

Mill Lane, Stowmarket (The Proposed Stowmarket Business and Enterprise Park)

Development Brief

Adopted as a supplementary planning
document 10th March 2014



FOREWORD

This Development Brief has been prepared by Mid Suffolk District Council and Stowmarket Mill Lane Developments Limited following two stages of public consultation.

The document has been adopted by the Council as a Supplementary Planning Document.

The details and guidance set out within the Development Brief will be taken as material considerations when the Council determines any planning applications submitted in respect of the land allocated for employment purposes by the Stowmarket Area Action Plan.

This document is to be read in conjunction with Mid Suffolk District Council's relevant planning policy documents

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1. Introduction

1.1. Background

- 1.1.1. This Development Brief has been prepared by Mid Suffolk district Council in conjunction with Stowmarket Mill Lane Developments Ltd. It sets out detailed guidance for the proposed Stowmarket Business and Enterprise Park on land to the east of the A1120, south of the A14 and north and south of Mill Lane. The area covered by the brief is shown on the Proposals Plan. The Council adopted the Brief as a supplementary planning document on 10th March 2014 so that it can be used as a material consideration when planning applications are decided. The Brief should be read in conjunction with other Council Policy Documents, including the Core Strategy Focused Review and the Stowmarket Area Action Plan.
- 1.1.2. The Brief does not deal with the principle of the development of the land for employment and related uses. The principle of development was established by the Mid Suffolk Core Strategy Focused Review which was adopted in 2012 and the allocation was made by the Stowmarket Area Action Plan adopted in February 2013. Both documents were the subject of public consultation and examination by an independent Planning Inspector before they were adopted.
- 1.1.3. The total area allocated in the Stowmarket Area Action Plan is 79 hectares (195 acres) of which 39.5 Ha. is for employment, the rest being for roads, footpaths and cycleways, an ecological wetland, landscape improvements and screening and formal and informal recreation.
- 1.1.4. In recommending the allocation, the independent Inspector suggested that a development brief should be prepared to guide the phasing and distribution of development, design, layout and infrastructure (such as roads and facilities).
- 1.1.5. Public consultation was carried out on the proposed contents of the brief from 4th October to the 1st November 2013. The Draft Brief and Public Consultation Statement was published on 6th January 2014 for public consultation and amendments have been made to the Brief to take account of the comments received. A separate statement has been prepared setting out the main issues raised during both stages of consultation and how they have been taken into account in the preparation of the Brief.
- 1.1.6. The Brief sets out the requirements of the Local Planning Authority, the Highway Authority and other service providers. It provides a basis on which developers can prepare plans and financial programmes. It also sets out the principles of development that should be adopted by developers including land uses, layouts, design and provision of open space, access, landscaping and provision for wildlife.

2. Policy Background

2.1 Introduction

- 2.1.1 This section provides the existing planning policy context for the Stowmarket Business and Enterprise Park explained in terms of its relationship with the current Local Plan
- 2.1.2 A summary of the key policies specifically related to the Business and Enterprise Park sites and to the Stowmarket Business Area when relevant is also provided.

2.2 Relationship with the Mid Suffolk Core Strategy and the Core Strategy Focussed Review (CSFR)

- 2.2.1 The Stowmarket Area Action Plan sets out the Council's plans for Stowmarket for a 15 year period commencing in April 2012. The measures amplify the policies set out in the Mid Suffolk Core Strategy which was adopted in September 2008. Since that date the Core Strategy has been subject to a Focused Review which concluded in 2012 that Stowmarket should provide for land sufficient to accommodate a minimum of 1,925 new dwellings.
- 2.2.2 Although this significant increase in Housing numbers was deemed desirable it was noted that Stowmarket already experienced significantly higher levels of out commuting than comparable towns as the town lacked employment opportunities. The Highways Agency in particular expressed fears that this lack of local employment for the projected influx of new workers would compound the problem of rush hour commuting traffic on the, already busy, A14.

2.3 Evolution of Policy to address Employment Trends

- 2.3.1 To redress this employment imbalance Mid Suffolk chose to allocate a significant area of Employment land to enable the town to provide employment opportunity for a growing population and address emerging issues of employment provision in the A14 Corridor.

2.4 Stowmarket Area Action Plan

- 2.4.1 In order to meet the housing targets the AAP makes an assumption that an element of brown field land – land within the town currently occupied by historic industrial uses – will come forward for residential use. Inherent in this assumption is a relocation of the existing employment use to a new site preferably close by. The AAP records at para 7.45 that *'the site is better situated to relocate inappropriately sited local businesses (freeing*

up brownfield land for redevelopment) and the port related growth scenarios anticipated by the Western Suffolk ELR within the plan period.'

- 2.4.2 Housing numbers originally forecast for the Cedars Park urban extension developed over the last twenty years close to Mill Lane have been significantly exceeded. This increase (from 1,000 to 1,800 homes) was only made possible by the use of land originally intended as green recreation space. The Council recognised that an allocation of a significant area for employment purposes could simultaneously provide the infrastructure for access to recreation space and links into the wider countryside and river valley east of the existing urban boundary. AAP Policy 7.11 thus states that:

SAAP Policy 7.11

Landscaping and setting

Development of this site must address the following:

1. The need for both formal and informal public open space, including formal playing pitches to the north of the site, and a designated ecological wetland area to the south-east of the site.
2. Public access to the countryside and to the Gipping Valley path in particular, and contributions to the River Gipping improvements.

2.5 Strategic Environmental Assessment and Sustainability Appraisal

- 2.5.1 All local plan documents must contribute to the delivery of sustainable development. At the Issues and Options stage of the Stowmarket Area Action Plan the Council appointed consultants to undertake a Sustainability Appraisal of the draft proposals in order to meet the requirements of the Strategic Environmental Assessments (SEA) required by the European Directive EC/2001/42. The Sustainability Appraisal Report was published for consultation and the process was supportive of the Stowmarket Area Action Plan.
- 2.5.2 During the consultation process the Council introduced additional employment land provision at Mill Lane. This was intended to enhance the “sustainability” of the town by ensuring that jobs would come forward in proximity to new and existing housing with sustainable travel connections to most of the town and surrounding area. The Council therefore believed that the final SA and SEA would be sufficient to meet the needs of the process.
- 2.5.3 Following expressions of concern from the Government Office and The Planning Inspectorate the Council accepted the need to revisit the matter of sustainability and a revised Sustainability Appraisal confirming an enhanced sustainability outcome was completed by consultants Atkins and made available for a further six week round of public consultation in early summer 2011. A separate sustainability appraisal is not

required for this Development Brief.

2.6 Background Documents

2.6.1. This Development Brief is the delivery phase of a comprehensive planning process drawing on evidence, themes and policies set out in a wide body of texts including

2.6.2 National:

National Planning Policy Framework (2012)

Building a Greener Future; policy statement - DCLG (July 2007)

2.6.3 Regional / Local:

East of England Plan - Government Office for the East of England (May 2008)

Suffolk Local Transport Plan 2011 - 2031

Mid Suffolk Adopted Core Strategy Development Plan Document (Sep 2008)

Mid Suffolk Core Strategy Focussed Review (December 2012)

Mid Suffolk Stowmarket Area Action Plan (February 2013)

Sustainability Appraisal Report Atkins (2010) as updated (November 2012)

Suffolk Design Guide - SCC (2003)

Felixstowe Port Logistics Study, GHK (2008)

MSDC Employment Topic Paper (2010)

Western Suffolk Employment Land Review (2009)

Suffolk Haven Gateway Employment Land Review (2009)

2.7 Key Contacts

- 2.7.1. Key organisations and relevant officers in relation to this Stowmarket Business and Enterprise Park Development Brief include:

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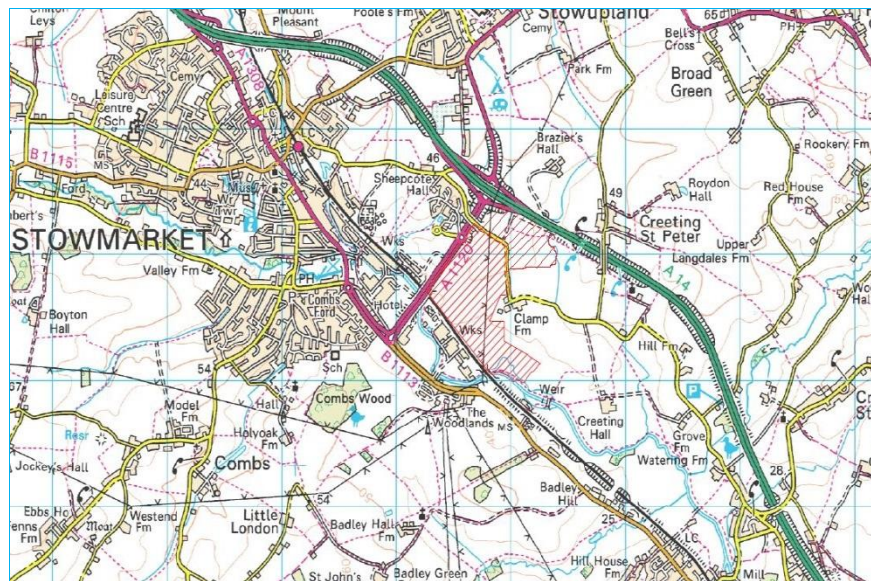
Suffolk County Council Highways

Peter Black Development Manager Engineer
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3. Site Description

3.1 Site Location

- 3.1.1 The land allocated by the Stowmarket Area Action Plan as the Stowmarket Business and Enterprise Park is located on the Eastern Fringe of Stowmarket centred on grid reference 606694, 257829 and is shown hatched red on the plan below.



