers will be required to have regard to the content of the Local Plan, as well as any other more recently published government policy.

Design Principles

Site Layout: The layout should facilitate the efficient use of the site and make provision for phased development. Plots accommodating the largest buildings and B8 uses should incorporate appropriate screening and landscaping.

Building Design: Plots with a high degree of 'frontage' should achieve a high standard of design and on the most prominent plots a high standard of architecture will be required to make a positive impact on the amenity of the site.

Landscaping: Soft landscaping should be used to achieve the following:

- Minimal visual impact on the surrounding countryside in general and the A14 and Rougham Airfield in particular.
- Integration with the existing Suffolk Business Park.
- Enhancement and screening / softening to Rougham Industrial Estate.
- Legibility and an appropriate sense of scale.
- Retention of established landscape features where possible.
- Optimum ecological enhancement.
- A sense of spaciousness and quality appropriate to the aspirations of the community to attract and retain prestige businesses at this location.

Archaeology: The masterplan should seek to highlight the importance of Rougham Airfield to 20th Century local history. The masterplan should therefore be informed by evaluation of the archaeological content and recording of the relevant surviving buildings.

Drainage: The masterplan should include the need for the site to be served by adequate surface and foul water drainage systems to ensure adequate drainage and to prevent flooding and pollution. Any drainage system should include pollution prevention measures and details of the responsibilities for maintenance of the system.

The masterplan should also make reference to the fact that a flood risk assessment (FRA) and investigation of land contamination will be required to be submitted with any planning application for the site.

Road Infrastructure & Transport: The road infrastructure will be to an adoptable standard. The relief link road will serve as an access to the eastern side of Bury St Edmunds and should be designed accordingly within an appropriate landscape setting. In preparing the masterplan, consideration should be given to the suitability of alternative routes to that illustrated in the Replacement Local Plan on the proviso that it would directly serve the employment land allocated in Policy BSE3. If the Relief Road were to be routed through Rougham Industrial Estate, sufficient space will be required to achieve an appropriate level of amenity together with upgrades as necessary to existing business accesses.

- There should be no direct access to existing or future businesses from the Relief Road.
- Transport links should accommodate bus services linking employment sites to residential areas together with a safe and efficient cycle network. Opportunities to link into the Sustrans dedicated cycle track from Thurston to Bury St Edmunds should be investigated as part of the masterplan.

Rookery Junction Development: The proposed uses for this land (hotel, restaurant and motorist services) require effective visual separation from Rougham Industrial Estate. This area will also serve as a 'gateway' to Bury St Edmunds and development should be of high design quality and very low density within a spacious and naturalistic landscape setting.

Rougham Airfield and Tower: Any proposals should have regard to the potential for future recreational or cultural uses that might be accommodated on the former Rougham Airfield and the former control tower. Particular regard should be paid to the setting of the listed buildings and land use proposals in this vicinity should have regard to the historical connections of these building. Consideration should be given to including provision for the future use of the remainder of the former airfield in one overall masterplan for the area.

Phasing: Phasing should seek to minimize visual impact in the short to medium term and maximize the efficient use of the site over the long term. These criteria will conflict at times and determination will depend on the merits of the particular case. The relief road will need to be completed prior to the commencement of development.

Sustainability: The masterplan should seek to minimize environmental impacts and positively address climate change issues. In particular:

- **Energy:** An assessment of ongoing energy requirements for all buildings will be required. For all buildings to be commissioned before 2015 a minimum of 20% of this energy requirement should be from renewable sources including a minimum of 10% sourced within the business park site as a whole. Up to half of the total in each case can be offset from passive energy efficiencies over and above standard building control requirements. Industrial processes are excluded from this requirement. Compliance with this requirement should be tested 12 months after

commissioning of the building. The details of requirements for sustainable energy for buildings may be revised for buildings to be commissioned after 2015.

- **Transport:** The masterplan should seek to minimize car movement by encouraging the use of walking, bicycles and public transport; concentrating high employment uses closest to residential areas in the west part of the site and near to bus stops and cycleways. A Transport Assessment will be required to accompany and inform the masterplan. The masterplan should make reference to the fact that a Travel Plan for the business park will be required to be prepared and implemented.
- **Water:** Water consumption and flood risk should be minimized by the use of low-water demand technologies (e.g. grey water recycling) and integrating sustainable drainage systems into the layout and structural landscaping.
- **Biodiversity:** Landscaping should be used for habitat creation and wildlife links and buildings should also contribute where suitable (e.g. bird / bat roosts; green roofs).