Site Location Plan

3.2 Nature of Surrounding Development

- 3.2.1 The site occupies a town fringe location thus the surrounding area comprises a mix of urban and rural land uses. The location is also within the Gipping Valley a strategic east-west transport corridor thus the site is bounded by a mix of transport infrastructure including the A14 Trunk Road (Euro Route 29), the main London – Norwich railway line, the A1120 Cedars Link dual carriageway and the River Gipping.
- 3.2.2 The closest major residential estate is Cedars Park located to the West of the site from which it is separated by the A1120 dual Carriageway and commercial buildings.
- 3.2.3 Open countryside to the East includes a cluster of former farm buildings at Clamp Farm now comprising a number of residential units adjoining part of the eastern site boundary. The Clamp Farm cluster includes 2 listed buildings.
- 3.2.4 The village centre of Creting St Peter is approximately 500m to the North East to the

north of the A14 dual carriageway.

3.3 Site Characteristics

- 3.3.1 The land occupies the north slope of the Gipping river valley and there is a 20m (65 ft) change in levels across the allocated area. Southern parts of the site fall within the river floodplain and will remain undeveloped. Northern parts of the site extend to just below the ridge level coinciding with the A14 carriageway.
- 3.3.2 The proposed development comprises 79 hectares (195 acres) of open farmland spreading eastwards from the current urban limit of Stowmarket formed by the A1120 Cedars Link dual Carriageway. The southern boundary is formed by the Ipswich to Norwich railway line. To the north the boundary is the A14 trunk road.



Site Southern Boundary with Railway Line and Maltings Complex

- 3.3.3 A supplementary allocation of land on higher ground to the north of the A14 (not hatched) provides for additional structural planting. There is an existing copse in this area, a small part of which is owned by Creting St. Peter Parish Council.
- 3.3.4 The site is divided by Mill Lane, a narrow country road linking Stowmarket with villages to the East and affording access to Clamp Farm a small cluster of dwellings close to the eastern site perimeter. The lane forms a boundary between two ownerships. Land to the south abutting the 'Tesco' roundabout will form a first development phase with land to the north of Mill Lane being connected to the roundabout through the first phase in due course.
- 3.3.5 National Grid pylons cross the site from north to south and post slung power cables cross the north east and south west corners.

4. Planning Considerations and Constraints

4.1 Overview

4.1.1 Section 2 records the evolution of Mid Suffolk District Council's strategic thinking leading to the allocation of a large employment site on the edge of Stowmarket, the largest urban centre in the District. The site allocation is intended to fulfil a number of objectives principally:

- Provision of new employment space for existing and start- up businesses of all types in the Stowmarket area
- Provision of new accommodation to accommodate the demand for port related employment opportunities from nearby Felixstowe.
- Through the provision of new local employment opportunities, to redress an imbalance between homes and employment opportunities thus reducing out commuting and its consequential congestion related problems.
- The provision of community recreational opportunities linking the urban area with the surrounding countryside.

4.1.2 This section considers the main Planning Considerations relevant to the impact of such a large development on its surroundings with reference to the site characteristics described in Section 3. Consideration is also given to the expectations and constraints expressed in the relevant paragraphs and policies of the Stowmarket Area Action Plan some covering the entire Stowmarket area and some specific to the site allocation.

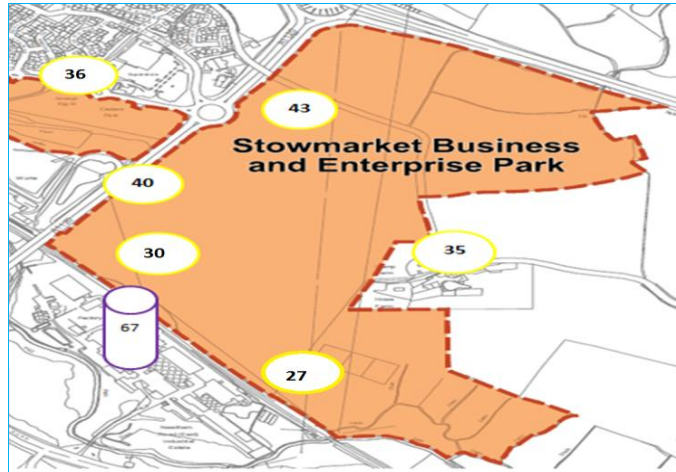
4.2 Land Uses and Built Form

4.2.1 The introduction of new buildings into a greenfield location will inevitably create challenges in terms of their visual impact and spin off consequences of their use such as noise and light generation.

4.2.2 The range of uses proposed for the Business and Enterprise Park is wide ranging. Employment buildings will include two storey offices not dissimilar in appearance and scale to housing. However, factories and warehouses are required to be of a significantly larger scale and utilitarian construction. Land allocated for recreational use needs to be accessible for its users and ideally be the catalyst for an enhanced setting.

4.2.3 Section 3 describes how, unusually for East Anglia, the site slopes significantly. This feature can be turned to advantage in accommodating the proposed new buildings within the grain of the landscape to reduce their impact.

4.2.4 Reference to the Indicative Site Levels Diagram below illustrates that although the proposed site access point is at 43 AOD, much of the southern section of the site is situated at a relatively low 27-30m AOD. Housing in Cedars Park residential estate 500m to the west rises from a low point of 36m AOD.



Indicative Site Levels Diagram

4.2.4 Intervening between the proposed employment area and Cedars park housing is the A1120 dual carriageway which is raised on an embankment for much of the length of the boundary leading to a flyover crossing the main railway line and River Gipping at a height of circa 40m AOD (see diagram above) and thus forming a man-made visual barrier between the two areas as illustrated below.



A1120 Road Embankment and Flyover at Site South Western Corner

4.2.5 This road is illuminated throughout hours of darkness thus introducing a major light corridor between the proposed business park and the residential area.

- 4.2.6 The Southern boundary of the site – and the entire vista of this section of the Gipping Valley- is dominated by the Maltings complex with its silos, storage buildings and chimney rising to a height of circa 67m AOD (see Diagram 4.2.3 above)



Site Southern Boundary Formed by the Maltings Complex

- 4.2.7 In combination, the sunken nature of the southern part of the site, the presence of a pre-existing barrier to reduce visual impact and baffle noise, the presence of major pre-existing and permanent sources of light and noise intrusion both from the A1120 and the Maltings complex provide strong justification for the allocation of this part of the site for warehousing activity requiring tall buildings and may include 24 hour operation. The east of the development site is more open and rural in nature with a cluster of dwellings at Clamp Farm suggesting that there should be a lower intensity of development in that area.
- 4.2.8 The northern elements of the site in both Phase 1 and Phase 2 are situated at a higher level in the range 40 to 45m AOD. Nevertheless, these areas are also visually dominated not only by the more distant Maltings complex but also by a small but highly prominent office development of utilitarian design situated on the adjoining ridge line accessed from Kestrel Drive and fronting the proposed Business and Enterprise Park access point.



Ridge Line Offices fronting site access roundabout

- 4.2.9 Although visual amenity is already compromised by the presence of these buildings at a higher level than most of the proposed site of the proposed Business and Enterprise Park development proposals should nevertheless have regard to visual impact and the need for screening through landscaping.
- 4.2.10 In addition to buildings, Stowmarket Business and Enterprise Park is also expected to provide areas for recreation and landscape enhancement. A large area in the south west corner of Phase 1 on the Gipping Riverbank is dealt with in greater detail under 4.5.3 and 5.5. Other formal recreation areas, if desirable, should be located with maximum accessibility to residents of Cedars Park in parts of both Phase 1 and Phase 2 closest to the Mill Lane bridge over the A1120 on the north-west boundary. Alternatively, recreation space for workers should be dispersed throughout the Business Park.

4.3 Landscaping

- 4.3.1 The Stowmarket Area Action plan acknowledges that allocation of this site represents a 'break into open countryside' and considers that this is an acceptable development due to the economic and social need for a large site strategically linked to the A14. Landscape issues are to be closely monitored and the effects of any development mitigated as effectively as possible. A landscaping scheme for the site will need to be approved as part of the planning permission and conditions will be imposed relating to the timing of the planting and the replacement period.
- 4.3.2 SAAP Policy 4.2 sets out the requirements for providing a landscape setting for

Stowmarket. These include:

“That where feasible and practicable key elements of proposed landscape improvements are put in place prior to the commencement of building works” and “Advanced planting will be particularly relevant for developments that may impact on:

- i) Views in, out and across Stowmarket
- ii) The “gateway” role of an area
- iii) Buffer areas between industrial and residential areas and around “nuisance neighbours” such as sewage works”

SAAP Policy 7.11 sets out specific measures for the site dealing with Landscape and setting and in particular Policy 7.11. (4) states that:

4. Landscape proposals must satisfactorily address:

- i. the 'urban gateway' role of the site;
- ii. limiting its visual intrusion into the open countryside, including a minimum of 40m of structural landscaping along the length of Cedars Link A1120 for each phase of development;
- iii. views in, out, and across the site;
- iv. the important 'edge of town' setting;
- v. potential light pollution issues;
- vi. the needs of the NPPF Technical Guidance; and
- vii. a designated wetland area to the south-east and provision of a planting scheme to the north-east of the site (phase 2).

4.3.3 A Landscape Impact Assessment is being prepared with photographs providing a Baseline survey, subsequent description and visual images of the potential effects of development (particularly upon identified sensitive receptors) with details of the Landscaping Strategy proposing mitigation measures such as tree belts. Selected images illustrating the impact of the development are included in this document. As part of the landscape strategy and in accordance with SAAP Policy 4.2 advance planting and/or landscaping is proposed adjacent to the A1120 where it is at grade and between the proposed employment area and Clamp Farm.

4.3.4 The Landscaping strategy for the Site should not only provide mitigation of the visual intrusion of new roads and buildings but will simultaneously improve existing landscape and visual amenity by eliminating the existing poor quality views of the Maltings and chemical works from the A14 and Cedars Link. The strategy takes account of the quality of views of the site from all directions,

4.3.5 The strategy should also operate in combination with the transport and recreation goals for the site ensuring that public access from the town’s residential areas to the countryside will be improved by the provision of tree lined pedestrian and cycle ways

around the periphery of the site breaking out from the existing hard urban edge of Cedars Link and linking to the existing River Gipping footpath.

4.4 Highways and Transport

- 4.4.1 Section 2.2 describes the evolution of the allocation of the Stowmarket Business and Enterprise Park as a response to the need to reduce out-commuting from the town both for existing and future resident workers.
- 4.4.2 As part of the Stowmarket Area Action Plan consultation a 'Preliminary Transport Assessment' was prepared by PFA Consultants in 2010 examining the likely traffic impacts of the proposed business park. This indicated that in principle the road network could accommodate predicted additional traffic generation, although some local improvements are required. These will be identified as part of the transport assessment which will support the planning application
- 4.4.3 The Highways Agency as the body responsible for the A14 trunk route and associated junctions remain concerned that additional traffic generated by the business park will cause a need to improve Junction 50 capacity through improvements to either or both of the East Bound (Ipswich Bound) on slip and the West bound (Cambridge bound) off slip.
- 4.4.4 Suffolk County Council as Highways Authority responsible for the local road network require further information regarding employee numbers and shift patterns. They also require up to date analysis of current traffic conditions at certain strategic junctions in the local road network. These are expected to have altered significantly since the opening of the B1115 relief road and bridge in 2010
- 4.4.5 The aspiration to reduce out-commuting makes an assumption that if residents of Stowmarket can find employment close to home they will be able and willing to make the journey to work using a range of modes of transport including walking, cycling, bus and car sharing. The County Council will expect any development proposals to include details of how these modes of transport will be introduced into the Business Park.
- 4.4.6 In addition to physical infrastructure any Outline Planning Permission will be accompanied by legal obligations between the developer and Suffolk County Highways Authority in respect of ongoing performance of targets within a Green Travel Plan.
- 4.4.7 SAAP Policy 7.11 reproduced in Section 2 above requires Stowmarket Business and Enterprise Park to '*address public access to the countryside*'. Any development proposals should therefore illustrate how this will be achieved identifying routes and types of accessway.
- 4.4.8 In respect of all measures (4.4.3 to 4.4.7) for which greater detail is required the timing of delivery linked to any phasing of development will also need to be established

through any development proposals and planning applications.

4.5 Ecology

4.5.1 The site has been the subject of several ecological investigations over the last 7 years as follows:

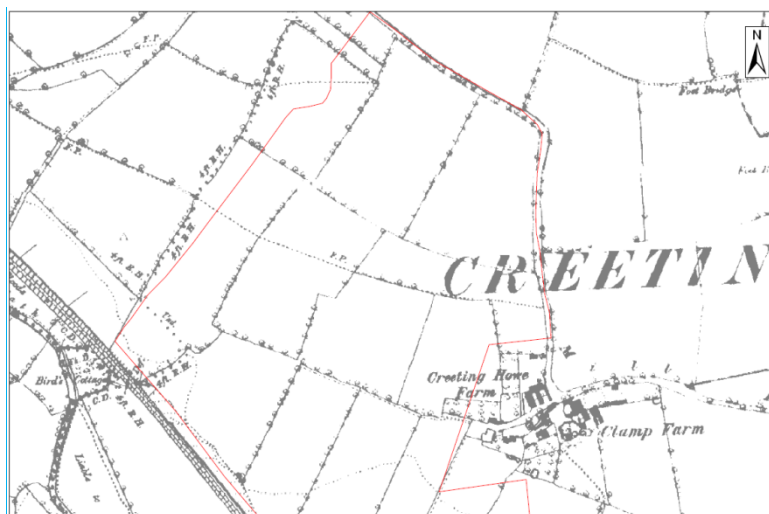
- An extended Habitat Survey was undertaken in The Phase 1 area in 2006 and supplemented by a Great Crested newt survey of ponds within a 500m radius in 2007. No protected species were identified other than traces in the River Gipping flood plain which is to remain undeveloped.
- A field walking study of the Phase 2 area was undertaken in 2009 and this also found only minor traces of protected species.
- A further field walking study of both areas was undertaken throughout 2013 with similar conclusions.

4.5.2 The absence of protected species is unsurprising given that the site is open arable farmland with few trees or hedgerows. Planning applications will be accompanied by an updated scoping report if required by the planning authority covering all potential protected species and, if necessary, updated field walking and protected species surveys will be undertaken to establish whether Biodiversity Action Plan species have migrated on to the site in the intervening period. If so, mitigation measures will be undertaken.

4.5.3 In addition, the development proposals will include significant enhancement of the potential for bio-diversity through the planting of structural landscaping particularly in the North east and South East corners. Any planning application will anticipate a condition to undertake habitat enhancement works agreed with the appropriate statutory authority (See 5.5). It is the intention that the site incorporates the concept of green infrastructure including a network of high quality green and blue spaces and other environmental features.

4.6 Archaeology

- 4.6.1 In 2007 a desk based archaeological assessment was undertaken focussing on the Phase 1 Area but reporting on all relevant evidence within a radius of circa half mile including the Phase 2 Area. No finds from any period were recorded other than an iron-age rotary quern found near the bank of the River Gipping.
- 4.6.2 The study reported that an area close to the A1120 contained small explosive stores in 1915 but that investigation of this area in the 1990s had found no remains either above or below ground. Nevertheless, the assessment suggested that the area had archaeological potential as it had been 'utilised from the prehistoric period onwards' and that a programme of archaeological works should be undertaken. Subsequent archaeological investigations a short distance to the West in early 2012 as part of the final phases of the Cedars Park development recorded finds from the iron-age period onwards confirming this potential.
- 4.6.3 Correspondence with Suffolk County Council Archaeological Service in 2007/8 confirmed that works might include; aerial photograph assessment, field walking and metal – detecting survey, linear trial trenching and a geo-archaeological evaluation of any areas of the floodplain which might be built on. Since that date both the site area and the policy framework have changed expanding the scope for Archaeological investigation.
- 4.6.4 An archaeological evaluation of the site will be required. Any Planning Applications will refer to previous correspondence and anticipate a condition requiring a written scheme of investigation covering elements of the works described above prior to commencement of development. (See 5.6)



Extract from the 1st Edition Ordnance Survey (1875-85) showing part of the development area

4.7 Environmental Noise and Vibration, Air Quality, Lighting

4.7.1 The site is bounded to the north by the A14 trunk road, to the west by the A1120 dual carriageway and to the south by the main London to Norwich railway bounded by a chemical plant and a large maltings complex .

4.7.2 **Noise and Vibration.** In accordance with PPG 24 an assessment was undertaken in 2007 of the likely impact of noise and vibration generated by the development of a notional business park occupying Phase 1. The report considered both the construction and operational phases in the context of the site, immediate environs and local road network. A Baseline noise level survey was undertaken, nearby receptors identified and noise levels from the development were predicted using known data for plant, machines and traffic (BS5228 Noise and Vibration Control on Construction and Open sites).

4.7.3 The report concluded that with best practice measures noise and vibration during the construction phase would not be significant but that operational noise would affect residents in the cluster of dwellings at Clamp Farm requiring mitigation measures. A noise attenuation bund and associated landscaping is therefore proposed in this location. The illustrations below show how over time this will screen the Clamp Farm properties from the employment area.

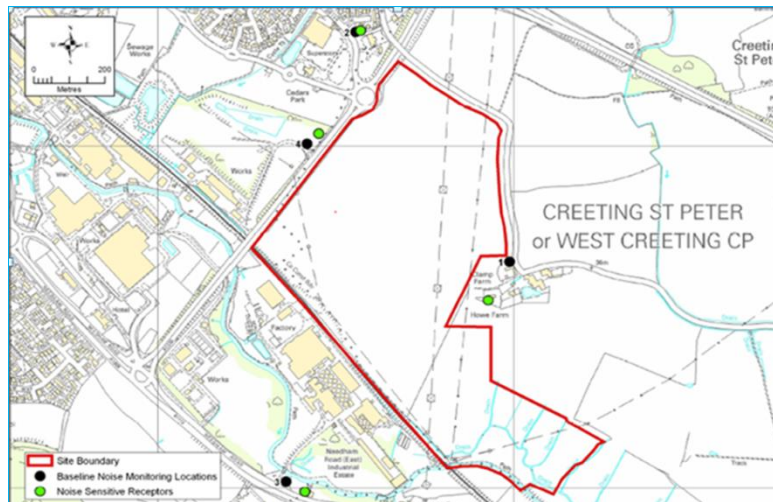


Top: Existing view
Bottom: View showing proposed bund



Top: View with planting after c. 10 years
 Bottom: View with planting after c. 20 years

4.7.4 An updated noise report is being prepared to support the planning application. This will take account of the latest traffic forecasts. The forecast noise levels set out in the report will determine the exact specification for the noise bunds.



Baseline Noise Measurement

4.7.5 **Air Pollution.** An assessment was undertaken in 2007 of the likely impact of dust and air pollution of a notional business park occupying Phase 1. In accordance with guidance in PPS23 the report considered both the construction and operational phases in the context of the site, immediate environs and local road network.

4.7.6 The report concluded that the nuisance impact of dust arising from the construction phase was unlikely to be significant assuming adherence to good practice for the minimisation of dust. The report considered existing background levels of pollutants and modelled the impact of the proposed development using the Highways Agency Design Manual for Roads and Bridges screening technique and found that the impact on air

quality would be 'negligible in the context of both existing concentrations and the air quality objectives for the protection of human health.'

- 4.7.5 It is anticipated that any planning application for either phase will incorporate this initial report together with an update considering any implications of any significant changes in traffic generation as further detail of the exact nature and extent of land uses becomes known.

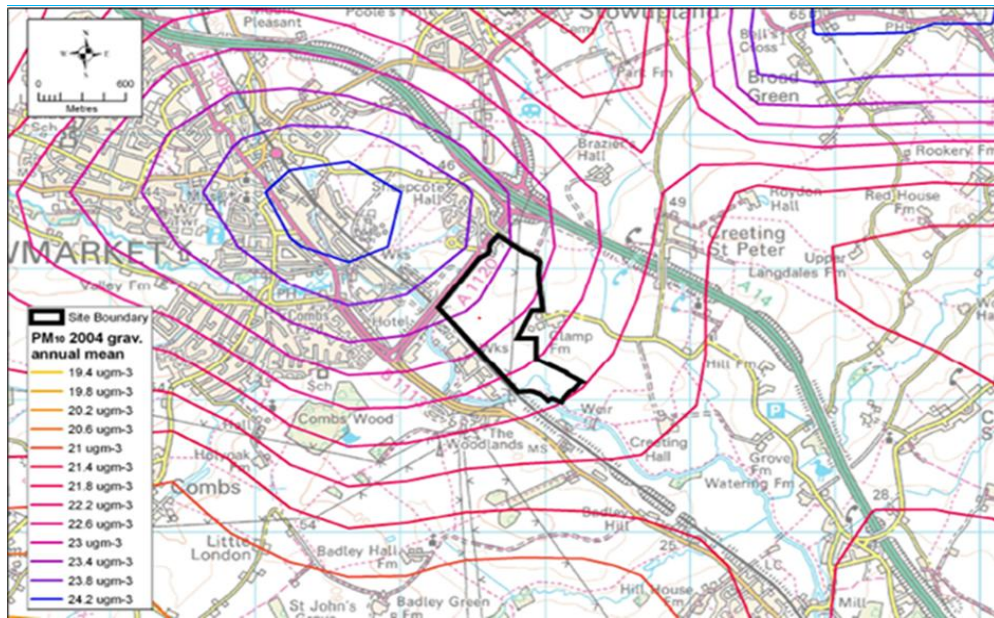
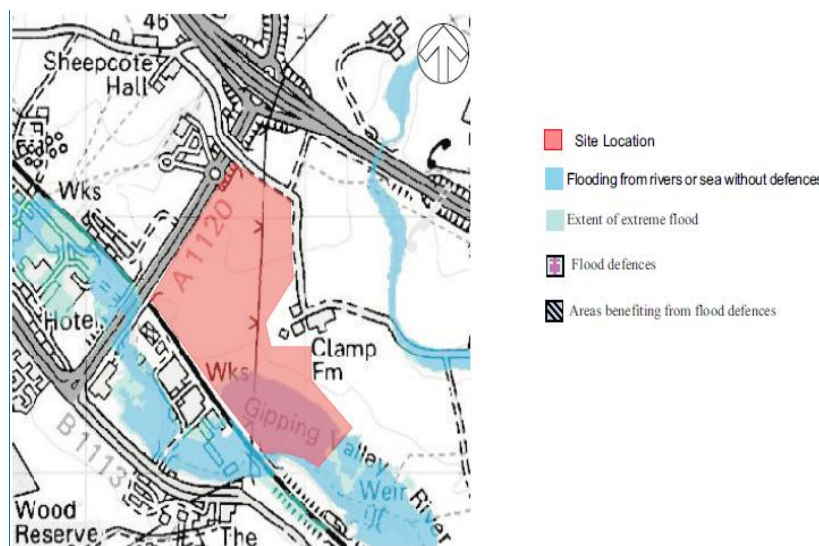


Figure 4.4: Baseline Air Quality Measurement

4.8 Drainage

- 4.8.1 The site is adjacent to the River Gipping, the main drainage basin for the Mid Suffolk area. The Environment Agency and residents downstream from the site in Needham Market and The Creetings are therefore concerned that any development proposals do not increase the risk of flooding.
- 4.8.2 Extensive consultation has been carried out with the Environment Agency over a period of years establishing their requirements for any proposed development. This work has included a Flood Risk Assessment and detailed drainage designs for a synthesised development layout on Phase 1. The Environment Agency has responded to the current consultation acknowledging this earlier work and requiring fresh work linked to any planning application. The Drainage Strategy for the development is described in more detail in section 5.8 below.
- 4.8.3 The site overlies a minor aquifer and it is anticipated that all planning permissions will incorporate conditions requiring appropriate pollution prevention measures such as petrol interceptors. (see 5.8)
- 4.8.4 The site contains two distinct areas within the critical 1 in 100 year floodplain. The north-eastern boundary of Phase 2 comprises a minor watercourse cut into the landscape. A 20 m (average) margin from this drain is designated floodplain. More significantly, approximately 10 hectares comprising the south-eastern corner of Phase 1 are low-lying meadows adjoining the River Gipping and are designated floodplain thus limiting any development potential.



Location of Floodplain Area (blue)

5. Development Proposals

5.1 Indicative Land Uses and Estate Layout.

- 5.1.1 This section translates the vision and expectations for the Stowmarket Business and Enterprise Park into a series of design-led principles for development to which all proposals must adhere, relating to buildings, parking, landscape and appearance. It is primarily based upon the principles set out in the Stowmarket Area Action Plan which are intended to create the conditions and environment to attract a mix of users. The environment will create and encourage the market conditions to make Stowmarket Business and Enterprise Park into one of the premier business locations in the region and an important community resource.
- 5.1.2 The Stowmarket Area Action Plan offers the following commentary on the types of uses anticipated and an indicative guide as to the amount of land which might be allocated to each use.

SAAP Policy 7.9

Allocation

The site alongside the A1120 shown as the 'Stowmarket Business and Enterprise Park' in Map 7.2 and 7.3, is allocated for employment use (expected to be predominantly port related as indicated below), and open space, leisure and recreation.

	Total Area in Hectares (Ha)	Total Employment Area (Ha)	Area of B1 Offices (Ha)	Area of Other Business Units (Ha)	Area of Warehouses (Ha)
Phase 1	58	29.0	2.0	6.0	21.0
Phase 2	21	10.5	2.0	4.5	4.0
Total	79	39.5	4.0	10.5	25.0

Table 7.1 Indicative Land Uses

Other uses including Sui Generis Use and those within Use Class D commonly found on business parks will be considered.

- 5.1.3 The land areas in the table are described as indicative and are to be taken as an approximate guide to the proportions appropriate to each use. The areas of land indicated have been derived from best estimates of what the market will demand. They are not intended to limit any particular use. For example, should a major office occupier seek to establish a campus on the new Business Park the relatively low 2 hectare indicative allocation would be insufficient but would not prevent such development.
- 5.1.4 This Development Brief does not generally allocate uses to specific areas within the Business Park. However, a zoning regime is proposed based on the height of buildings at various parts of this sloping site responding to the landform characteristics described in 4.2. Three height zones are proposed and are expected to attract uses as follows:
- **6.5m** (clear eaves to underside of haunch)
This is similar to two storey domestic dwelling construction and will be appropriate for office buildings, R and D buildings, starter units and small warehouse/showrooms.
 - **8.0m** (clear eaves to underside of haunch)
Suitable for larger warehouses and factories.
 - **15.0m** (clear eaves to underside of haunch)
Suitable for large logistics warehouses.

The area to the west of Clamp Farm is shown as part of the 6.5m zone and will be restricted to B1 uses. Specific uses for a number of other small areas are set out in para. 5.1.12.

- 5.1.5 A Proposals Plan has been prepared for the Stowmarket Business and Enterprise Park based on the themes and policies outlined in this document. It is reproduced in full with explanatory legend as the final page of this document.
- 5.1.6 The development of the area includes the construction of a new east-west link road between Mill Lane and the A1120 Tesco roundabout which will eventually perform the dual function of a route into Stowmarket for villages to the East and the spine road to the new estate. HGV restrictions will be introduced on Mill Lane to prevent this being used as a through route. It will however be necessary to continue to provide HGV access to existing businesses in Mill Lane.
- 5.1.7 The new link road and integral roundabouts will be designed and constructed to adoptable standards and to a phased specification providing adequate capacity for Phase 1 and Phase 2 and local traffic diverted from Mill Lane. The entrance from the A1120 may be constructed as a twin lane road depending upon the requirements of

Suffolk County Council Highways Authority.

- 5.1.8 Dispersal of the road network to Phase 2 in the north and commercial zones in the south will be via distributor roads aligned with the Overhead High Voltage Power Lines thus preserving open access to them and minimising disruption and loss of developable area.
- 5.1.9 The Link road and these distributor roads will be constructed to Suffolk County Council standards and offered for adoption by the Council Highways authority.
- 5.1.10 Following construction of the new link road Mill Lane will be closed to traffic except for pedestrians and cyclists and for access to Braziers Hall and Mill lane cottages.
- 5.1.11 The Phase 2 Business Park will be the subject of a separate planning application but will be accessed via the northern distributor road within the Phase 1 Site as indicated white on the Proposals Plan.
- 5.1.12 The blend of proposed public and business uses within the Site will depend upon type of user and quality of the particular development but will be subject to additional specific guidance as below:
- Key opportunities for landmark buildings are identified on the Proposals Plan. These will be very carefully sited to mark junctions and activity nodes and aid navigation whilst simultaneously masking poorer visual aspects (e.g. the view of the Maltings). A landmark building might fall within any of the approved use classes but is one that is distinctive and memorable. They should be seen as a focus for architectural excellence and employ high quality materials and landscaping. (See 5.3.4)
 - A plot of about 1 ha coloured yellow on the Proposals Plan denotes an area reserved for 'green' uses which may include the construction of low impact buildings and infrastructure. The use classes in this area will range from B use classes to one-off uses reflecting the emergence of new land uses arising from the green economy. Any uses in this area will need to be compatible with its countryside and woodland setting.
 - A plot of about 0.5 ha coloured blue on the Proposals Plan denotes a Business Park central services facility. It is anticipated that this will house a combination of uses potentially including inter alia a Town Edge Bus Stop with 'Real Time Passenger Information' (RTPI), taxi rank, waiting area, small shop, small cafeteria, serviced starter offices, estate management company offices and a crèche.



Example of a Central Services Hub Building

- Two plots each of about 0.7 ha coloured orange are located at the north-west boundary where the Mill Lane road bridge crosses the A1120. These are allocated for recreation ground use for local residents and employees. Mixed views were expressed during the public consultation about the need for this recreation land and its use for a football pitch and play area. Developers will therefore offer the identified areas for adoption but if no competent authority is identified developers can reallocate land for recreational use at one or several locations elsewhere within the Business Park to be used by employees of the business park and maintained through the estate management company service charge regime.

5.2 Buildings Design and Layout

- 5.2.1 Within the landscaped setting all buildings will be constructed of high quality materials and techniques to meet stringent environmental targets in line with BREEAM Very Good
- 5.2.2 It is anticipated that buildings will incorporate technology to generate green energy to contribute in part towards the consumption of the occupant. Such equipment has visual impacts of its own and the local planning authority will work with developers to enable a cost efficient solution within the overall design of the buildings. The design of buildings should also incorporate measures to make efficient use of water and to enhance biodiversity.
- 5.2.3 Buildings fronting the new Mill Lane link road and integral roundabouts will be designed and constructed to maximise the potential of this location. It is anticipated that office

occupiers will favour sites on the north side of this new road. Significant areas of office space are also anticipated as ancillary accommodation to factories and warehouses. Wherever possible these offices will be located fronting the road and take advantage of building corner locations to derive maximum natural daylight for workers.

- 5.2.4 Glass has been widely and increasingly used as a modern building material not only limited to fenestration but also curtain walling to commercial buildings. The widespread use of glass within a building's fabric does, however, often conflict with the energy efficiency of the building when contrasted with the performance of alternative systems (e.g. brick and block or composite cladding panels). Use of glass as a building material at Stowmarket Business and Enterprise Park will be acceptable subject to the use of measures such as solar shading on south facing elevations (see entrance glazing in picture below)



Example of office building with solar shading and light buff brickwork

- 5.2.5 Brick insulated cavity walls have proven energy efficient characteristics in addition to structural performance. Stowmarket is close to the centre of an area with a distinctive brick tradition embodied in the 'Woolpit White'. Use of bricks, particularly modern mass produced colour equivalents to the local example (see photo above) is appropriate.
- 5.2.6 Factories and warehouses will be of a significantly larger scale and utilitarian construction than offices and showrooms and will be expected to be mainly clad with composite metal panel systems. These systems enable the incorporation of insulation to achieve stringent targets for thermal efficiency thus producing modern 'green' employment accommodation. Use of multiple colours and panel profile will be required to break up the visual impact of the large areas of blank walling essential to the operational efficiency of the building.



Use of multiple panel colours to break up large elevations

- 5.2.7 Car Parking, cycle storage and HGV access/ parking arrangements will be provided to each building in accordance with the relevant current standard at the time applications are considered.
- 5.2.8 Type and design of cycle stands and demarcation of vehicle parking spaces will be agreed as part of individual planning applications.
- 5.2.9 Developers will be expected to include provision within site layout drawings for secure and accessible waste storage /collection infrastructure. This might range from tactically located skip standing areas to compactors with appropriate power supplies and specialist liquids storage vessels within adequate bunding structures.
- 5.2.10 Construction Phase measures for the development of the buildings described above and the Estate road network will also be controlled and developers will be expected to ensure that contractors adequately monitor and manage impacts including noise, air quality (particularly dust), traffic, waste, spillages and temporary drainage.

5.3 Landscaping

- 5.3.1 The landscaping strategy for Stowmarket Business and Enterprise Park is central to the delivery of many of the key objectives of this land allocation. The landscaping proposed performs a range of functions not confined to visual mitigation of views of the proposed new buildings. Ecological, transport and recreational outcomes are also reliant upon the phased delivery of the comprehensive landscape strategy.
- 5.3.2 The Proposals Plan indicates the location of all landscaping features and includes a

separate Key giving detailed specification of each element.

5.3.3 This specification includes landscaping to the estate roads. A hierarchy of planting is proposed between the main link road, the north-south spine road and the minor roads. Reference to the Key illustrates that the main link road through the site is intended to be a wide tree lined boulevard with low level planting separating pedestrians from the carriageway and a further deep 5 m planting margin separating the pavement from the boundaries of the proposed buildings. Planting is also indicated to the North/ South spine road. There will be opportunities for shrub and tree planting elsewhere within the area

5.3.4 Variations to the theme of masking all development with planting may be considered:

- Where a prominent well designed building is an acceptable substitute for tree screening. An example of such a circumstance is the plot at the estate entrance from the A1120 where a 'Landmark' office building could substitute for planting as below:



Site entrance from A1120. Use of buildings to mask view into site

- At entrance points to individual plots and entrances to minor roads
- Where overhead cables prevent tree planting and lower growing species will be substituted

5.3.5 The type of tree and hedgerow species chosen will reflect the function of the planting at any given location and to provide all year round screening. Woodland tree species will

be used throughout so that at maturity their height will break up views of the taller buildings and into the site generally. Lower hedgerow and sub canopy species will be employed to mitigate views at lower level. This will be of particular relevance alongside the main pedestrian /cycleway routes but also where the view into the site is from above such as for users of the Cedars Link road as it rises above the site on an embankment.

5.3.6 Appropriate species include the following:

Woodland Species (subject to tree disease risks)

- field maple (*Acer campestre*)
- penduculate oak (*Quercus robur*),
- ash (*Fraxinus excelsior*),
- alder (*Alnus glutinosa*),
- crack willow (*Salix fragilis*)
- black poplar (*populus nigra*)
- hazel (*Corylus avellana*)



Field maple (*Acer campestre*)- one of the most common indigenous trees in Mid Suffolk

Hedging Species

- hawthorn (*Crataegus monogyna*)
- dog rose (*Rosa canina*)

- holly (*Ilex aquifolium*)
- blackthorn (*Prunus spinosa*)
- hazel (*Corylus avellana*)

Other native species would be acceptable if appropriate to the surrounding landscape character and growing conditions.

5.3.7 Advance planting and landscaping is to be carried out adjacent to the A1120 where it is at grade and to the east of the site adjacent to Clamp Farm. Otherwise phasing of landscaping will be linked to the contours of the site as recorded on Ordnance Survey plans. For land in each phase, whenever buildings are to be erected reference will be made to the contour height of the land to be occupied by the footprint of the proposed building and, during the first planting season following commencement of works, all landscaping indicated on the proposals plan at or above that contour height, within that phase, will be completed.

5.4 Highways and Transport

5.4.1 The Site presents an opportunity to contribute to local transport strategy in several important ways:

- Construction in phases of a new direct road access between Mill Lane and the A1120 Tesco Roundabout. This removes vehicles, including commercial traffic from existing businesses in Creeting, from the Cedars Park residential areas.
- There is an existing access from Mill Lane which serves the agricultural land to the north. Any closures of Mill Lane to general vehicular traffic will need to maintain this access in its current form. The improvement of this access or the creation of a new access from Mill Lane to serve the Phase 2 employment land will not be acceptable. All vehicular access to Phase 2 must be via the A1120, the Tesco Roundabout and the spine road to be constructed as part of Phase 1. Other routes are unsuitable for the volume and type of traffic that will be generated by the development. The closed section of Mill Lane will be available for use in the event of an emergency. Provision will also be made for a secondary access to the Phase 2 land from Mill Lane for use in the event of an emergency only. The closure of Mill Lane and the introduction of HGV restrictions will require traffic regulation orders which will be the subject of a separate process.
- Employment provision matched to existing and future housing areas will significantly reduce the trend for outward commuting from Stowmarket to employment opportunities elsewhere along the A14 thereby reducing car use and A14 congestion.
- Re-use of the abandoned Mill Lane road bridge as a combined cycle and pedestrian route linking back through residential areas to the town centre combined with a public transport hub within the Park including a Town Edge Bus Stop with 'Real Time Passenger Information' (RTPI), taxi rank, waiting area will present workers with a range of transport modes and promote reduced car use in the area.
- Cycle and pedestrian traffic entering the site from the Mill Lane road bridge in the north east will be connected through the site by new tree lined pathways to the existing Gipping Valley footpath in the south west corner of the site providing a circular route back to Stowmarket town centre. Additional cycle /pedestrian links to the north west corner will provide enhanced public footpath access under the A14 to Creeting St Peter through Phase 2 land.
- Highways and Footpaths will be designed to afford the disabled a route from the north western boundary with the A1120 to the River Gipping bank in the south west

once all phases are delivered.

Delivery of the Road Network

- 5.4.2 The delivery of the new road network will be controlled through separate legal agreements attached to the planning permissions for each of Phase 1 and Phase 2. These will specify triggers for the construction of different elements of the road network in terms of the amount of land that can be developed and occupied before the roads are completed and in line with section 38 agreements handed over to the Highway Authority for adoption. There are three key connections: the access from the A1120 roundabout to the site, the connection between the development and Mill Lane to the east of the site and the connection between Phase 1 and Phase 2 of the development across Mill Lane.
- 5.4.3 As shown on the Proposals Plan access to the site will be made via a new arm of the roundabout from the A1120. This will be provided as part of Phase 1a.
- 5.4.4 It is anticipated that the connection between the development and Mill Lane to the east of the site will be constructed as part of Phase 1b. The road will need to be constructed and adopted as public highway before the section of Mill Lane running through the site can be closed. The closure will require a package of traffic regulation orders to limit the use of the closed section of Mill Lane to pedestrians and cyclists. Access will also be maintained to the existing businesses served by Mill Lane. It is proposed to introduce an HGV restriction on Mill Lane to the east of the development except for access. These traffic regulation orders will be sought in order to be activated at the time that the new connection is made to Mill Lane. Improvements will be required to the closed section of Mill Lane to make it more attractive to pedestrians and cyclists. Measures will also be considered to deter traffic from using the retained section of Mill Lane to the east of the development instead of the A1120.
- 5.4.5 Any development of Phase 2 will require a vehicular crossing of the closed section of Mill Lane and connection to the Phase 1 road network. Road closure measures will ensure that vehicular traffic generated by the new development on Phase 2 will not be permitted to use any elements of the closed section of Mill Lane other than where crossing to the Phase 1 road network.
- 5.4.6 At present Phases 1 and 2 are in different ownerships and there will need to be an agreement between them on a commercial basis to secure the road link between the two. The owner of the Phase 1 land will be required to retain a protected corridor to enable the road connection to be made between the two phases in accordance with the Proposals Plan. In the event that the two landowners are unable to reach agreement the Council will reserve the right to intervene to secure the road link between Phases 1 and 2 to ensure that the Phase 2 land can be brought forward in line with the phasing

set out in paragraph 6.5.1 of this Brief.

5.4.7 Separate Transport Assessments will accompany Outline Planning Applications for each of Phase 1 and Phase 2 and will include reference to the following:

- predicted worker numbers based on the indicative Land Use areas tabled above
- all modes of access
- any local road improvements required
- the impact of the combination of proposed road improvements and Business Park traffic generation on the local highway network and the A14 trunk route.

It will be for the County Council to consider the transport assessment and to determine the local improvements that are required to mitigate the effects of the traffic generated by the development.

5.4.8 A Green Travel Plan covering both phases prepared in accordance with latest government guidance will accompany the outline planning application for Phase 1 and the Business Park Management Company will be required through planning condition to implement and monitor the approved measures on an on-going basis.

5.5 Ecology

5.5.1 The absence of any significant flora and fauna within the existing intensively farmed arable site presents an opportunity to produce an enhanced environment and introduce greater diversity and new landscapes

5.5.2 The ecological strategy for the site is closely entwined with the landscaping strategy which, as recorded above, will result in the replacement of featureless farmland with new woodland belts and spinneys and tree cover for wildlife corridors around and through the site.

5.5.3 A Planning Condition will be imposed on any site with boundaries to any structural planting belts requiring the protection of such boundaries with deer proof fencing to minimise the likelihood of wildlife straying into dangerous commercial operational areas as it migrates around the site.

5.5.4 A major opportunity to regenerate indigenous flora and fauna is presented by the allocation of circa 10 hectares (25 acres) of marshy pastureland in the South East corner of the site bounding the River Gipping as a wet woodland area for recreational access and use by the public and workers of the Business Park. (Area 4 on Proposals Plan).



10 hectare existing marsh floodplain pasture

5.5.5 The Outline Planning Permission for the Phase 1 land will include an obligation requiring the developer to fund the preparation of a detailed design and specification of works for this area covering topics including planting, location and shape of drainage features, public access and information. This document is to be prepared in collaboration with Suffolk Wildlife Trust and the Environment Agency and any statutory consents for the works from these or any other statutory undertaker must be obtained.

5.5.6 The Planning Condition will impose a trigger limit of 13 ha (32 acres) of land to be developed before the developer must undertake the works.

5.5.7 The local planning authority will determine what is a reasonable sum for future maintenance, and what constitutes a competent authority for providing future maintenance of the 10ha area identified. Following completion of the works the developer must hand over the area to the Planning Authority or any competent authority it should nominate together with a commuted payment calculated as a reasonable sum for future maintenance of the area. All appropriate rights of way to the site will also be granted at this time.

5.6 Archaeology

5.6.1 Paragraph 128 of the National Planning Policy Framework sets out the procedure for developers with regard to Archaeological investigation. As recorded in 4.6 correspondence with Suffolk County Council Archaeological Service in 2007/8 confirmed that works might include; aerial photograph assessment, field walking and metal – detecting survey, linear trial trenching and a geo-archaeological evaluation of areas of the floodplain which might be built on.

5.6.2 Developers will be expected to fund the preparation of a written scheme of

investigation covering elements of the works described above and provide access to the land for an appropriate period for such investigation in accordance with the NPPF prior to commencement of development.

5.7 Environmental: Noise and Vibration, Air Quality and Lighting

- 5.7.1 **Noise and Vibration.** As reported in Section 4.7.3 previous reports have indicated that Noise and Vibration from operational sources will require mitigation at the boundary with Clamp Farm the only residential properties immediately abutting the site.
- 5.7.2 Accordingly the Proposals Plan indicates a linear earth bund with planting following the east boundary of the site where it abuts Clamp Farm. This bund and planting will provide the Clamp Farm cluster with protection from both environmental and visual impact. The exact height, width, planting species and timing of construction will be determined at the time of an Outline Planning application and regulated through Planning Condition
- 5.7.3 **Lighting** for the new highway network installed by the developer will be designed to minimise any identifiable deleterious impact on residential areas. The developer will liaise with the Highways Authority and the local planning authority to produce an adoptable specification having explored options for column height, bulb selection directional shielding and control equipment.



Examples of Cowled Directional Low Impact Street Lighting

- 5.7.4 **The Lighting, noise and air quality** impact of individual employment buildings on residential areas and existing nearby businesses will be assessed when planning applications are made. Where appropriate, mitigation measures (such as treatment of emissions for an industrial process) will be secured by planning condition. This could include restrictions on the hours of working, restrictions on outside working, use of quiet road surfaces materials, treatment of emissions for an industrial process and controls over air quality.

5.8 Drainage

- 5.8.1 The site allocation covers at least three current rural sub catchment areas. The allocation seeks to blend recreational with employment uses. In order to promote maximum diversity of job opportunity the type and location of employment buildings and the minor estate roads serving them will remain flexible as the Park evolves through phased development.
- 5.8.2 This essential flexible approach limits the level of detailed design of proposed drainage systems but does not prevent the production of a drainage strategy to which detailed site proposals should conform.
- 5.8.3 The drainage strategy will ensure that the effect of the development upon peak rates of surface water discharge will be mitigated by inclusion within the design of Sustainable Urban Drainage techniques (SUDS) such as attenuation ponds and oversized ditches and pipes. Where ground conditions allow, infiltration into the sub strata will be utilised although ground investigation to date indicates that the impermeable clay encountered throughout the site will limit this approach.



Surface water attenuation balancing pond

- 5.8.4 It is anticipated that both outline and detailed planning permissions will be subject to a

condition that, through these techniques, storm water discharge rates will be restricted to existing “Greenfield” run off rates or better.

- 5.8.5 For both phases 1 and 2 a target figure for greenfield run off per square metre of hardened surface (roads, parking area and building footprints) will be agreed with the appropriate statutory authority. The planning condition will stipulate that prior to each permitted element of the development being occupied the appropriate drainage infrastructure to achieve the target will have been completed and connection made to that element.
- 5.8.6 Section 4.8.4 has identified two distinct areas within the critical 1 in 100 year floodplain- one on the north east boundary of the site and a larger area forming the south east corner. No construction will be proposed in these areas. The floodplain areas have been included in landscape tree planting areas but detail of the extent of such planting and any footpath or other necessary infrastructure will be agreed with the Environment Agency and any measures required to ensure the continued functioning of the floodplain will be incorporated in the design.
- 5.8.7 The issue of water quality will be addressed in a variety of ways. Paved areas and adopted roads will drain via trapped gullies to minimise the passage of silt into the downstream watercourses. Bypass type petrol interceptors will be installed on the drainage systems serving on-site highways and commercial areas to remove suspended oil and petrol. The scope of the use petrol interceptors will be undertaken in accordance with the EA’s “Policy and Practice for the Protection of Groundwater”.
- 5.8.8 The transition from unregulated run-off from arable land to the more controlled regime detailed above is expected to produce a beneficial reduction in nitrate levels. This will contribute to the improved water quality of the local watercourses and River Gipping. Inclusion of the proposed shallow gradient storage features will allow sediment loads to settle. This will contribute to a reduction in possible physical pollution of the River Gipping linked to existing rural run off.
- 5.8.9 A number of options will be explored to establish a Foul Sewerage strategy.
- Connection to the existing foul drains in Gun Cotton Way on the west side of the A1120. This would require a pumping station in the low spot of each catchment and pumping mains leading back to the A1120. It would be necessary to install new drains across the A1120 and west along Gun Cotton Way to the closest connection. This existing drain may not be of sufficient capacity and thus upgrading may be needed from this point to the Sewerage Treatment Plant SWT to the south west. This SWT may also need upgrading to cope with the additional load.
 - Draining the site to a single collection point at the lowest spot (south east corner

around 24.00 AOD) and construction of a sewerage treatment plant with treated water discharging to the nearby Watercourse.

- Installation of a series of packaged treatment plants throughout the site of sufficient capacity to deal with each phase. Treated water would discharge into the estate surface water drainage system.

5.8.10 In all cases above the new installations will be offered to Anglian Water for adoption but could alternatively be maintained by the Estate Management Company funded through service charges.

6. Implementation including Phasing and Timing of Development

6.1 Overview

- 6.1.1 Development of a strategic site of this size is expected to cover a period of between 10 and 20 years. Significant initial costs will be incurred bringing services such as electricity and water into the site and forming the new road entrance. Development of Employment Land is acknowledged to be a less profitable undertaking than residential development and it is envisaged that the project will not break even for a number of years. Accordingly, a phased approach is anticipated to allow the costs of infrastructure to be spread over a period sufficient to generate compensating land sales income.
- 6.1.2 Within the boundary of the defined Business and Enterprise Park area the land is split between two key landowners and this is reflected in the boundaries of Phase 1 and Phase 2.

6.2 General Principles

- 6.2.1 Development of the site will be initially focussed on a new spine road, constructed in phases, which will form an important new approach to Stowmarket extending over half a kilometre into countryside to the east of the A1120 to a junction with Mill Lane.
- 6.2.2 It is anticipated that a road of this length will be constructed in two phases commencing in the second half of 2014.

6.3 Phase 1a

- 6.3.1 Phase 1a will include the formation of a new entrance from the A1120 roundabout and construction of a 2 lane estate road terminating at a new roundabout approximately 200m within the site.
- 6.3.2 This first phase road will be sufficient to service circa 6 hectares of development land. Land will be retained on either side of the initial roadway to allow for future widening of this entrance section to a 4 lane road if traffic volumes reach certain trigger points.



6 Hectare Phase 1A Outlined in White

- 6.3.3 As part of this initial phase, (subject to 5.1.12) a recreation area will be provided as indicated on the Proposals Plan including play equipment. Footpath/cycleway improvements will be undertaken to Mill Lane from Buzzard Close, over the existing Mill Lane road bridge to the entrance to the recreation area. A new tree-lined footpath/cycleway will be incorporated within the recreation area along the A1120 boundary connecting with the new spine road.
- 6.3.4 A 40m width woodland belt will be planted alongside the A1120 leading south from the entrance roundabout. An approved mix of tree species will be planted into a platform elevated from the current field level by soil excavated during the development process. Tree planting will be phased to coordinate with buildings constructed at a similar level within the site (see 5.3.7). Thus construction of a building on the 35m contour within the site will be mitigated by platform raising and planting where the existing 35m contour meets the A1120.
- 6.3.5 The A1120 frontage immediately adjacent to the Entrance roundabout and for a length of approximately 70m southwards will remain open and excluded from the 40m woodland belt planting as this prominent Urban Gateway plot is allocated for a 'landmark' building. There is also an opportunity for a landmark building to the north of the access road.

6.4 Phase 1 General and Subsequent Phases

- 6.4.1 The northern boundary of Phase 1 bordering Mill Lane will be screened by a 12.5m width planting belt. Running through the centre of this belt a corridor of 2.5m width will remain unplanted as the potential route of a bridleway.
- 6.4.2 The final treatment of this corridor (either surfaced or planted) will be determined by whatever use is assigned to the adjacent Mill Lane after closure to through traffic.
- 6.4.3 This tree fringed route-way will extend for up to 2 kilometres through phase 1 of the development. The first phase of this planting will commence with phase 1a and extend for circa 200m eastwards from the Mill Lane road bridge. The remainder, terminating close to Clamp Farm, will be installed as part of subsequent phases.
- 6.4.4 Views into Phase 1 from the East will be screened by 20-30m planting belts aligned with the southern feeder road. Additional eastern screening immediately contiguous with the Clamp Farm Cluster will be a 40m woodland belt incorporating a footpath/cycleway/bridleway.
- 6.4.5 Phase 1b will also include the laying out and planting of the 8 hectare (22acre) 'wet woodland' country park area on the bank of the River Gipping. This will include a wet woodland flood plain area of circa 6.3 hectares, a riparian wood around the banked margin of circa 2.4 hectares and a picnic area of circa 0.15 hectares.

6.5 Phase 2

- 6.5.1 The Core Strategy Focused Review indicated that Phase 1 of the development will come forward in the early part of the plan period (2012 to 2017) and that Phase 2 will come forward in the medium to long term (2017-2027). This was to ensure an even supply of employment land throughout the plan period. The exact timing will depend on the take up of land and provision of infrastructure. However Phase 2 may come forward earlier than 2017 if certain circumstances arise and certain conditions are met. This would include Phase 1 being completed well in advance of 2017, both phases being purchased by a single occupier or a major investor preferring the Phase 2 site because of its A14 frontage.
- 6.5.2 Significant planting will screen both phases from views to the north whilst simultaneously providing a second woodland park area. This will comprise a ridge top wood 100m deep alongside the A14 wrapping around the eastern boundary of the site to join Mill lane. Advance planting will be required in accordance with SAAP Policy 4.2 The new plantation will incorporate a woodland 'ride' and be connected to the footpath/ cycleway /bridleway network at east and west ends.

6.5.3 Before any buildings are occupied within Phase 2 the developer will also plant a third 6 hectare woodland screen on land forming the north embankment of the A14.

7. Public Consultation

- 7.1.1 The proposals for the Stowmarket Business and Enterprise Park have evolved over a period of many years through discussions with stakeholders and residents.
- 7.1.2 Meetings and discussions between landowners representatives and relevant officers from Mid Suffolk District Council and Suffolk County Council in 2008 and 2009 culminated in the preparation of a Masterplan similar to that contained within this document for display and comment at the Stowmarket Area Action Plan public consultation event 'Planning For Stowmarket' attended by several hundred residents in June 2009.



'Planning For Stowmarket' Public Consultation June 2009

- 7.1.3 Following Adoption of the Stowmarket Area Action Plan in February 2013 the Proposals Plan and associated Development Brief proposals have been refined and were presented to a 'Place Shaping Workshop' at Mid Suffolk District Council's offices on 14th October 2013. The workshop was attended by representatives of County, District, Town and Parish Councils.
- 7.1.4 A public exhibition of the Proposals Plan and development proposals was held at Cedars Park Community Centre on Saturday 19th October 2013. The event was attended by over 100 people and over 50 responses were received. Digital versions of the exhibition boards were also available to view on the Council's website.
- 7.1.5 The responses received following this recent public consultation exercise have been carefully considered during the production of this Development Brief and a

number of changes to the Proposals Plan have been made as a result. The main issues raised during the consultation were:

Transport and Movement
<ul style="list-style-type: none">• Concerns that business park traffic would overload the road network• Concerns that a road accident would block the entrance.• Concerns that HGVs will drive into residential areas by mistake.• Concerns that public footpaths would be closed off.• Concerns that HGV noise would be intrusive through night hours.• Concerns about the closure of Mill Lane.
Noise and Light Pollution
<ul style="list-style-type: none">• Concerns that 24 hour operation would cause noise and light pollution for residents of Clamp Farm, Cedars Park and Creeting village.
Drainage / Flooding Risk
<ul style="list-style-type: none">• Concerns that any development would exacerbate storm condition flooding problems experienced in communities such as Needham Market and Creeting St Mary down river from the site.• Concerns that foul sewerage from the Business Park will add to the existing odour from the Sewerage Treatment Plant south of Cedars Park.
Environment and Landscape
<ul style="list-style-type: none">• Concerns that open space areas will have potential for anti-social behaviour.• Concerns that the entire site will be developed as a Container Park.• Concerns that no competent authority will adopt any public open space.• Concerns that the proposed recreation ground is unnecessary and /or in the wrong location.

7.1.6 The Draft Development Brief and Public Consultation Statement were published on 6th January 2014 for consultation. The main issues raised were:

- The phasing of the development, particularly the long time scale and the timing of Phase 2

- The delivery of the road network
- The impact of the development on the Clamp Farm cluster of dwellings and the proposed mitigation measures
- The need for advance planting

The comments received were considered by the Council's Executive Committee on 10th March 2014 and a number of amendments to the Brief were agreed, including:

- Greater flexibility for the timing of the Phase 2 land so that it can be brought forward earlier than 2017 in certain circumstances
- A new section setting out the process for the delivery of the road network
- Amendments to the area to the west of Clamp Farm to reduce the height of the proposed buildings and to limit the use of this area to B1
- A reference to SAAP Policy 4.2 and its requirement for advance planting and landscaping alongside the A1120 where it is at grade and to the west of Clamp Farm

The Committee resolved to adopt the Brief (as amended) as a supplementary planning document.



























- 7.1.7 A separate Public Consultation Statement has been prepared setting out the issues raised during both stages of consultation and how they have been addressed in this Development Brief.



Landscaping Key:

- 1** 40m Structural Planting belt on earthwork bund raised against existing embankment
- 2** 3m Open unmanaged rail margin fenced off from development zone
- 3** Existing wood to be retained and fenced off from development zone
- 4** Wetland area with raised footpath and planting to EA and Suffolk Wildlife approval
- 5** 40 m Structural Planting belt incorporating public footpath
- 6** 20-30m Structural Planting Belt
- 7** Linear earth bund with planting'
- 8** Tapering max 40m Structural Planting belt incorporating public footpath
- 9** Mixed depth New wood/ Planting Belt Min 40m depth avoiding Floodplain where applicable
- 10** New Ridge Top wood 100m depth incorporating woodland 'ride' and sloping up embankment to road level
- 11** Existing Hedgerow to Mill Lane retained
- 12** 2.5m wide combined public footpath/cycleway with 5m planting either side
- 13** 3m wide hedgerow and tree planting
- 14** 3m wide combined public footpath/cycleway with 0.75m low durable hedge to carriageway and 5m planting to inner side
- 15** Off site Phase 2 Planting belt

Main Features Key:

	Phase 1 boundary		Existing Tree Belt
	Business warehouse and industrial development		New recreational footway/ Cycleway through newly created habitat mosaic linking residents of Cedar Park with River Gipping path and Creeting footpaths
	Business units		Dual and single carriageway, New Proposed A1120/ Mill Lane link road
	Business community centre and bus stop		Existing East West Road Links
	Possible recreation ground		Phase 2 development Road Access
	Urban Gateway Opportunity for Landmark Building		Stretch of Mill Lane closed to traffic except cyclists, pedestrians and for access
	Green/ ecological/ environmental land uses		Overhead cables and electricity pylons
	Bus layby and truck turn		Maximum eaves height 6.5 metres
	Phase 2		Maximum eaves height 6.5 metres and restricted to B1 use
	Phase 2 business park		Maximum eaves height 8 metres
	Informal recreation area and community wetland		Maximum eaves height 15 metres
	Structural Planting		Indicative locations of SUDS lagoons
	Water features		Linear earth bund with planting